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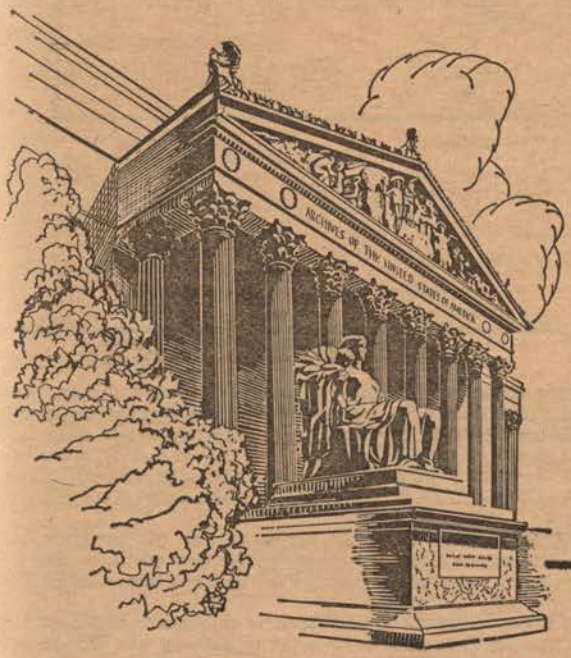
PART I

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Agricultural Stabilization and Conservation Service
Agriculture Department
Business and Defense Services Administration
Civil Aeronautics Board
Civil Service Commission
Coast Guard
Consumer and Marketing Service
Federal Aviation Administration
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Fiscal Service
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Veterans Administration

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Announcing First 10-Year Cumulation

TABLES OF LAWS AFFECTED

in Volumes 70–79 of the

UNITED STATES STATUTES AT LARGE

Lists all prior laws and other Federal instruments which were amended, repealed, or otherwise affected by the provisions of public laws enacted during the years 1956–1965. Includes index of popular name acts affected in Volumes 70–79.

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Proclamation 3873

COLUMBUS DAY, 1968

By the President of the United States of America

A Proclamation

On October 12, we honor the memory of the great Italian navigator, Christopher Columbus, who sailed forth on uncharted seas in a voyage that was to change the history of the world.

The breadth of his imagination, the force of his determination, and the magnitude of his achievement have not dimmed with the passing of time.

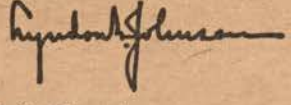
We are all spiritual heirs of Christopher Columbus. His unbounded faith and courage are a part of the patrimony of every American.

In recognition of our debt to Columbus the Congress of the United States, by a joint resolution approved April 30, 1934 (48 Stat. 657), requested the President to proclaim October 12 of each year as Columbus Day for the observance of the anniversary of the discovery of America.

NOW, THEREFORE, I, LYNDON B. JOHNSON, President of the United States of America, do hereby designate Saturday, October 12, 1968, as Columbus Day; and I invite the people of this Nation to observe that day in schools, churches, and other suitable places with appropriate ceremonies in honor of the great explorer.

I also direct that the flag of the United States be displayed on all public buildings on the appointed day in memory of Christopher Columbus.

IN WITNESS WHEREOF, I have hereunto set my hand, this thirtieth day of September, in the year of our Lord nineteen hundred and sixty-eight, and of the Independence of the United States of America the one hundred and ninety-third.



[F.R. Doc. 68–12040; Filed, Oct. 1, 1968; 9:47 a.m.]

Executive Order 11431

CREATING A BOARD OF INQUIRY TO REPORT ON CERTAIN LABOR DISPUTES AFFECTING THE MARITIME INDUSTRY OF THE UNITED STATES

WHEREAS, there exist certain labor disputes between employers (or associations by which such employers are represented in collective bargaining conferences) who are (1) steamship companies or who are engaged as operators or agents for ships engaged in service from or to Atlantic and Gulf Coast ports from Searsport, Maine, to Brownsville, Texas, or from or to other ports of the United States or its territories or possessions, (2) contracting stevedores, (3) contracting marine carpenters, (4) lighterage operators, or (5) other employers engaged in related or associated pier activities and certain of their employees represented by the International Longshoremen's Association, AFL-CIO; and

WHEREAS, such disputes have resulted in a threatened strike which if permitted to occur, will, in my opinion, affect a substantial part of the maritime industry, an industry engaged in trade, commerce, transportation, transmission, or communication among the several States and with foreign nations, and which strike will, if permitted to occur, imperil the national health and safety.

NOW, THEREFORE, by virtue of the authority vested in me by Section 206 of the Labor-Management Relations Act, 1947 (61 Stat. 155; 29 U.S.C. 176), I hereby create a Board of Inquiry, consisting of:

Honorable David L. Cole, as Chairman, Honorable Peter Seitz, and The Right Reverend Monsignor George G. Higgins,

as Members, whom I hereby appoint to inquire into the issues involved in such disputes.

The Board shall have powers and duties as set forth in Title II of such Act. The Board shall report to the President in accordance with the provisions of Section 206 of such Act on or before October 2, 1968.

Upon the submission of its report, the Board shall continue in existence to perform such other functions as may be required under such Act.

Lyndon B. Johnson

THE WHITE HOUSE,
September 30, 1968.

[F.R. Doc. 68-12039; Filed, Oct. 1, 1968; 9:47 a.m.]

Rules and Regulations

Title 7—AGRICULTURE

Chapter I—Consumer and Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

SUBCHAPTER E—WAREHOUSE REGULATIONS

PART 101—COTTON WAREHOUSES

Weights To Be Shown on Multiple Bale Warehouse Receipts Issued by Cotton Warehousemen Licensed Under United States Warehouse Act

On August 16, 1968, there was published in the FEDERAL REGISTER (33 F.R. 11669) a notice, in accordance with the administrative procedure provisions in 5 U.S.C. section 553, that Consumer and Marketing Service, pursuant to the authority conferred by section 28 of the U.S. Warehouse Act (7 U.S.C. 268) was considering amending warehouse regulations appearing in Part 101 of Subchapter E of Chapter I in Title 7 of the Code of Federal Regulations. After due consideration of all relevant matters and under the authority of section 28 of said Act (7 U.S.C. 268), said regulations are hereby amended as follows:

1. Subparagraph (9), paragraph (a) of § 101.16 is amended to read:

§ 101.16 Form.

(a) * * *

(9) A statement to the effect that the weight was determined by a weigher licensed under the U.S. Warehouse Act, except that if the weight is not so determined, as permitted in § 101.38, the receipt shall contain a statement to that effect.

* * * * *

2. Section 101.38 is amended to read as follows:

§ 101.38 Weighing of cotton; weighing apparatus.

(a) All cotton before being stored in a licensed warehouse, shall be weighed at the warehouse by a licensed weigher, and the weight so determined shall be stated on the warehouse receipt; except that by agreement with the depositor, point of origin weights may be stated on the receipt for cotton tendered for storage in a lot the identity of which is to be preserved during storage and shipment from the warehouse, and for which a multiple bale receipt is to be issued: *Provided*, That if such lot is broken at the warehouse, each bale shall be weighed at the warehouse by a licensed weigher before single bale warehouse receipts are issued.

(b) Each licensed warehouse shall be equipped with scales acceptable to the Department for weighing cotton into and out of the warehouse. The weighing apparatus used for ascertaining the weight stated in a receipt or certificate, issued for cotton stored in a licensed warehouse, shall be subject to examination by an officer or agent of the Department designated by the Administrator for the purpose. If the Department shall disapprove such weighing apparatus, it shall not thereafter, unless such disapproval be withdrawn, be used in ascertaining the weight of any cotton for the purposes of the act and the regulations in this part.

In order to be of maximum benefit to licensed warehousemen and depositors who will be storing cotton during the impending harvest, these amendments should be made effective immediately. Therefore, pursuant to the administrative procedure provisions of 5 U.S.C. section 553, it is found upon good cause that further public procedures with respect to the amendments are impractical and unnecessary and they may be made effective less than 30 days after publication in the FEDERAL REGISTER.

These amendments shall become effective upon publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 27th day of September 1968.

JOHN C. BLUM,
Deputy Administrator,
Regulatory Programs.

[F.R. Doc. 68-11932; Filed, Oct. 1, 1968; 8:47 a.m.]

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

SUBCHAPTER G—DETERMINATION OF PROPORTIONATE SHARES

[Amdt. 1]

PART 855—MAINLAND CANE SUGAR AREA

Proportionate Shares for Farms; 1969 Crop

Pursuant to section 302 of the Sugar Act of 1948, as amended (hereinafter referred to as the Act, §§ 855.49 and 855.51 (33 F.R. 12027) are amended as follows:

1. Section 855.49 is amended to read as follows:

§ 855.49 State acreage allocations.

The acreage allocation shall be 160,270 acres for Florida and 256,800 acres for Louisiana, which includes the acreage made available under § 855.55 for new-producer farms and under § 855.56 for fulfilling appeals and correcting errors.

2. Paragraphs (b) and (c) of § 855.51 are amended to read as follows:

§ 855.51 Establishment of shares for old-producer farms.

* * * * *

(b) *Farms with bases of more than 50 acres and less than 58.9 acres.* The share for any farm in this category shall be 50 acres.

(c) *Farms with bases of 58.9 acres or more.* The share for any farm in this category shall be determined by applying to each farm base an adjustment factor computed by the State committee. The factor shall be determined by dividing the State acreage allocation in § 855.49, less the acreage made available to the State in §§ 855.55 and 855.56 and the total of the shares determined in paragraphs (a) and (b) of this section, by the total of the bases established for all farms with bases of 58.9 acres or more.

* * * * *

Statement of bases and considerations. The regulations establishing 1969-crop proportionate shares for farms in the Mainland Cane Sugar Area previously issued (33 F.R. 12027), provided for 1969-crop State acreage allocations at 80 percent of the 1968-crop levels. Having reappraised the situation with respect to proportionate shares for 1969-crop sugar cane production in the Mainland Cane Sugar Area, it is determined that a 1969-crop acreage level at 85 percent of the 1968-crop level will enable the area to meet its quota and provide a normal carryover inventory. The regulations have been amended accordingly. This area is subject to weather hazards which severely affect sugar production and this change will lessen the impact next year that the larger reduction would have had on this industry. The change in § 855.51 from 62.6 acres to 58.9 acres assures that shares for farms having bases of more than 50 acres and less than 58.9 acres will not be below 50 acres which is the share determined by applying a reduction factor of 85 percent to a base of 58.8 acres.

Accordingly, I hereby find and conclude that the foregoing amendment will effectuate the applicable provisions of the Act.

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153; secs. 301, 302, 61 Stat. 929, 930, as amended; 7 U.S.C. 1131, 1132)

Effective date: Date of publication.

Signed at Washington, D.C., on September 27, 1968.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 68-11931; Filed, Oct. 1, 1968; 8:47 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 78—BRUCELLOSIS

Subpart D—Designation of Modified Certified Brucellosis Areas, Public Stockyards, Specifically Approved Stockyards and Slaughtering Establishments

MODIFIED CERTIFIED BRUCELLOSIS AREAS

Pursuant to § 78.16 of the regulations in Part 78, as amended, Title 9, Code of Federal Regulations, containing restrictions on the interstate movement of animals because of brucellosis, under sections 4, 5, and 13 of the Act of May 29, 1884, as amended; sections 1 and 2 of the Act of February 2, 1903, as amended, and section 3 of the Act of March 3, 1905, as amended (21 U.S.C. 111–113, 114a–1, 120, 121, 125), § 78.13 of said regulations designating modified certified brucellosis areas is hereby amended to read as follows:

§ 78.13 Modified certified brucellosis areas.

The following States, or specified portions thereof, are hereby designated as modified certified brucellosis areas:

Alabama. The entire State;
Alaska. The entire State except Chirikof Island;
Arizona. The entire State;
Arkansas. The entire State;
California. The entire State;
Colorado. The entire State;
Connecticut. The entire State;
Delaware. The entire State;
Florida. Baker, Bay, Bradford, Brevard, Calhoun, Charlotte, Citrus, Clay, Collier, Columbia, Dade, Dixie, Duval, Escambia, Flagler, Franklin, Gadsden, Gilchrist, Gulf, Hamilton, Hendry, Hernando, Holmes, Jackson, Jefferson, Lafayette, Lake, Lee, Leon, Levy, Liberty, Madison, Manatee, Monroe, Nassau, Okaloosa, Orange, Osceola, Pasco, Pinellas, Putnam, Santa Rosa, Sarasota, Sumter, Suwannee, Taylor, Union, Volusia, Wakulla, Walton, and Washington Counties;
Georgia. The entire State;
Hawaii. Honolulu, Kauai, and Maui Counties;
Idaho. The entire State;
Illinois. The entire State;
Indiana. The entire State;
Iowa. The entire State;
Kansas. The entire State;
Kentucky. The entire State;
Louisiana. Allen, Ascension, Assumption, Bienville, Caldwell, Claiborne, East Baton Rouge, East Feliciana, Grant, Iberia, Iberville, Jackson, Jefferson, Lafayette, Lafourche, Lincoln, Livingston, Orleans, Sabine, St. Bernard, St. Charles, St. Helena, St. James, St. John the Baptist, St. Martin, St. Mary, St. Tammany, Tangipahoa, Tensas, Terrebonne, Union, Vernon, Washington, Webster, West Baton Rouge, West Feliciana, and Winn Parishes;
Maine. The entire State;
Maryland. The entire State;
Massachusetts. The entire State;
Michigan. The entire State;
Minnesota. The entire State;
Mississippi. Alcorn, Amite, Attala, Benton, Bolivar, Calhoun, Chickasaw, Choctaw, Claiborne, Clarke, Clay, Coahoma, Copiah, Covington, DeSoto, Forrest, Franklin, George, Greene, Grenada, Hancock, Harrison, Hinds, Humphreys, Issaquena, Itawamba, Jackson, Jasper, Jefferson, Jefferson Davis, Jones, Kemper, Lafayette, Lamar, Lauderdale, Lawrence, Leake, Lee, Leflore, Lincoln, Lowndes, Marion, Monroe, Montgomery, Neshoba, Newton, Noxubee, Oktibbeha, Panola, Pearl River, Perry, Pike, Pontotoc, Prentiss, Quitman, Rankin, Scott, Simpson, Smith, Stone, Sunflower, Tallahatchie, Tate, Tippah, Tishomingo, Tunica, Union, Walthall, Warren, Washington, Wayne, Webster, Wilkinson, Winston, and Yalobusha Counties;
Missouri. The entire State;
Montana. The entire State;
Nebraska. Adams, Antelope, Arthur, Banner, Boone, Buffalo, Burt, Butler, Cass, Cedar, Chase, Cheyenne, Clay, Colfax, Cuming, Custer, Dakota, Dawson, Deuel, Dixon, Dodge, Douglas, Dundy, Fillmore, Franklin, Frontier, Furnas, Gage, Gosper, Greeley, Hall, Hamilton, Harlan, Hayes, Hitchcock, Howard, Jefferson, Johnson, Kearney, Keith, Kimball, Knox, Lancaster, Madison, Merrick, Nance, Nemaha, Nuckolls, Otoe, Pawnee, Perkins, Phelphs, Pierce, Platte, Polk, Red Willow, Richardson, Saline, Sarpy, Saunders, Seward, Sherman, Sioux, Stanton, Thayer, Thruston, Valley, Washington, Wayne, Webster, Wheeler, and York Counties;
Nevada. The entire State;
New Hampshire. The entire State;
New Jersey. The entire State;
New Mexico. The entire State;
New York. The entire State;
North Carolina. The entire State;
North Dakota. The entire State;
Ohio. The entire State;
Oklahoma. Adair, Alfalfa, Atoka, Beaver, Beckham, Blaine, Bryan, Canadian, Carter, Cherokee, Choctaw, Cimarron, Coal, Craig, Creek, Delaware, Dewey, Ellis, Garfield, Garvin, Grant, Greer, Harmon, Harper, Haskell, Hughes, Jackson, Johnston, Kay, Kingfisher, Kiowa, Latimer, LeFlore, Lincoln, Logan, McClain, McCurtain, McIntosh, Major, Marshall, Mayes, Murray, Muskogee, Noble, Nowata, Okfuskee, Oklahoma, Okmulgee, Osage, Ottawa, Pawnee, Payne, Pittsburg, Pontotoc, Pushmataha, Rogers, Seminole, Sequoyah, Texas, Wagoner, Washington, Washita, Woods, and Woodward Counties;
Oregon. The entire State;
Pennsylvania. The entire State;
Rhode Island. The entire State;
South Carolina. The entire State;
South Dakota. Beadle, Bennett, Brookings, Brown, Buffalo, Butte, Campbell, Clark, Clay, Codington, Corson, Custer, Day, Deuel, Edmonds, Fall River, Faulk, Grant, Haakon, Hamlin, Hand, Hanson, Harding, Jackson, Jerauld, Jones, Kingsbury, Lake, Lawrence, Lincoln, McCook, McPherson, Marshall, Meade, Mellette, Miner, Minnehaha, Moody, Pennington, Perkins, Potter, Roberts, Sanborn, Shannon, Spink, Todd, Tripp, Turner, Union, Walworth, Washabaugh, Yankton, and Ziebach Counties; and Crow Creek Indian Reservation;
Tennessee. The entire State;
Texas. Andrews, Archer, Armstrong, Atascosa, Bailey, Bandera, Baylor, Bell, Bexar, Blanco, Borden, Bosque, Brewster, Briscoe, Brooks, Brown, Burleson, Burnet, Caldwell, Calhoun, Callahan, Cameron, Camp, Carson, Castro, Childress, Cochran, Coke, Coleman, Collingsworth, Comal, Comanche, Concho, Coryell, Cottle, Crane, Crockett, Crosby, Culberson, Dallam, Dawson, Deaf Smith, Dickens, Dimmit, Donley, Duval, Eastland, Ector, Edwards, El Paso, Erath, Falls, Fisher, Floyd, Foard, Freestone, Gaines, Garza, Gillespie, Glasscock, Gray, Guadalupe, Hale, Hall, Hamilton, Hansford, Hardeman, Hartley, Haskell, Hays, Hemphill, Hidalgo, Hockley, Hood, Howard, Hudspeth, Hutchinson, Irion, Jack, Jeff Davis, Jim Hogg, Jim Wells, Jones, Karnes, Kendall, Kent, Kerr, Kimble, King, Kinney, Knox, Lamb, Lampasas, Lee, Limestone, Lipscomb, Live Oak, Llano, Loving, Lubbock, Lynn, Marion, Martin, Mason, Maverick, McCulloch, McLennan, Medina, Menard, Midland, Milam, Mills, Mitchell, Moore, Morris, Motley, Navarro, Newton, Nolan, Ochiltree, Oldham, Orange, Palo Pinto, Parker, Parmer, Pecos, Potter, Presidio, Randall, Reagan, Real, Reeves, Roberts, Runnels, Sabine, San Augustine, San Saba, Schleicher, Scurry, Shackelford, Shelby, Sherman, Smith, Somervell, Starr, Stephens, Sterling, Stonewall, Sutton, Swisher, Taylor, Terrell, Terry, Throckmorten, Tom Green, Travis, Upton, Uvalde, Val Verde, Ward, Washington, Wheeler, Wichita, Wilbarger, Williamson, Wilson, Winkler, Yoakum, Young, Zapata, and Zavala Counties;
Utah. The entire State;
Vermont. The entire State;
Virginia. The entire State;
Washington. The entire State;
West Virginia. The entire State;
Wisconsin. The entire State;
Wyoming. The entire State;
Puerto Rico. The entire area; and
Virgin Islands of the United States. The entire area.

(Secs. 4, 5, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791–792, as amended, sec. 3, 33 Stat. 1265, as amended, sec. 2, 65 Stat. 693; 21 U.S.C. 111–113, 114a–1, 120, 121, 125; 29 F.R. 16210, as amended, 9 CFR 78.16)

Effective date. The foregoing amendment shall become effective upon publication in the FEDERAL REGISTER.

The amendment adds the following additional areas to the list of areas designated as modified certified brucellosis areas because it has been determined that such areas come within the definition of § 78.1(i): Caldwell, East Feliciana, and Grant Parishes in Louisiana; Issaquena, Leflore, and Warren Counties in Mississippi; Pittsburg County in Oklahoma; and Tripp County in South Dakota.

The amendment imposes certain restrictions necessary to prevent the spread of brucellosis in cattle and relieves certain restrictions presently imposed. It should be made effective promptly in order to accomplish its purpose in the public interest and to be of maximum benefit to persons subject to the restrictions which are relieved. Accordingly, under the administrative procedure provisions of 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and contrary to the public interest, and good cause is found for making the amendment effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 26th day of September 1968.

E. E. SAULMON,
Director, Animal Health Division, Agricultural Research Service.

[F.R. Doc. 68–11930; Filed, Oct. 1, 1968; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airspace Docket No. 68-SO-22]

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

Alteration of Transition Area

On August 20, 1968, F.R. Doc. 68-9941, effective October 17, 1968, was published in the FEDERAL REGISTER (33 F.R. 11747 and 11748) amending Part 71 of the Federal Aviation Regulations by designating the Paris, Tenn., transition area.

In the amendment, extensions to the transition area were predicated on the 212° and 356° bearings from the Paris RBN.

Subsequent to publication of the rule, Coast and Geodetic Survey refined the final approach bearing of the NDB-RWY-1 SIAP from 212° to 210° and the final approach bearing of the NDB-RWY-19 SIAP from 356° to 353°. It is therefore necessary to alter the rule accordingly.

Since this amendment is minor in nature, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, effective immediately, F.R. Doc. 68-9941 is amended as follows:

In lines five and fourteen of the Paris, Tenn., transition area description "* * * 212° * * *" is deleted and "* * * 210° * * *" is substituted therefor. In lines nine and twenty of the Paris, Tenn., transition area description "* * * 356° * * *" is deleted and "* * * 353° * * *" is substituted therefor.

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

Issued in East Point, Ga., on September 23, 1968.

GORDON A. WILLIAMS, Jr.,
Acting Director, Southern Region.

[F.R. Doc. 68-11927; Filed, Oct. 1, 1968; 8:46 a.m.]

[Airspace Docket No. 68-WE-47]

PART 75—ESTABLISHMENT OF JET ROUTES

Designation of Jet Route

On July 2, 1968, a notice of proposed rule making was published in the FEDERAL REGISTER (33 F.R. 9622) stating that the Federal Aviation Administration was considering the designation of a jet route from Wilson Creek, Nev., direct to Meeker, Colo.

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

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0901 G.M.T., December 12, 1968, as hereinafter set forth.

Section 75.100 (33 F.R. 2349) is amended by adding the following:

Jet Route No. 156 (Wilson Creek, Nev., to Meeker, Colo.).
From Wilson Creek, Nev., to Meeker, Colo.

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

Issued in Washington, D.C. on September 25, 1968.

T. MCCORMACK,
Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 68-11928; Filed, Oct. 1, 1968; 8:47 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 8—Veterans Administration

MISCELLANEOUS AMENDMENTS TO CHAPTER

Chapter 8 is amended as follows:

PART 8-3—PROCUREMENT BY NEGOTIATION

1. Section 8-3.605-50 is revised to read as follows:

§ 8-3.605-50 VA Forms 07-2138 and 07-2139.

VA Form 07-2138, Order for Supplies or Services, and VA Form 07-2139, Order for Supplies or Services (Continuation), provide in one interleaved set of forms a purchase or delivery order, vendor's invoice, and receiving report. They will be used in lieu of and in the same manner as Standard Forms 147 and 148.

PART 8-7—CONTRACT CLAUSES

2. In § 8-7.150-4, paragraph (c) is amended to read as follows:

§ 8-7.150-4 Estimated quantities for requirements contracts.

* * * * *

(c) The following clause will be used in local coal-hauling contracts:

ESTIMATED QUANTITY

The estimated requirements shown in this invitation for bids cover the requirements for the entire contract period. It is understood and agreed that during the period of this contract the Government may order and the contractor will haul such coal as may, in the opinion of the Government, be required, except that in the public exigency procurement may be made without regard to this contract.

* * * * *

3. Sections 8-7.150-5 and 8-7.150-6 are revoked:

§ 8-7.150-5 Savings clause. [Revoked]

§ 8-7.150-6 Termination clauses. [Revoked]

PART 8-8—TERMINATION OF CONTRACTS

4. Subpart 8-8.2 is added to read as follows:

Subpart 8-8.2—General Principles Applicable to the Termination for Convenience and Settlement of Fixed-Price and Cost-Reimbursement Type Contracts

Sec.

8-8.200 Scope of subpart.
8-8.206 Fraud or other criminal conduct.
8-8.207 Accounting review of prime contract settlement proposals and of subcontract settlements.
8-8.211 Review and approval of proposed settlements.
8-8.211-1 Settlement review boards.
8-8.211-2 Required review and approval.

AUTHORITY: The provisions of this Subpart 8-8.2 issued under sec. 205(c), 63 Stat. 390, as amended, 40 U.S.C. 486(c); sec. 210(c), 72 Stat. 1114, 38 U.S.C. 210(c).

Subpart 8-8.2—General Principles Applicable to the Termination for Convenience and Settlement of Fixed-Price and Cost-Reimbursement Type Contracts

§ 8-8.200 Scope of subpart.

This subpart prescribes actions to be taken by contracting officers, when settlement proposals are received from contractors whose contracts have been terminated for the convenience of the Government.

§ 8-8.206 Fraud or other criminal conduct.

When the circumstances set forth in FPR 1-8.206 are encountered, the contracting officer will immediately discontinue all negotiations. He will submit to the Director, Supply Service all of the pertinent facts necessary to support his reasoning. The Director, Supply Service will review the submission and fully develop the facts. If he concurs that the evidence indicates fraud or other criminal conduct, he will forward the submission with his recommendations, through channels, to the General Counsel for a determination as to whether submission to the Department of Justice for criminal or civil action is indicated. The contracting officer will be advised by the Director, Supply Service as to any further action to be taken by him. Pending receipt of this advice, the matter will not be discussed with the contractor. If inquiry is made by the contractor, he will be advised only that his proposal has been forwarded to higher authority.

§ 8-8.207 Accounting review of prime contract settlement proposals and of subcontract settlements.

In compliance with the provisions of FPR 1-8.207, contracting officers will submit all settlement proposals to the Controller for review and audit prior to taking any further action.

§ 8-8.211 Review and approval of proposed settlements.

§ 8-8.211-1 Settlement review boards.

The Chief Medical Director and the Assistant Administrator for Construction

will each establish within his own organization a settlement review board. These boards will be established in accordance with the provisions of FPR 1-8.211-1 for the purpose of reviewing proposed settlements of contracts that have been terminated for the convenience of the Veterans Administration.

§ 8-8.211-2 Required review and approval.

(a) When a review of a proposed settlement is required by FPR 1-8.211-2 and the contract covers supplies, equipment or services, other than construction chargeable to C of H&DF (Construction of Hospital and Domiciliary Facilities) funds, the contracting officer will submit the proposed settlement or determination to the settlement review board through the Chief Medical Director (134).

(b) When the contract covers construction chargeable to C of H&DF funds and review is required, the proposed settlement or determination will be submitted by the contracting officer to the settlement review board through the Assistant Administrator for Construction.

(c) Each submission shall, in addition to the material required by FPR 1-8.211-2(c), be accompanied by any other relevant material that will assist the board in arriving at a decision to approve or disapprove the proposal.

5. Subpart 8-8.7 is added to read as follows:

Subpart 8-8.7—Clauses

Sec.
8-8.700 Scope and applicability of subpart.
8-8.700-1 Scope.
8-8.700-2 Applicability.

AUTHORITY: The provisions of this Subpart 8-8.7 issued under sec. 205(c), 63 Stat. 390, as amended, 40 U.S.C. 486(c); sec. 210(c), 72 Stat. 1114, 38 U.S.C. 210(c).

Subpart 8-8.7—Clauses

§ 8-8.700 Scope and applicability of subpart.

§ 8-8.700-1 Scope.

This subpart prescribes the termination for convenience clauses to be used by the Veterans Administration in fixed-price and certain cost-reimbursement type contracts.

§ 8-8.700-2 Applicability.

(a) Veterans Administration contracting officers will insert the following clauses in all formally advertised or negotiated fixed-price contracts.

(1) The clause prescribed by FPR 1-8.705-1 when contracting for supplies and/or equipment estimated to cost more than $2,500 but not more than $100,000.

(2) The clause prescribed by FPR 1-8.701 when contracting for supplies and/or equipment estimated to cost in excess of $100,000.

(3) The clause prescribed by FPR 1-8.705-1 when contracting for services under the circumstances set forth in FPR 1-8.700-2(a)(2). In all other instances, the clause prescribed by FPR 1-8.701 will be used.

(4) The clause prescribed by FPR 1-8.703 in all contracts for construction, estimated to cost in excess of $10,000, entered into by Central Office. It will be inserted in all contracts for construction entered into by field station contracting officers when such contracts are in excess of $100,000, or when a construction contract in excess of $10,000 is assigned to the station by the Assistant Administrator for Construction. All other station executed construction contracts between $10,000 and $100,000 will contain the clause prescribed by FPR 1-8.705-2. At the option of the contracting officer, this clause may be included in contracts of less than $10,000.

(5) The clause prescribed by FPR 1-8.704-1 when contracting with an educational or nonprofit institution on a no-fee or no-profit basis for experimental, developmental or research work.

(b) The following clauses will be inserted in cost-reimbursement type contracts when, in the opinion of the contracting officer, a termination clause is desirable.

(1) The clause prescribed by FPR 1-8.702 when contracting for supplies or experimental, developmental, or research work and a fee is contemplated.

(2) The clause prescribed by FPR 1-8.704-1 when contracting with an educational or nonprofit institution on a no-fee or no-profit basis for experimental, developmental, or research work.

PART 8-16—PROCUREMENT FORMS

6. Section 8-16.301-2 is revised to read as follows:

§ 8-16.301-2 Order for Supplies or Services (VA Forms 07-2138 and 07-2139).

VA Form 07-2138, Order for Supplies or Services, and VA Form 07-2139, Order for Supplies or Services (Continuation), are prescribed for use in § 8-3.605-50 of this chapter.

7. In § 8-16.301-50, paragraph (a) is amended to read as follows:

§ 8-16.301-50 Advertising order (SF 1143).

(a) This form, together with its memo copy 1143a, is a multipurpose order, invoice, voucher form prescribed for purchase of advertising services.

* * * * *

(Sec. 205(c), 63 Stat. 390, as amended, 40 U.S.C. 486(c); sec. 210(c), 72 Stat. 1114, 38 U.S.C. 210(c))

These regulations are effective immediately.

Approved: September 26, 1968.

By direction of the Administrator.

[SEAL] A. W. STRATTON,
Deputy Administrator.

[F.R. Doc. 68-11936; Filed, Oct. 1, 1968; 8:47 a.m.]

Title 46—SHIPPING

Chapter I—Coast Guard, Department of Transportation

[CGFR 68-105]

APPROVAL OF CARGO GEAR PLANS BY INTERNATIONAL CARGO GEAR BUREAU, INC., NEW YORK, N.Y.

1. The certification of cargo gear required by 46 CFR 31.37-1 through 31.37-85 for tank vessels, 71.47-1 through 71.47-85 for passenger vessels, and 91.37-1 through 91.37-85 for cargo and miscellaneous vessels provide for a review of cargo gear plans, including stress and arrangement diagrams. Under the provisions of 46 CFR 31.37-20, 71.47-20, and 91.37-20 cargo gear plans approved by a classification society need not be submitted to the Officer in Charge, Marine Inspection, for approval.

2. By a letter of February 15, 1968, the International Cargo Gear Bureau, Inc., with home office at 17 Battery Place, New York, N.Y. 10004, requested the Coast Guard's review of their procedures and methods of approving cargo gear plans, and the acceptance of their approved cargo gear plans in the same manner that cargo gear plans approved by a classification society are accepted. The Coast Guard recognizes that incident to cargo gear certification the International Cargo Gear Bureau, Inc., is being called upon by owners or agents of merchant vessels to review cargo gear plans, including stress and arrangement diagrams, and this Bureau has the technical competence to handle such reviews. The rules designated 46 CFR 31.37-23, 71.47-23, and 91.37-23 are added and the headings for 46 CFR 31.37-15, 71.47-15, and 91.37-15 are amended in order to inform persons concerned that the Coast Guard accepts cargo gear plans approved by the International Cargo Gear Bureau, Inc. In the future such approved plans need not be submitted to the Officer in Charge, Marine Inspection, for approval under 46 CFR 31.37-15, 71.47-15, and 91.37-15.

3. Because the rules in this document are interpretations and descriptions of determinations made by the Commandant, U.S. Coast Guard, in the administration of the laws governing marine safety, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedures thereon, and effective data requirements) is unnecessary (5 U.S.C. 553).

4. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by 14 U.S.C. 632 and other laws cited with the rules below and the delegation of authority in 49 CFR 1.4(a)(2), the following rules and regulations are amended or added and they shall be effective on the date of publication in the FEDERAL REGISTER.

SUBCHAPTER D—TANK VESSELS

PART 31—INSPECTION AND CERTIFICATION

Subpart 31.37—Inspection of Cargo Gear

5. The heading only of § 31.37–15 is amended to read as follows:

§ 31.37–15 Cargo gear plans required when plans are not approved by a classification society or recognized cargo gear organization—TB/ALL.

* * * * *

6. Subpart 31.37 is amended by inserting the following new section:

§ 31.37–23 Cargo gear plans approved by a recognized cargo gear organization—TB/ALL.

(a) The plans required by § 31.37–15 (a) need not be submitted to the Officer in Charge, Marine Inspection, for approval if such plans are or have been approved by a recognized cargo gear organization listed in paragraph (b) of this section.

(b) The following cargo gear organizations are recognized as having the technical competence to handle the required review of cargo gear plans, including stress and arrangement diagrams, and this recognition will continue in effect until suspended, canceled, or modified by proper authority:

(1) International Cargo Gear Bureau, Inc., with home office at 17 Battery Place, New York, N.Y. 10004.

(c) One approved copy of each set of cargo gear plans shall be retained on the vessel.

(R.S. 4405, as amended, 4417a, as amended, 4462, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 375, 391a, 416, 49 U.S.C. 1655(b); 49 CFR 1.4(a)(2). Interpret or apply sec. 3, 68 Stat. 675; 50 U.S.C. 198; E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR, 1965 Supp.)

SUBCHAPTER H—PASSENGER VESSELS

PART 71—INSPECTION AND CERTIFICATION

Subpart 71.47—Inspection of Cargo Gear

7. The heading only of § 71.47–15 is amended to read as follows:

§ 71.47–15 Cargo gear plans required when plans are not approved by a classification society or recognized cargo gear organization.

* * * * *

8. Subpart 71.47 is amended by inserting the following new section:

§ 71.47–23 Cargo gear plans approved by a recognized cargo gear organization.

(a) The plans required by § 31.37–15 (a) of this chapter need not be submitted to the Officer in Charge, Marine Inspection, for approval if such plans are or have been approved by a recognized cargo gear organization listed in paragraph (b) of this section.

(b) The following cargo gear organizations are recognized as having the technical competence to handle the required review of cargo gear plans, including stress and arrangement diagrams, and this recognition will continue in effect until suspended, canceled, or modified by proper authority:

(1) International Cargo Gear Bureau, Inc., with home office at 17 Battery Place, New York, N.Y. 10004.

(c) One approved copy of each set of cargo gear plans shall be retained on the vessel.

(R.S. 4405, as amended, 4462, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 375, 416, 49 U.S.C. 1655(b); 49 CFR 1.4(a)(2). Interpret or apply R.S. 4399, as amended, 4400, as amended, 4417, as amended, 4418, as amended, 4426, as amended, 4433, as amended, 4453, as amended, 4488, as amended, sec. 14, 29 Stat. 690, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, sec. 5, 49 Stat. 1384, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 54 Stat. 347, as amended, sec. 3, 70 Stat. 152, sec. 3, 68 Stat. 675; 46 U.S.C. 361, 362, 391, 392, 399, 404, 411, 435, 481, 366, 395, 363, 369, 367, 1333, 390b, 50 U.S.C. 198; E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR, 1965 Supp.)

SUBCHAPTER I—CARGO AND MISCELLANEOUS VESSELS

PART 91—INSPECTION AND CERTIFICATION

Subpart 91.37—Inspection of Cargo Gear

9. The heading only of § 91.37–15 is amended to read as follows:

§ 91.37–15 Cargo gear plans required when plans are not approved by a classification society or recognized cargo gear organization.

* * * * *

10. Subpart 91.37 is amended by inserting the following new section:

§ 91.37–23 Cargo gear plans approved by a recognized cargo gear organization.

(a) The plans required by § 31.37–15 (a) of this chapter need not be submitted to the Officer in Charge, Marine Inspection, for approval if such plans are or have been approved by a recognized cargo gear organization listed in paragraph (b) of this section.

(b) The following cargo gear organizations are recognized as having the technical competence to handle the required review of cargo gear plans, including stress and arrangement diagrams, and this recognition will continue in effect until suspended, canceled, or modified by proper authority:

(1) International Cargo Gear Bureau, Inc., with home office at 17 Battery Place, New York, N.Y. 10004.

(c) One approved copy of each set of cargo gear plans shall be retained on the vessel.

(R.S. 4405, as amended, 4462, as amended, sec. 6(b)(1), 80 Stat. 938; 46 U.S.C. 375, 416, 49 U.S.C. 1655(b); 49 CFR 1.4(a)(2). Interpret or apply R.S. 4399, as amended, 4400, as amended, 4417, as amended, 4418, as amended, 4426, as amended, 4427, as amended, 4433, as amended, 4453, as amended, 4488, as amended, sec. 14, 29 Stat. 690, as amended, sec. 10, 35 Stat. 428, as amended, 41 Stat. 305, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 68 Stat. 675; 46 U.S.C. 361, 362, 391, 392, 404, 405, 411, 435, 481, 366, 395, 363, 367, 50 U.S.C. 198; E.O. 11239, July 31, 1965, 30 F.R. 9671, 3 CFR, 1965 Supp.)

Dated: September 26, 1968.

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

[F.R. Doc. 68–11961; Filed, Oct. 1, 1968; 8:49 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 18222; FCC 68–983]

PART 73—RADIO BROADCAST SERVICES

Table of Assignments, New Castle, Ind.; Memorandum Opinion and Order

In the matter of amendment of § 73.202, Table of Assignments, FM Broadcast Stations (Blairstown Township, N.J., Lexington, Mo., Knox, Ind., North Syracuse, N.Y., Williamsport, Md., Ukiah, Calif., and New Castle, Ind.); Docket No. 18222, RM–1283, RM–1284, RM–1285, RM–1292, RM–1293, RM–1294, RM–1295.

1. On August 28, 1968 (released August 29 and published at 33 F.R. 12370 on Sept. 4, 1968), the Commission adopted a first report and order in Docket 18222 (FCC 68–881) making various changes in the FM Table of Assignments (§ 73.202(b) of the Commission's rules) including the assignment of Channel 232A as a second FM channel to New Castle, Ind. The decision in this respect adopted the proposal set forth in the notice of proposed rule making herein issued June 21, 1968 (FCC 68–651), which was in response to a petition requesting this assignment filed by New Castle Broadcasting Corp., a potential FM applicant at New Castle (RM–1295, filed April 24, 1968).

2. It now appears that the assignment of Channel 232A to New Castle was erroneously proposed and adopted. Previously, on December 13, 1967, in Docket 17746, Channel 232A had been assigned to Rushville, Ind., a community some 20 miles south of New Castle, where it is the first assignment to the community and county. This assignment was overlooked in the New Castle petitioner's showing as to the technical feasibility of using Channel 232A at New Castle, and by our staff in reviewing this showing. Use of Channel 232A at both communities is obviously impossible since the minimum mileage separation required by our rules for Class A cochannel stations is 65 miles (§ 73.207(a)); and therefore the effect of our action making the New Castle assignment must be rescinded.

3. On September 5, 1968, after the error in the New Castle assignment was called to its counsel's attention, petitioner

New Castle Broadcasting Corp. filed a "Request for Legal and Equitable Relief and, if Necessary, Waiver of Rule 73.203 and Other Procedural Requirements." Pointing out its previous vigorous but unsuccessful efforts to obtain authorization for an AM station at New Castle and the failure of any party to evince interest in the Rushville FM assignment since it was made, and asserting that therefore the New Castle assignment would represent a more efficient use of the channel, petitioner asks that either our recent rule making action be regarded as superseding the Rushville assignment and allowed to stand, or that its FM application (tendered September 3) be accepted and processed regardless of the problem involved in the New Castle channel assignment, on the basis of the "10-mile rule" (§ 73.203 (b)); i.e., treating it as an acceptable application for use of the Rushville assignment by a New Castle station, waiving the limitation of that rule to 10 miles and to unlisted communities. As another alternative it is suggested that we take steps to make at this time a final choice on "307(b)" grounds between New Castle and Rushville by accepting the New Castle application and giving public notice that competing applications for the channel, either at Rushville or at New Castle, shall be filed within 60 days, and thereafter either designating a hearing on appropriate issues between the applications (if filed) or handling the pending New Castle application in normal course.

4. Petitioner's contention that our action resulting in adoption of the New Castle assignment, even though in error, should be regarded as superseding the Rushville assignment is untenable. New Castle acknowledges that it overlooked in its petition the technical incompatability of its proposal with the separation rules; indeed, had the unrevealed fatal defect been detected when tendered, it would have been routinely and properly dismissed pursuant to § 73.207(a) of the rules. The contention "that the mutually exclusive Rushville allocation has inferentially been deleted in order to accomplish such New Castle allocation" is without support under the circumstances prevailing. Neither petitioner's pleadings nor the notice in the subject proceeding contained a proposal or mention looking toward deletion of the Rushville assignment. For us to proceed on this basis without proper rule making would be an unwarranted circumvention of regularized procedures, without opportunity for interested or affected parties to participate. We cannot permit circumvention of established processes nor permit advantage to be taken of an inadvertent error as a means to accomplish an objective—notwithstanding the merit of the objective—that is obviously technically unacceptable.

5. Likewise, New Castle Broadcasting Corp.'s request that we waive § 73.203(b) must be denied. That section of the rules governs use of a channel elsewhere than in the listed community, and provides that a Class A channel such as this one may be utilized in an unlisted community within 10 miles of the listed community. This limit, adopted in a recent amendment of the rules, replaced the former 25-mile limit, primarily because a move of this magnitude could and often did leave the listed community without a 1 mv/m signal from the station ultimately constructed on the channel. This concern is pertinent here, for even by New Castle's estimate, the communities are sufficiently far apart so that Rushville would not be served by the proposed station. In addition, of course, the rule was and still is applicable only to unlisted communities. New Castle is a listed community with an operating FM station (and an AM station as well) and as such is not permitted to avail itself of the opportunity to utilize the channel regardless of the distance involved. Granting the requested waiver would deprive Rushville and its county of their only FM channel and opportunity for a local broadcast outlet to benefit already-served New Castle and as such would be inconsistent with section 307(b). It is also noted that the New Castle application proposal is also short-spaced to cochannel station WMER (FM), Celina, Ohio, and no substantive showing has been made in support of waiver of the spacing requirement to permit the creation of this shortage.

6. We will of course consider further technically acceptable proposals for rule making looking toward an assignment for New Castle. The engineering consultant for New Castle has indicated that it may be possible to find a substitute channel for Rushville. Such a proposal may be advanced and, if it has merit, will be the subject of further rule making in Docket 18222. Also, in view of the fact that use of the Channel 232A assignment at Rushville presents site-location problems since it must be some 7 miles from the city to meet separation requirements, and since no application has been tendered for the channel in more than 9 months since it was assigned, it may ultimately be appropriate, after some additional time has elapsed, to consider its deletion in favor of the New Castle proposal for which a demand has been shown, even without a substitute. We do not now pass upon this question; in view of the obvious "307(b)" preference which would weigh in favor of use of Channel 232A at Rushville if it is the only assignment which can be made at either place and assuming there is demand there in the reasonably near future, we believe it preferable first to consider possible approaches which would provide an FM channel for Rushville as well as New Castle.

7. In view of the foregoing: *It is ordered*, That: (1) The first report and order in Docket No. 18222 (FCC 68-881) is rescinded, insofar as it made the assignment of Channel 232A to New Castle, Ind., effective October 11, 1968, pending further action concerning the assignment of Channel 232A at Rushville, Ind., which may be appropriate; and (2) § 73.202(b) of the Commission's rules, the Table of Assignments, FM Broadcast Stations, is amended, effective October 11, 1968, to read, insofar as the community named is concerned as follows:

City	Channel No.
Indiana: New Castle	273

8. *It is further ordered*, That, the requests by New Castle Broadcasting Corp. for waiver of § 73.203(b) of the Commission's rules is denied.

9. *It is further ordered*, That, the "Request for Legal and Equitable Relief," etc., filed on September 5, 1968, is denied.

10. Authority for this action is contained in section 4(i), 303(r), 307(b), and 405 of the Communications Act of 1934, as amended. Since this is reconsideration of Commission action and prompt action is necessary to resolve the uncertainty involved in this matter, the 30-day waiting period normally required in connection with rule changes is not appropriate; and the change in § 73.202(b) set forth above is effective October 11, 1968.

(Secs. 4, 303, 307, 48 Stat., as amended, 1066, 1082, 1083; 47 U.S.C. 154, 303, 307)

Adopted: September 25, 1968.

Released: September 27, 1968.

FEDERAL COMMUNICATIONS COMMISSION,[1]

[SEAL] BEN F. WAPLE, *Secretary.*

[F.R. Doc. 68-11957; Filed, Oct. 1, 1968; 8:49 a.m.]

[Docket No. 17720; FCC 68-965]

MISCELLANEOUS AMENDMENTS TO CHAPTER

Report and order. In the matter of amendment of Parts 81, 83, and 85 to provide for output power with respect to certain transmitters, Docket No. 17720, RM-1088.

1. The Commission on September 13, 1967, adopted a notice of proposed rule making and asked for comment in the above-entitled matter (FCC 67-1032). The Notice was published in the FEDERAL REGISTER on September 20, 1967 (32 F.R. 13294) with the closing date for comments, November 3, 1967.

2. The notice of proposed rule making was issued in response to a petition filed by Collins Radio Co. The Petitioner requested that the Commission's rules be amended to (1) delete the requirement for instruments to measure transmitter power if the transmitter maintains the authorized power level by means of automatic control, (2) provide for measurement of either output power or plate input power where the fitting of instruments to determine power is required by the Commission's rules and (3) specify transmitter power in terms of output power.

3. In the notice of rule making, the Commission proposed rule amendments that would grant Collins' request. When determining output power by measuring

[1] Commissioner Hyde dissenting; Commissioners Bartley and Johnson absent.

input power it was contemplated that correlation of the two powers would be needed and to allow for this correlation a final amplifier efficiency of 60 percent would be representative of the transmitters presently in use; i.e., carrier or output power is 60 percent of the transmitter input power.

4. Comments were filed by Collins Radio Co., Motorola, Inc., and the Communications Products Department of the General Electric Co. All comments were in favor of the proposed rule changes, except that Motorola disagreed with the Commission proposal that final amplifier efficiency of transmitters affected in this docket should be considered to by 60 percent. Motorola felt that the efficiency should be considered to be 50 percent, since most stations affected would be operated in the VHF bands where transmitter power amplifiers function less efficiently.

5. Concerning Motorola's comment pertaining to amplifier efficiency, we recognize that the efficiency of VHF transmitters is usually less than that of transmitters operated in the lower frequency bands. The factor of 60 percent proposed by us in our rule making notice is considered representative of maritime transmitters presently in use, most of which operate in the 2–3 Mc/s frequency band. Since the notice of proposed rule making was issued, the rules have been amended in Docket 17295 so that the power of VHF transmitters is specified in terms of carrier power. Accordingly, the 60 percent efficiency will be used as correlation between input and output power for all but single sideband and VHF transmitters.

6. We agree with Motorola that it is more realistic to adopt an efficiency factor of 50 percent for VHF transmitters. In addition there are type accepted VHF transmitters which are equipped with instruments for measuring input power. These transmitters may continue to be used with their existing instruments and a 50 percent factor to determine output power until January 1, 1974, at which time instruments for measuring carrier power will be required.

7. *Accordingly, it is ordered,* Pursuant to the authority contained in sections 4(i) and 303 (e) and (r) of the Communications Act of 1934, as amended, that effective November 4, 1968, Parts 81, 83, and 85 of the Commission's rules are amended as set forth below. *It is further ordered,* That this proceeding is terminated.

(Secs. 4, 303, 48 Stat., as amended 1066, 1082; 47 U.S.C. 154, 303)

Adopted: September 25, 1968.

Released: September 27, 1968.

FEDERAL COMMUNICATIONS COMMISSION,[1]

[SEAL] BEN F. WAPLE, *Secretary.*

[1] Commissioners Bartley and Johnson absent.

PART 81—STATIONS ON LAND IN MARITIME SERVICES

A. Part 81 is amended as follows:

1. Section 81.110(b) is amended to read as follows:

§ 81.110 Maintenance of transmitter power.

* * * * *

(b) Each radio transmitter (other than those using single sideband and independent sideband emissions) rated by the manufacturer as being capable of a plate input power in excess of 200 watts or carrier power in excess of 100 watts shall be fitted with the instruments necessary to determine the transmitter power during its operation: *Provided, however,* That transmitters of this power which were type accepted prior to September 3, 1968, for operation in the band 156–162 Mc/s shall, by January 1, 1974, be fitted with instruments necessary to determine the carrier power. Until January 1, 1974, one half the plate input power may be used as the carrier power of such transmitters.

2. In § 81.134, paragraph (a) and that portion of paragraph (c) preceding subparagraph (1) are amended to read as follows:

§ 81.134 Transmitter power.

(a) Transmitter power designated in the radio station authorization is the maximum power which the licensee is authorized to use. Unless specifically stated otherwise, the power is expressed in the following terms:

(1) For Emissions A3A, A3B, A3H and A3J: Peak envelope power (see § 81.8);

(2) For F3 emission in the band 156–162 Mc/s: Carrier power (see § 81.8);

NOTE: For the purposes of this section, one half the rated plate input power is the rated carrier power of those transmitters in the range 156–162 Mc/s for which the output power is not shown in the Commission's Radio Equipment List.

(3) For other emissions and frequencies:

(i) Total plate input power to the final radio stage (without modulation present for A3 emission); or

(ii) The carrier power multiplied by 1.67.

* * * * *

(c) The transmitter power for coast stations using telephony below 27.5 Mc/s shall not exceed the values set forth in this paragraph.

* * * * *

PART 83—STATIONS ON SHIPBOARD IN MARITIME SERVICES

B. Part 83 is amended as follows:

1. Section 83.110(b) is amended to read as follows:

§ 83.110 Maintenance of transmitter power.

* * * * *

(b) Except for transmitters using single sideband and independent sideband emissions, each radio transmitter rated by the manufacturer as being capable of a plate input power in excess of 200 watts or carrier power in excess of 100 watts shall be fitted with the instruments necessary to determine the transmitter power during its operation: *Provided, however,* That transmitters of this power which were type accepted prior to September 3, 1968, for operation in the band 156–162 Mc/s shall, by January 1, 1974, be fitted with instruments necessary to determine the carrier power. Until January 1, 1974, one half the plate input power may be used as the carrier power of such transmitters.

2. Paragraphs (a) and (c) of § 83.134 are amended to read as follows:

§ 83.134 Transmitter power.

(a) The maximum power which a licensee is authorized to use is specified in the rules or on the radio station authorization. Unless specifically stated otherwise, the power is expressed in the following terms:

(1) For emissions A3A, A3B, A3H and A3J: Peak envelope power (see § 83.7);

(2) For F3 emission in the band 156–162 Mc/s: carrier power (see § 83.7);

NOTE: For the purposes of this section, one half the rated plate input power is the rated carrier power of those transmitters in the range 156–162 Mc/s for which the output power is not shown in the Commission's Radio Equipment List.

(3) For other emissions and frequencies:

(i) Total plate input power to the final radio stage (without modulation present for A3 emission); or

(ii) The carrier power multiplied by 1.67.

* * * * *

(c) Transmitter power for telephony below 27.5 Mc/s shall not be less than 15 watts.

* * * * *

PART 85—PUBLIC FIXED STATIONS AND STATIONS OF THE MARITIME SERVICES IN ALASKA

C. Part 85 is amended as follows:

1. Section 85.153(a) is amended to read as follows:

§ 85.153 Transmitter power.

(a) The maximum power which a licensee is authorized to use is specified in the rules or on the radio station authorization. Unless specifically stated otherwise, the power is expressed in the following terms:

(1) For emissions A3A, A3H, and A3J: Peak envelope power;

(2) For F3 emission in the band 156–162 Mc/s:

(i) Total plate input power to the final radio stage; or

(ii) Twice the carrier power.

(3) For other emissions and frequencies:

(i) Total plate input power to the final radio stage (without modulation present for A3 emission); or

(ii) The carrier power multiplied by 1.67.

* * * * *

[F.R. Doc. 68-11958; Filed, Oct. 1, 1968; 8:49 a.m.]

Title 49—TRANSPORTATION

Chapter X—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 1007]

PART 1033—CAR SERVICE

Soo Line Railroad Co. Authorized To Operate Over Certain Trackage of Chicago & North Western Railway Co. and Northern Pacific Railway Co.

At a session of the Interstate Commerce Commission, Railroad Service Board, held at its office in Washington, D.C., on the 23d day of September 1968.

It appearing, that the Chicago & North Western Railway Co., in finance docket No. 23388, was required to grant trackage rights to the Soo Line Railroad Co. between a point of connection between the Chicago & North Western Railway Co. and the St. Paul Union Depot Co. at Robert Street, St. Paul, Minn., and Roseport, Minn., a distance of 21.362 miles, including all industrial, interchange, yard, and other auxiliary tracks connected thereto; that the Soo Line Railroad Co., in finance docket No. 25300, has filed an application with the Commission for approval of the above-described trackage rights;

It further appearing, that operation over trackage of the Northern Pacific Railway Co. between Soo Line Junction and a connection with the St. Paul Union Depot Co. at East Third Street, St. Paul, Minn., a distance of 2.35 miles, and over trackage of the St. Paul Union Depot Co. between such connection and the above-described connection with trackage of the Chicago & North Western Railway Co. at Robert Street, St. Paul, Minn., a distance of 0.75 mile, is necessary to enable the Soo Line Railroad Co. to connect with the above-described portion of the Chicago & North Western Railway Co.; that the Soo Line Railroad Co. presently has trackage rights over the St. Paul Union Depot Co.; that the Soo Line Railroad Co., in finance docket No. 25300, has filed an application with the Commission for approval of trackage rights over the above-described trackage of the Northern Pacific Railway Co.; that the Commission is of the opinion that there is need for additional railroad service to industries located on this trackage; that operations by Soo Line Railroad Co. over this trackage is necessary to provide additional railroad services to these industries in the interest of the public and the commerce of the people, pending final disposition by the Commission of the application of the Soo Line Railroad Co. in finance docket No. 25300; that notice and public procedure herein are impractical and contrary to the public interest; and that good cause exists for making this order effective upon less than 30 days notice:

It is ordered, That:

§ 1033.1007 Service Order No. 1007.

Soo Line Railroad Co. authorized to operate over certain trackage of the Chicago & North Western Railway Co. and the Northern Pacific Railway Co.: The Soo Line Railroad Co. be, and it is hereby, authorized to operate over trackage of the Chicago & North Western Railway Co. between a point of connection between the Chicago & North Western Railway Co. and the St. Paul Union Depot Co. at Robert Street, St. Paul, Minn., and Roseport, Minn., a distance of 21.362 miles, including all industrial, interchange, yard, and other auxiliary tracks connected thereto.

(a) *It is further ordered*, That the Soo Line Railroad Co. be, and it is hereby, authorized to operate over trackage of the Northern Pacific Railway Co. beween Soo Line Junction and a connection with the St. Paul Union Depot Co. at East Third Street, St. Paul, Minn., a distance of 2.35 miles.

(b) *Application*. The provisions of this order shall apply to intrastate and foreign traffic, as well as to interstate traffic.

(c) *Rules and regulations suspended*. The operation of all rules and regulations, insofar as they conflict with the provisions of this order, is hereby suspended.

(d) *Effective date*. This order shall become effective at 12:01 a.m., September 30, 1968.

(e) *Expiration date*. The provisions of this order shall expire at 11:59 p.m., December 31, 1968, unless otherwise modified, changed, or suspended by order of this Commission.

(Secs. 1, 12, 15, and 17(2), 24 Stat. 379, 383, 384, as amended; 49 U.S.C. 1, 12, 15, and 17 (2). Interprets or applies secs. 1(10–17), 15 (4), and 17(2), 40 Stat. 101, as amended 54 Stat. 911; 49 U.S.C. 1(10–17), 15(4), and 17(2))

It is further ordered, That copies of this order and direction shall be served upon the Association of American Railroads, Car Service Division, as agent of the railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that notice of this order shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register.

By the Commission, Railroad Service Board.

[SEAL] H. NEIL GARSON, *Secretary*.

[F.R. Doc. 68-11941; Filed, Oct. 1, 1968; 8:48 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 32—HUNTING

Lostwood National Wildlife Refuge, N. Dak.

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

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

NORTH DAKOTA

LOSTWOOD NATIONAL WILDLIFE REFUGE

The public hunting of sharp-tailed grouse and Hungarian partridge on the Lostwood National Wildlife Refuge, N. Dak., is permitted only on that area designated by signs as open to hunting during the period October 5 through December 15, 1968. The open area, comprising 4,720 acres during the period October 5 through November 17 and 26,101 acres during the period November 18 through December 15, 1968, is delineated on maps available at the refuge headquarters, Lostwood, N. Dak., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis, Minn. 55408. Hunting shall be in accordance with all applicable State regulations and the following special condition:

1. Vehicle travel restricted to public highways and refuge entrance road from State Highway No. 8 to refuge headquarters. All other refuge roads and trails are closed to vehicles.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally, which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective through January 1, 1969.

ANDREW J. MEYER,
Acting Regional Director, Bureau of Sport Fisheries and Wildlife.

SEPTEMBER 25, 1968.

[F.R. Doc. 68-11911; Filed, Oct. 1, 1968; 8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF THE TREASURY

Internal Revenue Service

[26 CFR Part 1]

PERCENTAGE DEPLETION

Notice of Proposed Rule Making

On July 26, 1968, a notice of proposed rule making to amend the Income Tax Regulations (26 CFR Part 1) under sections 482 and 613 of the Internal Revenue Code of 1954 was published in the FEDERAL REGISTER (33 F.R. 10700). Notice is hereby given that paragraph (e) (1) (v) of § 1.482–2 and paragraphs (a) (b) (2) (ii), and (j) of § 1.613–3 of such proposed regulations are withdrawn.

Further, notice is hereby given that the regulations set forth in tentative form in the appendix below are proposed to be prescribed by the Commissioner of Internal Revenue with the approval of the Secretary of the Treasury or his delegate. The appendix below contains proposals which supersede the withdrawn provisions, listed above, of the July 26, 1968 proposed regulations and, in addition, contains proposed amendments to existing regulations. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, preferably in quintuplicate, to the Commissioner of Internal Revenue, Attention: CC : LR : T, Washington, D.C. 20224, within the period of 30 days from the date of publication of this notice in the FEDERAL REGISTER. Any written comments or suggestions not specifically designated as confidential in accordance with 26 CFR 601.601(b) may be inspected by any person upon written request. The proposed regulations are to be issued under the authority contained in section 611(a) and 7805 of the Internal Revenue Code of 1954 (68A Stat. 207, 917; 26 U.S.C. 611(a), 7805).

[SEAL] SHELDON S. COHEN,
Commissioner of Internal Revenue.

The following regulations are hereby prescribed to amend the sections indicated herein of the Income Tax Regulations under sections 482 and 613 of the Internal Revenue Code of 1954. Except as otherwise provided, such regulations are applicable for taxable years beginning after December 31, 1953, and ending after August 16, 1954.

PARAGRAPH 1. Section 1.482–2 is amended by adding a new subdivision (v) to paragraph (e) (1) thereof. This added provision reads as follows:

§ 1.482–2 Determination of taxable income in specific situations.

* * * * *

(e) *Sales of tangible property*—(1) *In general.* * * *

(v) The price for a mineral product which is sold at the point at which mining or extraction ends shall be determined under the provisions of § 1.613–3.

* * * * *

PAR. 2. Section 1.613–3 is amended by revising paragraph (a), adding a revised paragraph (b) (2) (ii) in the space reserved therefor, revising subparagraphs (3) and (4) of paragraph (c), revising subdivision (v) of paragraph (d) (1), adding a new (*d*) to paragraph (d) (2) (viii) (as proposed July 26, 1968, 33 F.R. 10704), and revising paragraph (j). These amended and added provisions read as follows:

§ 1.613–3 Gross income from the property.

(a) *Oil and gas wells*—(1) *Computation of gross income from the property.* (i) (*a*) The term "gross income from the property," as used in section 613, means in the case of oil wells, gas wells, or oil and gas wells, the amount for which the taxpayer sells the oil or gas in the immediate vicinity of the well, after the application of those production processes which are associated with extraction, subject to the adjustments required by paragraph (e) (1) of this section (relating to discounts). See (*b*) of this subdivision in the case of sales between members of controlled groups. See paragraph (a) (1) (i) of § 1.613–2 and subparagraph (2) of this paragraph, respectively, for the meaning of the terms "oil wells", "gas wells", and "oil and gas wells", and the term "production processes which are associated with extraction".

(*b*) In the case of sales between members of a controlled group, the prices for such sales must be representative in character. In the case of those sales as to which the Commissioner has exercised his authority under section 482, and has determined the appropriate price with respect to specific sales transactions, such price shall be deemed to be representative in character with respect to those transactions. In the case of all other sales, the representative character of the prices for such sales shall be determined, in the first instance, by use of the representative market or field price method, as described in paragraph (c) of this section. If it is not possible to ascertain the representative character of such prices by use of the representative market or field price method, the representative character of such prices shall be determined by reference to paragraph (d) (2) of this section. For the definitions of the terms "controlled" and "group", see paragraph (j) of this section.

(ii) If the oil or gas is not sold in the immediate vicinity of the well, but (prior to sale) is converted into a refined or manufactured product, or is transported away from the immediate vicinity of the well, then gross income from the property shall be computed by use of the representative market or field price of oil or gas of like kind and grade before any such conversion or transportation. See subparagraph (3) of this paragraph for a description of the processes constituting conversion or transportation and paragraph (c) of this section for rules relating to the determination of representative market or field prices.

(iii) For taxable years beginning after the publication of this sentence in the FEDERAL REGISTER as a Treasury decision, if the oil or gas is not sold in the immediate vicinity of the well, but is subjected to processes constituting conversion or transportation (as described in subparagraph (3) of this paragraph), and if it is impossible to determine a representative market or field price as described in paragraph (c) of this section, then gross income from the property shall be computed by reference to the provisions of paragraph (d) (2) of this section.

(iv) When applying the provisions of paragraph (c) or (d) of this section, the term "mining" as used in such paragraphs shall be deemed, for purposes of this paragraph, to refer to the production processes which are associated with extraction (including the processes which are described in subparagraph (2) of this paragraph). Similarly, the term "nonmining" as used in such paragraphs shall be deemed, for purposes of this paragraph, to refer to processes constituting conversion or transportation (including the processes described in subparagraph (3) of this paragraph).

(2) *Production processes associated with extraction.* The production processes which are associated with extraction (and which do not constitute conversion or transportation) in the case of oil wells, gas wells, and oil and gas wells are, in general, those processes (and the processes necessary or incidental thereto) which are applied to extract oil and gas (including condensate) from the reservoir, to gather well effluent and separate it into oil and gas, to separate and dispose of contaminants such as basic sediment and water, to measure performance and output, and to store oil prior to sale. Examples of such processes in the case of wells producing oil are: Gathering by use of flow lines, the use of mechanical separators, the use of emulsion and flow treating devices to separate oil and water, the injection of oil-treating materials into flow lines to break oil-water emulsions or to inhibit corrosion and scale formation, the control or removal of hydrogen sulphide, the storage of oil in stock tanks, the gaging, sampling, and testing of output, the treatment and disposal of water (including use of filters, tanks, pits, wells, and pumps), and assistance of production by the injection of water, gas, steam, or

miscible materials into the producing formation, or by use of fireflood techniques. Examples of such processes in the case of wells producing gas are: Gathering by use of flow lines, the use of mechanical separators, techniques designed to control or remove hydrogen sulphide and to control the formation of hydrates, the removal of water or water vapor by processes such as absorption, adsorption, or refrigeration (but not processes which also produce products such as propane, butane, etc.), the measurement and testing of output, the storage of condensate in stock tanks, and the injection of water or gas into producing formations to sustain reservoir pressure or assist production. See paragraph (f)(2)(iii) of this section for the definitions of the terms "necessary" and "incidental".

(3) *Processes constituting conversion or transportation.* (i) The processes which constitute conversion in the case of oil wells, gas wells, and oil and gas wells are, in general, those processes (and the processes necessary or incidental thereto) which are applied to convert oil or gas into a refined or manufactured product. The processes which constitute transportation in the case of such wells are, in general, those processes (and the processes necessary or incidental thereto) which are applied to transport oil or gas away from the immediate vicinity of the well. Examples of processes which constitute conversion or transportation in the case of oil are: The removal of sulfur or the recovery of sulfur for sale or industrial use, barge transportation, transportation by pipeline (including the heating or treatment of oil to reduce viscosity and thereby facilitate such transportation), and any subsequent process. Examples of processes which constitute conversion or transportation in the case of gas are: The recovery of helium or sulfur for sale or industrial use, the compression of gas for the purpose of introducing it into pipelines, and the processes commonly applied in natural gasoline plants or cycling plants (including the recovery of products such as propane, butane, etc., by fractionation, absorption, adsorption, or refrigeration), and any subsequent process. See paragraph (f)(2)(iii) of this section for the definitions of the terms "necessary" and "incidental".

(ii) Ordinarily, a process applied subsequent to a process constituting conversion or transportation (as described in subdivision (i) of this subparagraph) shall also be considered to be a process constituting conversion or transportation. However, exceptions to this rule shall be made in those instances in which the rule would discriminate between similarly situated producers of oil or gas. For example, if a process which is substantially similar in function and result to mechanical separation is performed at a cycling plant after transportation away from the immediate vicinity of the well, the process which is substantially similar to mechanical separation will be treated as a production process associated with extraction, even though it may follow transportation to the cycling plant of the kind which must be treated under the provisions of this subparagraph as transportation away from the immediate vicinity of the well, provided that such mechanical separation is necessary to bring well effluent to the same form as a competitive effluent which is subjected to mechanical separation in the immediate vicinity of the well. The test of nondiscrimination shall be applied by reference to the U.S. nationwide pattern of production in the oil industry or gas industry, except that, if the U.S. pattern of production is shown to be unrepresentative of the pattern of production of U.S. taxpayers in the oil industry or gas industry, the determination shall be made in light of the worldwide pattern of production by U.S. taxpayers in the oil industry or gas industry. In addition, exceptions to the rule set forth in the first sentence of this subdivision shall be made in cases in which a process constituting conversion or transportation is incidental to a process specified as a production process associated with extraction. See paragraph (f)(2)(iii) of this section for the definition of the term "incidental".

(iii) If a specific item of equipment performs both a production process which is described in subparagraph (2) of this paragraph (such as dehydration) and a conversion process which is described in this subparagraph (such as fractionation), the equipment shall be deemed to perform, in part, a production process associated with extraction and, in part, a conversion process. Any allocation of costs, investment, etc., which may be necessary with respect to such equipment shall be made on a basis which is reasonable in the circumstances.

(iv) The classification of a process as a production process associated with extraction (as described in subparagraph (2) of this paragraph) or as a process constituting conversion or transportation (as described in this subparagraph) has no bearing on the determination of questions relating to the capitalization or expensing of the costs paid or incurred to perform such processes.

(b) *Minerals other than oil and gas.* * * *

(2) *Sales prior to the application of nonmining processes including nonmining transportation.* * * *

(ii) In the case of sales between members of a controlled group, the prices for such sales must be representative in character. In the case of those sales as to which the Commissioner has exercised his authority under section 482, and has determined the appropriate price with respect to specific sales transactions, such price shall be deemed to be representative in character with respect to those transactions. In the case of all other sales, the representative character of the prices for such sales shall be determined, in the first instance, by use of the representative market or field price method, as described in paragraph (c) of this section. If it is not possible to ascertain the representative character of such prices by use of the representative market or field price method, the representative character of such prices shall be determined by the pricing method described in paragraph (d)(1) of this section (or paragraph (d)(2) of this section where a computation has been approved under such paragraph by the Commissioner with respect to a particular controlled group or a particular industry). For the definitions of the terms "controlled" and "group", see paragraph (j) of this section.

(c) *Sales after the application of nonmining processes including nonmining transportation where a representative market or field price for the taxpayer's ore or mineral can be ascertained.* * * *

(3) *Factors to be considered in determining the representative market or field price for the taxpayer's ore or mineral.* In determining the representative market or field price for the taxpayer's ore or mineral, consideration shall be given only to prices of ores or minerals of like kind and grade as the taxpayer's ore or mineral and with which, under commercially accepted standards, the taxpayer's ore or mineral would be considered to be in competition if it were sold under the conditions described in paragraph (a)(1)(i)(*a*) or (b)(2)(i) of this section. A weighted average of the competitive selling prices of ores or minerals of like kind and grade as the taxpayer's, beneficiated only by mining or extraction processes, in the taxpayer's actual or potential lines of commerce, and in the relevant markets, although not a prerequisite to the determination of the representative market or field price, is an important factor in the determination of such price. The taxpayer's own competitive sales prices for minerals which have been subjected only to mining or extraction processes shall be taken into account in computing such a weighted average. In the case of those sales as to which the Commissioner has exercised his authority under section 482, and has determined the appropriate price with respect to specific sales transactions, such price shall be deemed to be a competitive sales price for purposes of the preceding sentence with respect to those transactions. The identity of the taxpayer's actual or potential lines of commerce, the geographical extent of the relevant markets, and the price within such markets which is the representative market or field price, are necessarily factual determinations to be made on the basis of the facts and circumstances of each individual case. These facts and circumstances include the similarity of the taxpayer's ore or mineral to the ores or minerals marketed by others, the location of the mines, wells, or quarries at which sales of ores or minerals take place, the frequency and volume of such sales, the functional product markets in which ores or minerals are sold, the amount of competition within the relevant markets, the date or dates at which sales take place, the prices paid by the taxpayer and by others when purchasing similar ores or minerals, and all other relevant factors.

(4) *Type of sales which may be considered in determining the representative*

market or field price for the taxpayer's ore or mineral. Sales or purchases, including the taxpayer's, of ores or minerals of like kind and grade as the taxpayer's will be taken into consideration in determining the representative market or field price for the taxpayer's ore or mineral only if such sales or purchases are the result of competitive transactions. Accordingly, primary consideration will be given to sales in markets characterized by a substantial number of unrelated buyers and sellers, no one of whom controls a substantial portion of the sales or purchases in the market. For the purpose of determining the representative market or field price for the taxpayer's ore or mineral, exceptional, insignificant, unusual, tie-in, or accommodation sales shall be disregarded.

* * * * *

(d) *Sales after the application of nonmining processes where a representative market or field price cannot be ascertained.* * * *

(1) *Computation of gross income from the property by use of the proportionate profits method.* * * *

(v) (*a*) As used in this paragraph, the term "gross sales (actual or constructive)" means the total of the taxpayer's actual competitive sales to others of the first marketable product or group of products, plus the taxpayer's constructive sales of the first marketable product or group of products used or retained for use in his own subsequent operations, subject to the adjustments required by paragraph (e) of this section (relating to reductions of sales price). See (*b*) of this subdivision in the case of actual sales between members of controlled groups and in the case of constructive sales. A "constructive sale" occurs when a miner-manufacturer, or producer-manufacturer, is deemed, for percentage depletion purposes, to be selling to himself.

(*b*) In the case of sales between members of controlled groups, and in the case of constructive sales, the prices for such sales must be representative in character. In the case of those sales as to which the Commissioner has exercised his authority under section 482, and has determined the appropriate price with respect to specific sales transactions, such price shall be deemed to be representative in character with respect to those transactions. In the case of all other sales, the representative character of the prices for such sales shall be determined by use of the principles set forth in paragraph (c) of this section, subject to the adjustments required by paragraph (e) of this section (relating to reductions of sales price). In the case of sales to which this subdivision applies, the taxpayer shall attach to his return a statement indicating the price or prices used by him in computing the representative market or field price for such product or products, and the source of his information as to such price or prices.

* * * * *

(2) *Computation of gross income from mining by use of a method of computation other than the proportionate profits method.* * * *

(viii) * * *

(*d*) *Rate of return on investment method.* The rate of return on investment method is a pricing formula which establishes gross income from the property by subtracting from the taxpayer's gross sales (actual or constructive) of the first marketable product or group of products the sum of (*1*) the costs of nonmining processes or of processes constituting conversion or transportation, and (2) an amount of profit which is determined by reference to the rate of return on the taxpayer's investment in nonmining, conversion, or transportation facilities. See subdivisions (iv) and (v) of subparagraph (1) of this paragraph, respectively, for the definitions of the terms "first marketable product or group of products" and "gross sales (actual or constructive)". The rate of return on investment which is appropriate in a particular case shall be determined in light of all the facts and circumstances, including, for example, such factors as the business risks inherent in operations in particular areas of the world or under particular physical conditions, the purpose for which the facilities were installed, the rate of return required by business firms and lending institutions which conduct or directly finance operations in such areas and under such conditions, and the rate of return actually realized in U.S. industry and in the particular mineral industry in question. The rate of return to be used in a particular case shall be reviewed periodically to reflect changes in these factors, as well as changes in all other relevant facts and circumstances. Taxpayers desiring to make use of the rate of return on investment method shall submit (together with the application described in subdivision (iii) of this subparagraph) complete information in support of the proposed rate of return on investment which they believe should be selected. Approval and continued use of the rate of return on investment method, and of a particular rate of return, shall be subject to the conditions imposed by subdivision (vi) of this subparagraph. If a specific item of equipment performs both a function which is described in paragraph (a) (2) of this section (such as dehydration) and a function which is described in paragraph (a) (3) of this section (such as fractionation), the investment in such equipment shall be allocated both to production and to conversion on a basis which is reasonable in the circumstances. The term "investment", as used in this subdivision, means the taxpayer's basis for property (as defined in section 1012).

* * * * *

(j) *Definition of controlled group.* When used in this section—

(1) The term "controlled" includes any kind of control, direct or indirect, whether legally enforceable, and however exercisable or exercised. It is the reality of the control which is decisive, not its form or the mode of its exercise. A presumption of control arises if income or deductions have been arbitrarily shifted.

(2) The term "group" means the organizations, trade, or businesses owned or controlled by the same interests.

[F.R. Doc. 68-12018; Filed, Sept. 30, 1968; 1:39 p.m.]

[26 CFR Part 1]

PERCENTAGE DEPLETION

Notice of Hearing on Proposed Regulations

A proposed amendment to the regulations under section 482 (relating to allocation of income and deductions among taxpayers) and 613 (relating to percentage depletion) was publised in the FEDERAL REGISTER for July 26, 1968. A notice of proposed rule making, published in the FEDERAL REGISTER simultaneously with this notice of hearing, withdraws and reproposes certain portions of such proposed amendment.

Notice is hereby given that a public hearing on the proposals published simultaneously herewith will be held starting on October 11, 1968. The hearing will be held in Room 3313, Third Floor, Internal Revenue Service Building, Constitution Avenue between 10th and 12th Streets, Washington, D.C., beginning at 10 a.m., e.d.s.t.

Persons who plan to attend the hearing on October 11, 1968, are requested to notify the Commissioner of Internal Revenue, Attention: CC:LR:T, Washington, D.C. 20224, by October 9, 1968, Telephone (Washington, D.C.—area code 202) 964-3935.

In order to provide an orderly schedule of appearances at a convenient time, it will be appreciated if all persons who desire an opportunity to present oral comments will so notify the Commissioner at the earliest practicable date. It will also be appreciated if such persons will notify the Commissioner of the number of persons who will represent them at the hearing.

In order to facilitate the conduct of the hearing, it is requested that the oral comments be presented to the extent practicable on an industry-wide basis.

[SEAL] JAMES F. DRING,
Director, Legislation and Regulations Division.

[F.R. Doc. 68-12017; Filed, Sept. 30, 1968; 1:39 p.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[43 CFR Part 1720]

PROGRAMS AND OBJECTIVES

Flood Hazards

Basis and purpose. Executive Order 11296, August 10, 1966, directed Federal agencies to evaluate flood hazards in connection with lands or properties proposed for disposal to non-Federal public instrumentalities or private interests

and, as may be desirable in order to minimize future Federal expenditures for flood protection and flood disaster relief and as far as practicable, to attach appropriate restrictions with respect to uses of the lands or properties by the purchaser and his successors, or to withhold such lands or properties from disposal. This amendment to Subpart 1725 will implement that order.

Although notice of proposed rule making for matters relating to public property is not required to be published, it is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rule making process. Accordingly, interested parties may submit written comments, suggestions, or objections with respect to the proposed rules to the Bureau of Land Management, Washington, D.C. 20240, within 30 days of the date of publication of this notice in the FEDERAL REGISTER.

1. In § 1725.2, paragarph (a) is amended, existing paragraphs (b), (c), (d), and (e) are renumbered (c), (d), (e), and (f) and a new paragraph (b) is added, as follows:

§ 1725.2 Disposal policy.

* * * * *

(a) Encouragement and assistance will be extended to State, county, and local governments in master planning and zoning. They will be encouraged to utilize the best modern techniques for quality land utilization, including preservation of natural beauty and open space values, and the prevention of uneconomic use and development of flood plains.

(b) Inclusion in patents of suitable conditions or restrictions on the use of the land, in those situations where a tract of land is suitable for disposal but has been evaluated as having a flood hazard potential which may cause economic loss to improvements or may endanger human life. If inclusion of needed conditions or restrictions in the deed are not permitted by law, the tract may be withheld from disposal to avoid such losses.

* * * * *

2. In § 1725.3–3, paragraph (j) is amended to read as follows:

§ 1725.3–3 Components of multiple use management.

* * * * *

(j) *Preservation of public values.* Management of public land for preservation of public values that would be lost if the land passed from Federal ownership involves the protection, regulated use, and development of any public lands having unique or scarce characteristics or site values in a manner to insure their continued availability to the general public, either national or local, temporarily or permanently. It also involves the prevention of avoidable losses and damage, including avoidance of use and development which may require future expenditures for flood protection and flood damage relief.

DAVID S. BLACK,
Under Secretary of the Interior.

SEPTEMBER 26, 1968.

[F.R. Doc. 68–11918; Filed, Oct. 1, 1968; 8:46 a.m.]

National Park Service

[36 CFR Part 7]

CRATER LAKE NATIONAL PARK, OREG.

Fishing, Speeding, Trucking, and Boating

Notice is hereby given that pursuant to the authority contained in section 3 of the Act of August 25, 1916 (39 Stat. 535, as amended, 16 U.S.C. 3), and the Act of May 22, 1902 (32 Stat. 202, 16 U.S.C. 122), 245 DM–I (27 F.R. 6395), National Park Service Order No. 34 (31 F.R. 4255), Regional Director, Western Regional Order No. 4 (31 F.R. 5577, as amended), it is proposed to revise § 7.2 of Title 36 of the Code of Federal Regulations as set forth below.

The purpose of this revision is to establish a uniform fishing season throughout the park; to eliminate material in speed limits which is no longer needed; to eliminate special trucking permits and fees; and to clarify restrictions on private vessels and boat motors.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rulemaking process. Accordingly, interested persons may submit written comments, suggestions, or objections to the Superintendent, Crater Lake National Park, Oreg. 97604, within 30 days of the publication of this notice in the FEDERAL REGISTER.

Section 7.2 of Title 36 of the Code of Federal Regulations is revised to read as follows:

§ 7.2 Crater Lake National Park.

(a) *Fishing.* Fishing in Crater Lake and park streams is permitted from May 20 through October 31.

(b) *Boating.* No private vessel or motor may be used on the waters of the park.

PAUL A. LARSON,
Acting Superintendent,
Crater Lake National Park.

[F.R. Doc. 68–11919; Filed, Oct. 1, 1968; 8:46 a.m.]

[36 CFR Part 7]

MUIR WOODS NATIONAL MONUMENT, CALIF.

Pets

Pursuant to the authority contained in the Act of August 25, 1916 (39 Stat. 535; 16 U.S.C. 3), 245 DM–I (27 F.R. 6395), National Park Service Order No. 34 (31 F.R. 4255), Regional Director, Western Regional Order No. 4 (31 F.R. 5577), it is proposed to amend § 7.6 of Title 36 of the Code of Federal Regulations as set forth below.

The purpose of this amendment is to eliminate material concerning dogs which is duplicated in the general regulations (§ 2.8) and to clarify the purpose and intent of the regulation with regard to all pets.

It is the policy of the Department of the Interior, whenever practicable, to afford the public an opportunity to participate in the rulemaking process. Accordingly, interested persons may submit written documents, suggestions, or objections regarding the proposed amendment to the Superintendent, Muir Woods National Monument, Mill Valley, Calif. 94941, within 30 days of the publication of this notice in the FEDERAL REGISTER.

Paragraph (b) of § 7.6 is amended to read as follows:

§ 7.6 Muir Woods National Monument.

* * * * *

(b) *Pets.* Dogs, cats, and other pets are allowed in the monument only under leash.

* * * * *

RICHARD S. TOUSLEY,
Superintendent,
Muir Woods National Monument.

[F.R. Doc. 68–11920; Filed, Oct. 1, 1968; 8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[7 CFR Part 907]

[Docket No. AO–245–A6]

NAVEL ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Decision and Referendum Order With Respect to Proposed Further Amendment of Amended Marketing Agreement and Order

Pursuant to the rules of practice and procedure, as amended, governing proceedings to formulate marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held at Bakersfield, Calif., on March 25, 26, and 27, 1968, and continued at Phoenix, Ariz., on March 29, 1968, after notice thereof published in the FEDERAL REGISTER (33 F.R. 3641, 4417) on proposals to amend the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907), hereinafter referred to collectively as the "order," regulating the handling of Navel oranges grown in Arizona and designated part of California, to be made effective pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674).

On the basis of the evidence adduced at the hearing, and the record thereof, the recommended decision in this proceeding was filed on July 26, 1968, with the Hearing Clerk, U.S. Department of Agriculture. The notice of the filing of such recommended decision, affording opportunity to file written exceptions thereto, was published in the FEDERAL REGISTER (F.R. Doc. 68-9152; 33 F.R. 10867).

Ruling on exceptions. Exceptions to the recommended decision were filed by Hurwitz and Hurwitz, attorneys at law, on behalf of Andrews Brothers of California, Inc., Santa Ana, Calif.; by Orly O. Davis, attorney at law, on behalf of Don H. Reimers, d.b.a. J. E. Reimers and Sons, Lemoncove, Calif., and Naranjo Packing House Corp., Charles Hein, Manager, Woodlake, Calif.; and by the Sacramento Valley Citrus Exchange, Hamilton City, Calif., by its President, Alfred Tisch, and its growers committee, Alex A. Vereschagin, Jr., chairman, James Mills III, Vernon Chamberlen, and Fred M. Shanks.

Each of these exceptions has been considered carefully and fully in conjunction with the record evidence and the recommended decision pertaining thereto in arriving at the findings and conclusions set forth in this decision. It is determined that the findings and conclusions as set forth in the recommended decision are correct and are hereby affirmed. To the extent that any such exception is not specifically ruled upon and is at variance with the findings, conclusions, and actions decided upon in this decision, such exception is denied.

Exceptions and the rulings thereon are as follows:

One exception was with respect to the inclusion of the so-called "Old Edison District"—a part of current District 4—as a part of District 1.

Present District 4 embraces a portion of the production area in addition to the "Old Edison District." According to the record evidence, a large portion of the oranges produced in District 4 is not different from the oranges produced in District 1 and such oranges, therefore, should be included, for purposes of the regulatory program, along with District 1 oranges.

As discussed in the recommended decision, the plantings in the "Old Edison District" in 1953 were in an isolated region, the nearest other plantings being approximately 50 miles away. Based upon record evidence, there are presently in District 4, groves producing Navel oranges of different characteristics from those produced in the "Old Edison District" which are in close proximity to the "Old Edison District" on the east and south. Also, the evidence is not so specific in detail as would permit an accurate description of the so-called "Old Edison District" as a separate entity. These factors make it virtually impracticable to formulate a precise and workable boundary for the "Old Edison District" even if the "Old Edison District" were to be continued separate and apart from the other districts of the production area.

Further, an inaccurate description of "Old Edison District" could exclude therefrom some producing regions which should be included, or include therein producing regions which should be excluded. Such a situation could result in undue advantage or disadvantage, as the case may be, to the producers whose groves were improperly included within, or excluded from, the description of that district. Such would not be conducive to effective or needed regulations. The exception is denied.

Another exception related to the nature of some of the evidence presented at the hearing, and to findings and conclusions based thereon with respect to the proposed amendment of § 907.61 *Short life allotments.* The exception also requested the Secretary to consider as evidence certain information not presently in the promulgation hearing record. The evidence of record upon the basis of which the aforesaid findings and conclusions are made fully meet the applicable requirements of the General Regulations of the Department (7 CFR Part 900), and the request to consider evidence not in the record and to make different findings or reach different conclusions is denied.

Another exception related to the findings and conclusions with respect to the inclusion of the Sacramento Valley region into the production area. The exception recites statistics showing the quantity of oranges that have been shipped from this region during recent years, reviews the weather conditions which adversely affect Navel orange production in the region, and makes reference to the acreage in production in the region during the past few years. Although such information is very interesting and informative, it does not refute the fact that Navel oranges produced in the Sacramento Valley area now compete with oranges grown in the production area and that such competition can be expected to increase as recently planted acreage comes into production. Provisions, such as interdistrict loans, crediting forfeited allotment against permissible overshipments, and permitting a handler to overship up to 20 percent, as approved, of his allotment should, together with current provisions regarding short life allotments and early maturity allotments, provide needed flexibility and permit any necessary accelerated movement to market of oranges produced in the Sacramento Valley region. The exception is denied.

The material issues, findings and conclusions, rulings, and the general findings of the recommended decision set forth in the FEDERAL REGISTER (F.R. Doc. 68-9152; 33 F.R. 10867) are hereby approved and adopted as the material issues, findings and conclusions, rulings, and the general findings of this decision as if set forth in full herein, except for the following changes:

1. On page 10870, middle column, line 62, the word "remaining" is deleted.

2. On page 10871, third column, in § 907.4 line 4, the word "present" is inserted immediately prior to the words "post office."

3. On page 10872, paragraph (c) of the first column, is changed to read as follows: "(c) All cooperative marketing organizations which market oranges and which are not qualified under paragraph (b) of this section, or growers affiliated therewith, shall nominate one grower member, one alternate grower member, one additional alternate grower member, one handler member, and one alternate handler member."

4. On page 10872, paragraph (d) of the first column, is changed to read as follows: "(d) All growers who are not affiliated with a cooperative marketing organization which markets oranges shall nominate two grower members, two alternate grower members, two additional grower members, one handler member, and one alternate handler member."

5. On page 10872, in item 6, § 907.42, line 1, of paragraph (a)(2), the word "which" is changed to "with"; in line 9, the figure "(1)" is changed to "(i)", and in line 11, the figure "(2)" is changed to "(ii)."

6. On page 10872, right column, in item 9, the following changes are made:

(1) In paragraph b, the text preceding the first colon is changed to read: "The period at the end of the first sentence of § 907.55 is changed to a colon and the following is added:"

(2) The following new paragraphs are added reading as follows:

c. The period at the end of the second sentence in § 907.55 is changed to a comma and the following is added: "or is entirely reduced by application of forfeited allotment."

d. In the third sentence of § 907.55 the following is inserted immediately after the word "section": "as reduced by the application of forfeited allotment."

e. The following new sentence is added at the end of § 907.55: "The committee, with the approval of the Secretary, shall adopt procedural rules and regulations to effectuate the provisions of this § 907.55."

Amendment of the amended marketing agreement and order. Annexed hereto and made a part hereof are two documents entitled, respectively, "Marketing Agreement, as Amended, Regulating the Handling of Navel Oranges Grown in Arizona and Designated Part of California" and "Order Amending the Order, as Amended, Regulating the Handling of Navel Oranges Grown in Arizona and Designated Part of California" which have been decided upon as the appropriate and detailed means of effecting the foregoing conclusions. These documents shall not become effective unless and until the requirements of § 900.14 of the aforesaid rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders have been met.

Referendum order. Pursuant to the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), it is hereby directed that a referendum be conducted

among the producers who, during the period November 1, 1966, through October 31, 1967 (which period is hereby determined to be a representative period for the purpose of such referendum), were engaged, in the State of Arizona and in that portion of the State of California that is south of a line drawn due east and west through the present post office in Red Bluff, Calif., in the production of Navel oranges for market to ascertain whether such producers favor the issuance of the said annexed order amending the order, as amended, regulating the handling of Navel oranges grown in Arizona and designated part of California.

Warren C. Noland and Edmund J. Blaine, Fruit and Vegetable Division, Consumer and Marketing Service, U.S. Department of Agriculture, are hereby designated agents of the Secretary of Agriculture to conduct said referendum severally or jointly.

The procedure applicable to this referendum shall be the "Procedure for the Conduct of Referenda in Connection With Marketing Orders for Fruits, Vegetables, and Nuts Pursuant to the Agricultural Marketing Agreement Act of 1937, as Amended" (7 CFR Part 900.400 et seq.).

The ballots used in the referendum shall contain a summary describing the terms and conditions of the proposed amendatory order.

Copies of the aforesaid annexed order, of the aforesaid referendum procedure, and of this order may be examined in the office of the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250.

Ballots to be cast in the referendum, and other necessary forms and instructions, may be obtained from any referendum agent or appointee.

It is hereby ordered, That all of this decision and referendum order, except the annexed marketing agreement, be published in the FEDERAL REGISTER. The regulatory provisions of the said marketing agreement are identical with those contained in the said order, as amended, and as further amended by the annexed order which will be published with this decision.

Dated: September 27, 1968.

JOHN A. SCHNITTKER,
Under Secretary.

Order[1] Amending the Order, as Amended, Regulating the Handling of Navel Oranges Grown in Arizona and Designated Part of California

§ 907.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations made in connection with the issuance of the order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and the applicable rules of practice and procedure effective thereunder (7 CFR Part 900), a public hearing was held at Bakersfield, Calif., on March 25, 26, and 27, 1968, and continued at Phoeniz, Ariz., on March 29, 1968, upon proposed amendments to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907), regulating the handling of Navel oranges grown in Arizona and designated part of California. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order, as amended, and as hereby further amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(2) The said order, as amended, and as hereby further amended, regulates the handling of Navel oranges grown in the designated production area in the same manner as, and is applicable only to persons in the respective classes of commercial or industrial activity specified in, the marketing agreement and order upon which hearings have been held;

(3) The said order, as amended, and as hereby further amended, is limited in its application to the smallest regional production area that is practicable consistently with carrying out the declared policy of the act;

(4) The said order, as amended, and as hereby further amended, prescribes, so far as practicable, such different terms, applicable to different parts of the production area, as are necessary to give due recognition to differences in the production and marketing of Navel oranges; and

(5) All handling of Navel oranges grown in the designated production area is in the current of interstate or foreign commerce or directly burdens, obstructs, or affects such commerce.

It is, therefore, ordered, That, on and after the effective date hereof, all handling of Navel oranges grown in the production area shall be in conformity to, and in compliance with, the terms and conditions of the said order, as amended, and as hereby further amended as follows:

1. The provisions of § 907.4 *Production area* are amended to read as follows:

§ 907.4 Production area.

"Production area" means the State of Arizona and that part of the State of California south of a line drawn due east and west through the present post office in Red Bluff, Calif.

2. The provisions of § 907.20 *Establishment and membership* are revised so that the first sentence reads as follows:

§ 907.20 Establishment and membership.

There is hereby established a Navel Orange Administrative Committee consisting of 11 members, for each of whom there shall be one alternate, and for each grower member an additional alternate. * * *

§ 907.22 [Amended]

3. The provisions of § 907.22 *Nominations* are amended in the following respects:

a. Paragraph (a) is amended to read as follows:

(a) The time and manner of nominating members, alternate members, and additional alternate members of the committee shall be prescribed by the Secretary.

b. Paragraph (b) is amended by inserting the phrase "three additional alternate grower members" immediately after the phrase "three alternate grower members."

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

(c) All cooperative marketing organizations which market oranges and which are not qualified under paragraph (b) of this section, or growers affiliated therewith, shall nominate one grower member, one alternate grower member, one additional alternate grower member, one handler member, and one alternate handler member.

d. Paragraph (d) is amended to read as follows:

(d) All growers who are not affiliated with a cooperative marketing organization which markets oranges shall nominate two grower members, two alternate grower members, two additional grower members, one handler member, and one alternate handler member.

4. The provisions of § 907.23 *Selection* are revised to read as follows:

§ 907.23 Selection.

From the nominations made pursuant to § 907.22(b) or from other qualified growers and handlers, the Secretary shall select three grower members of the committee, an alternate and an additional alternate to each of such grower members; also two handler members of the committee and an alternate to each of such handler members. From the nominations made pursuant to § 907.22 (c) or from other qualified growers and handlers the Secretary shall select one grower member of the committee, an alternate and an additional alternate to such grower member; also one handler member of the committee and an alternate to such handler member. From the nominations made pursuant to § 907.22 (d) or from other qualified growers and handlers the Secretary shall select two grower members of the committee, an alternate and an additional alternate to each of such grower members; also one handler member of the committee and an alternate to such handler member. From the nominations made pursuant to § 907.22(f) or from other qualified

[1] This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure governing proceedings to formulate marketing agreements and orders have been met.

persons the Secretary shall select one member of the committee and an alternate to such member.

§ 907.27 [Amended]

5. The provisions of § 907.27 *Alternate member* are revised so that the proviso in the first sentence reads as follows: *Provided,* That a member may designate any alternate member to serve in the place and stead of such member, if the alternate member so designated was selected from the same group which was authorized to nominate the member; unless another alternate member is so designated by a grower member, his alternate shall act for the member and, in the absence of such alternate, the alternate shall so act, and in his absence the additional alternate shall so act.

6. The provisions of paragraph (a) § 907.42 *Accounting* are revised to read as follows:

§ 907.42 Accounting.

(a) If, at the end of a fiscal year, the assessments collected are in excess of expenses incurred, such excess shall be accounted for in accordance with one of the following:

(1) If such excess is not retained in a reserve or used to defray necessary expenses of liquidation, as provided in subparagraph (2) of this section, it shall be refunded proportionately to the persons from whom it was collected: *Provided,* That any sum paid by a person in excess of his pro rata share of the expenses during any fiscal year may be applied by the committee at the end of such fiscal year to any outstanding obligations due the committee from such person.

(2) The Committee, with the approval of the Secretary, may establish and maintain during one or more fiscal years an operational monetary reserve in an amount not to exceed approximately one half of a fiscal year's operational expenses. Upon approval of the Secretary, funds in such reserve shall be available for use by the committee (1) for all expenses authorized pursuant to § 907.40 and (2) to cover necessary expenses of liquidation in the event of termination of this part. Upon termination of this part, any funds not required to defray the necessary expenses of liquidation shall be disposed of in such manner as the Secretary may determine to be appropriate: *Provided,* That to the extent practical, such funds shall be returned pro rata to the persons from whom such funds were collected.

* * * * *

§ 907.51 [Amended]

7. The provisions of § 907.51 *Recommendation for volume regulations* are revised in the following respects:

a. The first sentence of paragraph (b) to the colon is revised to read as follows:

(b) In making its recommendation, the committee shall provide equity of marketing opportunity to handlers in all districts and shall give due consideration to the following factors:

b. A new paragraph (d) is added reading as follows:

(d) The committee shall, with the approval of the Secretary, adopt procedural rules and regulations to effectuate the provisions of this § 907.51.

8. The provisions of § 907.53 *Prorate bases* are revised by redesignating paragraphs (f) and (g) as paragraphs (g) and (h), respectively, and adding a new paragraph (f) reading as follows:

§ 907.53 Prorate bases.

* * * * *

(f) When any person having a prorate base has moved all his oranges or has remaining a quantity smaller than his allotment, he shall be removed from the prorate base or his prorate base shall be reduced so that his allotment based thereon shall not exceed the quantity of oranges remaining under his control; except that he shall receive his allotments on his full prorate base to the extent necessary to pay back loans for which he is obligated in any week that repayment of loans may be due.

* * * * *

§ 907.55 [Amended]

9. Section 907.55 *Overshipments* is amended in the following respects:

a. The phrase "equivalent to 10 percent" in § 907.55 is replaced by the phrase "equivalent to 20 percent."

b. The period at the end of the first sentence of § 907.55 is changed to a colon and the following is added: *"Provided, however,* That the committee may, with the approval of the Secretary, reduce such 20 percent to a percentage not less than 10 percent: *And provided further,* That if, subsequent to the determination of general maturity, allotment (other than short life allotment) is forfeited in any prorate district during any prorate period, such forfeiture shall be used to reduce the amount of maximum permissible overshipments made during such prorate period, unless the forfeiting handler shall have made a bone fide and timely offer to the committee to lend his undershipment. Such forfeitures shall be first applied to handlers within such district in which the forfeiture occurred and second to qualified handlers in other districts. Allocation of forfeitures to handlers who have overshipped shall be made in proportion to, but not in excess of, the quantity overshipped by each such handler. In the case of short life allotments, any forfeiture thereof shall be credited as above provided only against overshipment of allotments issued pursuant to § 907.54. However, no handler who has overshipped more than the maximum permissible under this section shall participate in the credits allowed by this provision."

c. The period at the end of the second sentence in § 907.55 is changed to a comma and the following is added: "or is entirely reduced by application of forfeited allotment."

d. In the third sentence of § 907.55 the following is inserted immediately after the word "section": "as reduced by the application of forfeited allotment."

e. The following new sentence is added at the end of § 907.55: "The committee, with the approval of the Secretary, shall adopt procedural rules and regulations to effectuate the provisions of this § 907.55."

§ 907.57 [Amended]

10. The provisions of § 907.57 *Allotment loans* are revised in the following respects:

a. The first sentences in paragraphs (a) and (b) are revised to read as follows:

(a) A person to whom allotments have been issued under general maturity may lend such allotments to other persons within any prorate district to whom allotments have also been issued: *Provided,* That allotments issued under the short life provision of this subpart may be loaned only to other persons in the same district to whom such allotments have been issued. * * *

(b) A person desiring to loan all or part of his allotment shall attempt to do so first within his own district and if he so chooses, may request the committee to act in his behalf. A person desiring to loan to persons outside his own district shall request the committee to arrange the loan on his behalf with the committee first offering the loan to persons within the district who file requests for such loans; and failing to do so may then arrange to offer the loan outside of the district in an equitable manner. * * *

b. A new paragraph (f) is added reading as follows:

(f) The committee may, with the approval of the Secretary, adopt procedural rules and regulations to effectuate the provisions of this § 907.57.

§ 907.61 [Amended]

11. The provisions of § 907.61 *Short life allotments* are revised so that the fourth and fifth sentences thereof read as follows: Such determination and allotment issued pursuant thereto shall permit the handling in total during periods of open movement and under volume regulations of a quantity of short life oranges equal proportionately to the average to be handled by all handlers of oranges within the prorate district. After a handler of short life oranges has received allotment sufficient to permit such total handling, allotment thereafter due such handler of short life oranges shall be allocated to handlers from whom allotment has been withheld.

12. A new § 907.61a *Freeze damage allotments* is added immediately after § 907.61, reading as follows:

§ 907.61a Freeze damage allotments.

Notwithstanding the provisions of § 907.54 whenever one or more districts experience severe freeze damage, affecting a substantial portion of the crop within the district, but varying in degree, the committee may issue allotments to each handler in such district based upon requests submitted by handlers, the total allotment to be allocated among the requesting handlers in an equitable manner. Such allotments may be used only during the week for which issued, and the undershipment of such allotments

shall not entitle such handler to handle an additional quantity of oranges due to such undershipment. Transfers of allotment if within the district are subject only to the parties notifying the committee. Transfer of allotment between handlers not within the same district shall be by the committee and only between handlers each of whom have been issued allotment pursuant to this section. The committee shall, with approval of the Secretary, adopt rules and regulations to effectuate the provisions of this section.

13. The provisions of § 907.66 *Prorate districts* are revised to read as follows:

§ 907.66 Prorate districts.

For purpose of administration of this part, and in recognition of the fact that there are general differences in maturity and keeping quality of oranges between certain geographical sections of the production area, the production area shall be divided into three prorate districts as follows:

(a) District 1 shall include that part of the State of California which is south of a line drawn due east and west through the present post office in Red Bluff, Calif., and north of a line drawn due east and west through the present post office in Gorman, Calif., and west of the extension of a line drawn due north and south through the present post office in White Water, Calif., but excluding San Luis Obispo and Santa Barbara Counties.

(b) District 2 shall include that part of the State of California west of a line drawn due north and south through the present post office in White Water, Calif., and south of a line drawn due east and west through the present post office in Gorman, Calif., but including San Luis Obispo and Santa Barbara Counties.

(c) District 3 shall include the State of Arizona and that part of the State of California east of a line drawn due north and south through the present post office in White Water, Calif.

[F.R. Doc. 68-11965; Filed, Oct. 1, 1968; 8:49 a.m.]

[7 CFR Part 908]

[Docket No. AO-250-A4]

VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Decision and Referendum Order With Respect to Proposed Further Amendment of Amended Marketing Agreement and Order

Pursuant to the rules of practice and procedure, as amended, governing proceedings to formulate marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held at Bakersfield, Calif., on December 5, 6, and 7, 1967, and continued at Yuma, Ariz., on December 12, 1967, after notice thereof published in the FEDERAL REGISTER (32 F.R. 15394), and a reopened public hearing was held in Bakersfield, Calif., on March 25 and 26, 1968, and continued at Phoenix, Ariz., on March 29, 1968, after notice thereof was published in the FEDERAL REGISTER (33 F.R. 3641), on proposals to amend the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), hereinafter referred to collectively as the "order" regulating the handling of Valencia oranges grown in Arizona and designated part of California, to be made effective pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674).

On the basis of the evidence adduced at the hearing, and the record thereof, the recommended decision in this proceeding was filed on July 26, 1968, with the Hearing Clerk, U.S. Department of Agriculture. The notice of the filing of such recommended decision, affording opportunity to file written exceptions thereto, was published in the FEDERAL REGISTER (F.R. Doc. 68-9156; 33 F.R. 10873). None were filed.

The material issues, findings and conclusions, rulings, and the general findings of the recommended decision set forth in the FEDERAL REGISTER (F.R. Doc. 68-9156; 33 F.R. 10873) are hereby approved and adopted as the material issues, findings, and conclusions, rulings, and the general findings of this decision as if set forth in full herein, except for the following changes:

1. On page 10876, left column, line 19, the word "remaining" is deleted.

2. On page 10877, middle column, under "General findings" (3) line 5, the word "to" is changed to "in."

3. On page 10878, middle column, item 6, § 908.51, (a) line 2, the word "color" is changed to "colon."

4. On page 10878, middle column, item 7, § 908.53, (f) lines 9 and 10, the word "allotment" is changed to "allotments."

5. On page 10878, middle column, in item 8, the following changes are made:

(1) In paragraph b. the text preceding the first colon is changed to read: "The period at the end of the first sentence of § 908.55 is changed to a colon and the following is added:"

(2) The following new paragraphs are added reading as follows:

c. The period at the end of the second sentence in § 908.55 is changed to a comma and the following is added: "or is entirely reduced by application of forfeited allotment."

d. In the third sentence of § 908.55 the following is inserted immediately after the word "section": "as reduced by the application of forfeited allotment."

(e) The following new sentence is added at the end of § 908.55: "The committee, with the approval of the Secretary, shall adopt procedural rules and regulations to effectuate the provisions of this § 908.55."

Amendment of the amended marketing agreement and order. Annexed hereto and made a part hereof are two documents entitled, respectively, "Marketing Agreement, as Amended, Regulating the Handling of Valencia Oranges Grown in Arizona and Designated Part of California" and "Order Amending the Order, as Amended, Regulating the Handling of Valencia Oranges Grown in Arizona and Designated Part of California" which have been decided upon as the appropriate and detailed means of effecting the foregoing conclusions. These documents shall not become effective unless and until the requirements of § 900.14 of the aforesaid rules of practice and procedure governing proceedings to formulate marketing agreements and marketing orders have been met.

Referendum order. Pursuant to the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), it is hereby directed that a referendum be conducted among the producers who, during the period February 1, 1966, through October 31, 1967 (which period is hereby determined to be a representative period for the purpose of such referendum), were engaged, in the State of Arizona and designated part of the State of California that is south of a line drawn due east and west through the present post office in Turlock, Calif., in the production of Valencia oranges for market to ascertain whether such producers favor the issuance of the said annexed order amending the order, as amended, regulating the handling of Valencia oranges grown in Arizona and designated part of California.

Warren C. Noland and Edmund J. Blaine, Fruit and Vegetable Division, Consumer and Marketing Service, U.S. Department of Agriculture, are hereby designated agents of the Secretary of Agriculture to conduct said referendum severally or jointly.

The procedure applicable to this referendum shall be the "Procedure for the Conduct of Referenda in Connection with Marketing Orders for Fruits, Vegetables, and Nuts Pursuant to the Agricultural Marketing Agreement Act of 1937, as Amended" (7 CFR Part 900.400 et seq.).

The ballots used in the referendum shall contain a summary describing the terms and conditions of the proposed amendatory order.

Copies of the aforesaid annexed order, of the aforesaid referendum procedure, and of this order may be examined in the office of the Hearing Clerk, U.S. Department of Agriculture, Room 112, Administration Building, Washington, D.C. 20250.

Ballots to be cast in the referendum, and other necessary forms and instructions, may be obtained from any referendum agent or appointee.

It is hereby ordered, That all of this decision and referendum order, except the annexed marketing agreement, be published in the FEDERAL REGISTER. The regulatory provisions of the said marketing agreement are identical with those contained in the said order, as amended, and as further amended by the annexed order which will be published with this decision.

Dated: September 27, 1968.

JOHN A. SCHNITTKER,
Under Secretary.

Order[1] *Amending the Order, as Amended, Regulating the Handling of Valencia Oranges Grown in Arizona and Designated Part of California*

§ 908.0 **Findings and determinations.**

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations made in connection with the issuance of the order and of the previously issued amendment thereto; and all of said previous findings and determinations are hereby ratified and affirmed except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the Agricultural Marketing Agreement Act of 1937, as amended (secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674), and the applicable rules of practice and procedure effective thereunder (7 CFR Part 900), a public hearing was held at Bakersfield, Calif., on December 5, 6, and 7, 1967, and continued at Yuma, Ariz., on December 12, 1967, and a reopened public hearing was held at Bakersfield, Calif., on March 25 and 26, 1968, and continued at Phoenix, Ariz., on March 29, 1968, upon proposed amendments to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order, as amended, and as hereby further amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the act;

(2) The said order, as amended, and as hereby further amended, regulates the handling of Valencia oranges grown in the designated production area in the same manner as, and is applicable only to persons in the respective classes of commercial or industrial activity specified in, the marketing agreement and order upon which hearings have been held;

(3) The said order, as amended, and as hereby further amended, is limited in its application to the smallest regional production area that is practicable consistently with carrying out the declared policy of the act;

(4) The said order, as amended, and as hereby further amended, prescribes, so far as practicable, such different terms, applicable to different parts of the production area, as are necessary to give due recognition to differences in the production and marketing of Valencia oranges; and

(5) All handling of Valencia oranges grown in the designated production area is in the current of interstate or foreign commerce or directly burdens, obstructs, or affects such commerce.

[1] This order shall not become effective unless and until the requirements of § 900.14 of the rules of practice and procedure governing proceedings to formulate marketing agreements and orders have been met.

It is, therefore, ordered, That, on and after the effective date hereof, all handling of Valencia oranges grown in the production area shall be in conformity to, and in compliance with, the terms and conditions of the said order, as amended, and as hereby further amended as follows:

1. The provisions of § 908.20 *Establishment and membership* are revised so that the first sentence reads as follows:

§ 908.20 **Establishment and membership.**

There is hereby established a Valencia Orange Administrative Committee consisting of 11 members, for each of whom there shall be one alternate, and for each grower member an additional alternate. * * *

§ 908.22 [Amended]

2. The provision of § 908.22 *Nominations* are amended in the following respects:

a. Paragraph (a) is amended to read as follows:

(a) The time and manner of nominating members, alternate members, and additional alternate members of the committee shall be prescribed by the Secretary.

b. Paragraph (b) is amended by inserting the phrase "three additional alternate grower members" immediately after the phrase "three alternate grower members."

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

(c) All cooperative marketing organizations which market oranges and which are not qualified under paragraph (b) of this section, or the growers affiliated therewith, shall nominate one grower member, one alternate grower member, one additional alternate grower member, one handler member, and one alternate handler member.

d. Paragraph (d) is amended to read as follows:

(d) All growers who are not affiliated with a cooperative marketing organization which markets oranges shall nominate two grower members, two alternate grower members, two additional alternate grower members, one handler member, and one alternate handler member.

3. The provisions of § 908.23 *Selection* are revised to read as follows:

§ 908.23 **Selection.**

From the nominations made pursuant to § 908.22(b) or from other qualified growers and handlers the Secretary shall select three grower members of the committee, an alternate and an additional alternate to each of such grower members; also two handler members of the committee and an alternate to each of such handler members. From the nominations made pursuant to § 908.22 (c) or from other qualified growers and handlers the Secretary shall select one grower member of the committee, an alternate and an additional alternate to such grower member; also one handler member of the committee and an alternate to such handler member. From the nominations made pursuant to § 908.22 (d) or from other qualified growers and handlers the Secretary shall select two grower members of the committee, an alternate and an additional alternate to each of such grower members; also one handler member of the committee and an alternate to such handler member. From the nominations made pursuant to § 908.22(f) or from other qualified persons the Secretary shall select one member of the committee and an alternate to such member.

§ 908.27 [Amended]

4. The provisions of § 908.27 *Alternate members* are revised so that the proviso in the first sentence reads as follows: "*Provided,* That a member may designate any alternate member to serve in the place and stead of such member, if the alternate member so designated was selected from the same group which was authorized to nominate the member; unless another alternate member is so designated by a grower member, his alternate shall act for the member and, in the absence of such alternate, the alternate shall so act, and in his absence, the additional alternate shall so act."

5. The provisions of paragraph (a) § 908.42 *Accounting* are revised to read as follows:

§ 908.42 **Accounting.**

(a) If, at the end of a fiscal year, the assessments collected are in excess of expenses incurred, such excess shall be accounted for in accordance with one of the following:

(1) If such excess is not retained in a reserve or used to defray necessary expenses of liquidation, as provided in subparagraph (2) of this paragraph, it shall be refunded proportionately to the persons from whom it was collected: *Provided,* That any sum paid by a person in excess of his pro rata share of the expenses during any fiscal year may be applied by the committee at the end of such fiscal year to any outstanding obligations due the committee from such person.

(2) The committee, with the approval of the Secretary, may establish and maintain during one or more fiscal years an operational monetary reserve in an amount not to exceed approximately one half of a fiscal year's operational expenses. Upon approval of the Secretary, funds in such reserve shall be available for use by the committee (i) for all expenses authorized pursuant to § 908.40 and (ii) to cover necessary expenses of liquidation in the event of termination of this part. Upon termination of this part, any funds not required to defray the necessary expenses of liquidation shall be disposed of in such manner as the Secretary may determine to be appropriate: *Provided,* That to the extent practical, such funds shall be returned pro rata to the persons from whom such funds were collected.

* * * * *

§ 908.51 [Amended]

6. The provisions of § 908.51 *Recommendations for volume regulations* are revised in the following respects:

a. The first sentence of paragraph

(b) to the colon is revised to read as follows:

(b) In making its recommendation, the committee shall provide equity of marketing opportunity to handlers in all districts and shall give due consideration to the following factors:

b. A new paragraph (d) is added reading as follows:

(d) The committee shall, with the approval of the Secretary, adopt procedural rules and regulations to effectuate the provisions of this § 908.51.

7. The provisions of § 908.53 *Prorate bases* are revised by redesignating paragraphs (f) and (g) as paragraphs (g) and (h), respectively, and adding a new paragraph (f) reading as follows:

§ 908.53 Prorate bases.

* * * * *

(f) When any person having a prorate base has moved all his oranges or has remaining a quantity smaller than his allotment, he shall be removed from the prorate base or his prorate base shall be reduced so that his allotment based thereon shall not exceed the quantity of oranges remaining under his control; except that he shall receive his allotments on his full prorate base to the extent necessary to pay back loans for which he is obligated in any week that repayment of loans may be due.

* * * * *

§ 908.55 [Amended]

8. Section 908.55 *Overshipments* is amended in the following respects:

a. The phrase "equivalent to 10 percent" in § 908.55 is replaced by the phrase "equivalent to 20 percent."

b. The period at the end of the first sentence of § 908.55 is changed to a colon and the following is added: *"Provided however*, That the committee may, with the approval of the Secretary, reduce such 20 percent to a percentage not less than 10 percent: *And provided further*, That if, subsequent to the determination of general maturity, allotment (other than short life allotment) is forfeited in any prorate district during any prorate period, such forfeiture shall be used to reduce the amount of maximum permissible overshipments made during such prorate period, unless the forfeiting handler shall have made a bona fide and timely offer to the committee to lend his undershipment. Such forfeiture shall be first applied to handlers within such district in which the forfeiture occured and second to qualified handlers in other districts. Allocation of forfeitures to handlers who have overshipped shall be made in proportion to, but not in excess of, the quantity overshipped by each such handler. In the case of short life allotments, any forfeiture thereof shall be credited as above provided only against overshipment of allotments issued pursuant to § 908.54. However, no handler who has overshipped more than the maximum permissible under this section shall participate in the credits allowed by this provision."

c. The period at the end of the second sentence in § 908.55 is changed to a comma and the following is added: "or is entirely reduced by application of forfeited allotment."

d. In the third sentence of § 908.55 the following is inserted immediately after the word "section": "as reduced by the application of forfeited allotment."

e. The following new sentence is added at the end of § 908.55: "The committee, with the approval of the Secretary, shall adopt procedural rules and regulations to effectuate the provisions of this § 908.55."

§ 908.57 [Amended]

9. The provisions of § 908.57 *Allotment loans* are revised in the following respects:

a. The first sentences in paragraph (a) and in paragraph (b) are revised to read as follows:

(a) A person to whom allotments have been issued under general maturity may lend such allotments to other persons within any prorate district to whom allotments have also been issued: *Provided*, That allotments issued under the short life provision of this subpart may be loaned only to other persons in the same district to whom such allotments have been issued. * * *

(b) A person desiring to loan all or part of his allotment shall attempt to do so first within his own district and if he so chooses, may request the committee to act in his behalf. A person desiring to loan to persons outside his own district shall request the committee to arrange the loan on his behalf with the committee first offering the loan to persons within the district who file requests for such loans; and failing to do so may then arrange to offer the loan outside of the district in a nequitable manner. * * *

b. A new paragraph (f) is added reading as follows:

(f) The committee may, with the approval of the Secretary, adopt procedural rules and regulations to effectuate the provisions of this § 908.57.

§ 908.61 [Amended]

10. The provisions of § 908.61 *Short life allotments* are revised so that the fourth and fifth sentences thereof read as follows: "Such determination and allotment issued pursuant thereto shall permit the handling in total during periods of open movement and under volume regulations of a quantity of short life oranges equal proportionately to the average to be handled by all handlers of oranges within the prorate district. After a handler of short life oranges has received allotment sufficient to permit such total handling, allotment thereafter due such handler of short life oranges shall be allocated to handlers from whom allotment has been withheld."

11. A new § 908.61a *Freeze damage allotments* is added immediately after § 908.61, reading as follows:

§ 908.61a Freeze damage allotments.

Notwithstanding the provisions of § 908.54 whenever one or more districts experience severe freeze damage, affecting a substantial portion of the crop within the district, but varying in degree, the committee may issue allotments to each handler in such district based upon requests submitted by handlers, the total allotment to be allocated among the requesting handlers in an equitable manner. Such allotments may be used only during the week for which issued, and the undershipment of such allotments shall not entitle such handler to handle an additional quantity of oranges due to such undershipment. Transfers of allotment if within the district are subject only to the parties notifying the committee. Transfer of allotment between handlers not within the same district shall be by the committee and only between handlers each of whom have been issued allotment pursuant to this section. The committee shall, with approval of the Secretary, adopt rules and regulations to effectuate the provisions of this section.

12. Paragraphs (a), (b), and (c) of § 908.66 are revised to read as follows:

§ 908.66 Prorate districts.

(a) District 1 shall include that part of the State of California which is south of a line drawn due east and west through the present post office in Turlock, Calif., north of a line drawn due east and west through the present post office in Gorman, Calif., and west of the extension of a line drawn due north and south through the present post office in White Water, Calif., but excluding San Luis Obispo and Santa Barbara Counties.

(b) District 2 shall include that part of the State of California west of a line drawn due north and south through the present post office in White Water, Calif., and south of a line drawn due east and west through the present post office in Gorman, Calif., but including San Luis Obispo and Santa Barbara Counties.

(c) District 3 shall include the State of Arizona and that part of the State of California east of a line drawn due north and south through the present post office in White Water, Calif.

[F.R. Doc. 68-11966; Filed, Oct. 1, 1968; 8:49 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 68-SW-59]

FEDERAL AIRWAY

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would realign V-17 from Cotulla, Tex., 1,200 feet AGL via the intersection of Cotulla 041° T (032° M) and San Antonio, Tex., 202° T (193° M) radials; 1,200 feet AGL to San Antonio, including a 1,200 feet AGL east alternate from Cotulla to San Antonio via the INT of Cotulla 041° T and San Antonio 183° T (174° M) radials.

This proposal would reduce the airway mileage between Cotulla and San Antonio and would enhance terminal procedures at San Antonio. The proposed east alternate would be used for air traffic control purposes and would be aligned via the present alignment of V-17 between Cotulla and San Antonio.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should identify the airspace docket number and be submitted in triplicate to the Director, Southwest Region, Attention: Chief, Air Traffic Division, 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. The proposal contained in this notice may be changed in the light of comments received.

An official docket will be available for examination by interested persons at the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. An informal docket also will be available for examination at the office of the Regional Air Traffic Division Chief.

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 Washington, D.C., on September 25, 1968.

T. MCCORMACK,
Acting Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 68-11929; Filed, Oct. 1, 1968; 8:47 a.m.]

CIVIL AERONAUTICS BOARD

[14 CFR Parts 211, 302, 399]

[Docket No. 20029; PSDR-21B, EDR-140B, PDR-27B]

FILING AND PROCESSING OF CERTAIN APPLICATIONS FOR FOREIGN AIR CARRIER PERMITS

Supplemental Notice of Proposed Rule Making

SEPTEMBER 26, 1968.

The Board, by publication at 33 F.R. 10108 and by circulation of PSDR-21, EDR-140, and PDR-27, dated July 10, 1968; gave notice that it had under consideration amendments to Parts 399, 211, and 302 concerning the filing and processing of certain applications for foreign air carrier permits. Interested persons were invited to participate in the proceeding by submission of twelve (12) copies of written data, views, or arguments pertaining thereto to the Docket Section of the Board on or before August 12, 1968. By a supplemental notice of proposed rule making, dated August 8, 1968 (33 F.R. 11464), time for submitting comments was extended to October 1, 1968.

Counsel for certain foreign air carriers state that, although they and their clients have worked assiduously on the proposal, they will not be in a position to file completed documents by the October 1, 1968 deadline, and that an extension of time is needed in order to fully coordinate their comments with their foreign clients.

The undersigned finds that good cause has been shown for extension of time to Friday, October 11, 1968. Accordingly, pursuant to authority delegated in § 385.20(d) of the Board's organization regulations, the undersigned hereby extends the time for submitting comments to October 11, 1968.

All relevant communications received on or before October 11, 1968, will be considered by the Board before taking action on the proposed rules. Copies of these communications will be available for examination in the Docket Section, Room 712, Universal Building, 1825 Connecticut Avenue, NW., Washington, D.C., upon receipt thereof.

(Sec. 204(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 743; 49 U.S.C. 1324)

By the Civil Aeronautics Board.

[SEAL] ARTHUR H. SIMMS,
Associate General Counsel, Rules and Rates Division.

[F.R. Doc. 68-11953; Filed, Oct. 1, 1968; 8:48 a.m.]

[14 CFR Part 241]

[Docket No. 20290; ODR-146]

UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS

Modernization of Traffic and Capacity Data Collection System

SEPTEMBER 25, 1968.

Notice is hereby given that the Civil Aeronautics Board has under consideration a proposed amendment to Part 241 of the economic regulations which would, inter alia, provide for collection of traffic and capacity data on a flight stage basis by route carriers and transmittal of such data to the Board on magnetic tape or punched cards for direct automatic processing. The principal features of the proposal are described in the Explanatory Statement below, and the proposed amendment is set out in the Proposed Rule below. The amendment is proposed under authority of sections 204 and 407 of the Federal Aviation Act of 1958, as amended (72 Stat. 743, 766; 49 U.S.C. 1324, 1377).

Interested persons may participate in the proposed rule making through submission of twelve (12) copies of written data, views, or arguments pertaining thereto, addressed to the Docket Section, Civil Aeronautics Board, Washington, D.C. 20428. All relevant material received on or before October 31, 1968, will be considered by the Board before taking action on the proposal. Copies of communications will be available for examination by interested persons in the Docket Section, Room 712, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., upon receipt thereof.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

EXPLANATORY STATEMENT

The Board on May 31, 1962, issued a proposed rule EDR-41, which would have provided for the collection of CAB Form 41 financial and statistical data by means of automatic data processing (ADP). However, at the industry's request the Board deferred final action on the proposed rule,[1] and arrangements were made to accomplish its immediate objectives through the issuance of an informal reporting instruction. This approach was regarded as an experiment and has had the full cooperation of the industry in supplying the Form 41 data on ADP punched cards or magnetic tapes for machine processing by the Board's ADP facility.

The present proposal would make detailed traffic and capacity statistics collected by the route carriers, reflecting the movements of traffic and aircraft by individual flight stages, directly available to the Board's ADP facility preferably by transmittal on magnetic tape. Although the proposed rule provides for use of magnetic tape or punched cards for carriers having access to ADP, tape is much preferred because cards will have to be transferred to tape before processing by the Board and the cards require far more storage space and controls than tape for the same amount of data transmitted. Those carriers which use punched cards are therefore asked to consider and comment on the feasibility of transferring the data to tape before transmittal to the Board.

Modernization of the statistical data system and enlargement of the body of facts available to the Board are overdue. However, prior to the advent of automatic data processing it was not possible to analyze and utilize data on a flight segment basis. For this reason the Board elected to require the recurrent submission of summary data only.

The need for sound, consistently compiled information concerning the point-to-point movement of traffic and aircraft has been apparent for some time. At the present time, the system data submitted by the industry provide the Board with the bases for drawing some conclusions concerning individual carriers, the status of the industry, and the relative effectiveness of the various aircraft types. Although valuable, such recurrent data are in summary form and are not adequate for the Board in administering its responsibilities of awarding and monitoring routes and evaluating the commercial fare structure. Further, the data presently reported on Form 41 provide little information of value to the Board for

[1] EDR-41A, July 18, 1962.

participation in bilateral negotiations for international routes.

In recognition of the need for more complete traffic and capacity data, a joint industry-Board work group surveyed the traffic-data processing systems of a sample group of carriers, and submitted a questionnaire to all route carriers to determine the extent of similarity in their data-collection systems. On the basis of the results, the work group concluded that sufficiently similar procedures existed among carriers to make it technically feasible for the Board to prescribe uniform classifications for statistical data of all route carriers. This proposal adheres, as nearly as possible, to the data-collection patterns already generally in use by the carriers. The Form 41 statistical schedules ("T" schedules) would continue to require a collation, or summarization, of statistics from various carrier basic sources. The proposal would also utilize these same carrier sources to create a direct flow of basic operating data to the Board with maximum automation. The principal features of the proposal are discussed in the following paragraphs.

Reports on Form 41 schedules. Conventional documentary schedules, either in a format prescribed by the Board or in approved machine listings, would be required for reports on CAB Form 41. These reports would contain substantively the same information presently reported on the existing traffic and capacity schedules but with the new codes contained herein. For those carriers having access to ADP, the same information would also be transmitted on magnetic tapes or punched cards, with tapes preferred. The data on present schedules T–1, T–1(a), T–2, T–3, and T–4 would be rearranged and recoded on new schedules T–1, T–2, and T–3, as set forth in Attachments A, B, and C to the proposed rule. Schedule T–5 would be eliminated. The elimination of schedule T–5 would not affect the form or listing of data submitted by the local service carriers in support of claims for subsidy payments prescribed in Carrier Payments Memorandum No. 16. The requirements of schedules T–6 and T–41 would continued unchanged.

The principal changes to the "T" schedules under this proposal would be: (1) The elimination of certain derived data, such as load factors and performance factors, but the data from which these factors could be derived would continue to be shown; (2) the elimination of the total number of employees based in and based outside the continental United States, but detail figures by employee classifications would continue to be reported quarterly on schedule P–10; and (3) the addition of nonrevenue publicity aircraft hours (inaugural flights and similar hours), aircraft hours (ramp-to-ramp), and a breakdown of the nonscheduled revenue service by class of traffic and by aircraft type.

Classification of operating statistics. The proposal would require each carrier to maintain comparable data pertaining to physical operations. Data would be maintained for each operating entity (1) by general service classes and (2) by specific operating elements. The required general service classes are:

SCHEDULED SERVICE

AXXX First Class Passenger-Cargo.
CXXX Coach Passenger-Cargo.
EXXX Mixed Passenger-Cargo.
GXXX Cargo.

NONSCHEDULED SERVICE

LXXX Civilian Passenger-Cargo.
NXXX Military Passenger-Cargo.
PXXX Civilian Cargo.
RXXX Military Cargo.

ALL SERVICES

ZXXX

The foregoing alpha-numeric codes are assigned for the convenience of the Board and may at the option of each carrier be used for internal purposes.

Information pertaining to specific operating elements and miscellaneous operating elements would be required to be maintained within the foregoing general service classes, as applicable, in such manner as would permit their summarization, where appropriate, by general service class, service segment, flight stage, flight number, and aircraft type for each monthly period. For the elements "Revenue Passengers Enplaned" and "Revenue Cargo Tons Enplaned," specific attention is directed to the proposed requirement that data shall be maintained in respect to such enplanements to show, for each airport subsequently served by each flight, the number of deplaning revenue passengers and tons of deplaning cargo in such manner as to disclose the on-flight origin and destination of such traffic. The revenue-passengers-enplaned data would also be maintained in such manner as to disclose for first class passenger-cargo, coach passenger-cargo, and mixed passenger-cargo services, separately, the number of passengers traveling at regular (full) fares and those traveling at discount (less than full) fares.

As in the case of service class codes, the carriers would have the option of using or not using operating element codes for internal purposes. Data would be maintained for the following operating elements:

Interairport distance.
Revenue passengers enplaned:
  First class.
  Coach.
  Standby fare—first class.
  Standby fare—coach.
  Other discount fare—first class.
  Other discount fare—coach.
Nonrevenue passengers enplaned.
Revenue cargo tons enplaned:
  Baggage (free plus excess).
  U.S. mail—priority.
  U.S. mail—nonpriority.
  Foreign mail.
  Express.
  Freight.
Revenue passengers transported:
  First class.
  Coach.
  Standby fare—first class.
  Standby fare—coach.
  Other discount fare—first class.
  Other discount fare—coach.
Nonrevenue passengers transported.
Revenue tons transported:
  Passengers (less baggage).
  Baggage (free plus excess).
  U.S. mail—priority.
  U.S. mail—nonpriority.
  Foreign mail.
  Express.
  Freight.
Nonrevenue tons transported.
Seats available:
  First class.
  Coach.
Tons available.
Revenue aircraft miles flown:
  Scheduled.
  Extra section.
Revenue aircraft miles scheduled.
Revenue aircraft departures performed:
  Scheduled.
  Extra section.
Revenue aircraft departures scheduled.
Nonrevenue aircraft miles flown.
Revenue aircraft hours (airborne).
Nonrevenue aircraft hours (airborne):
  Ferry.
  Personnel training.
  Developmental projects (costs not deferred).
  Publicity (inaugural flights and similar hours).
  Miscellaneous.
Aircraft hours (ramp-to-ramp).
Aircraft hours in capitalized projects (airborne).
Excess baggage ton-miles.
Aircraft days assigned to service—carrier's equipment.
Aircraft days assigned to service—carrier's routes.
Hours on other carriers' interchange equipment (airborne).
Revenue hours on other carriers' interchange equipment (airborne).
Hours by others on carrier's interchange equipment (airborne).
Aircraft fuels issued (gallons).
Aircraft oils issued (gallons).

Maintenance and transmittal of detailed operating data. The proposal provides that data applicable to the prescribed specific operating elements and miscellaneous operating elements would be maintained by general service classes in a manner and at such locations as will permit ready availability for examination by representatives of the Board. Individual flight-stage data, summarized by flight number, service segment, service class, and aircraft type, would be transmitted to the Board on a monthly basis, apart from the CAB Form 41 summary T schedules. Those air carriers having access to automatic data processing equipment would transmit the data on magnetic tapes or punched cards (preferably on tapes); other carriers would use conventional documentary means to transmit flight-stage data.

Other significant proposals. Definitions of certain statistical terms would be added, amended, or deleted. The major changes consist of: (1) The introduction of "revenue passengers transported" and "revenue tons transported"; (2) elimination of revenue passenger on-line originations; (3) inclusion of service segment, standby-fare and other discount-fare revenue passengers; and (4) statement of passenger weight without baggage.

With respect to the question whether detailed flight-stage data should be made available to the public, the Board is aware that such data have traditionally been regarded by carriers as trade secrets, not to be disclosed to competitors

or the general public. The Board finds that flight-stage data on international routes should be withheld from disclosure because no reciprocal information is provided by foreign air carriers and disclosure would subject U.S. flag carriers to a serious competitive disadvantage. With respect to domestic flight-stage data, however, the competitive effect of disclosure is less sensitive because all carriers would be on an equal footing. Nevertheless, the Board recognizes that disclosure could have an inhibiting effect on management in such areas as scheduling or fare experimentation. We do not have sufficient information at this time to formulate a tentative position on disclosure of domestic flight-stage data. The carriers are therefore invited to direct comments toward the treatment to be accorded domestic flight-stage data and to identify the problems which might be involved in public disclosure.[2]

It is proposed that the foregoing amendments to Part 241 be made effective January 1, 1969.

PROPOSED RULE

It is proposed to amend Part 241 of the economic regulations (14 CFR Part 241) as follows:

1. Amend the table of contents by inserting the following center heading and new sections:

OPERATING STATISTICS CLASSIFICATIONS

Sec.
19 Uniform classification of operating statistics.
19-1 Chart of operating statistical elements.
19-2 Maintenance of data.
19-3 Accessibility and transmittal of data.
19-4 Service classes.
19-5 Air transport traffic and capacity elements.

2. Amend section 03 *Definitions* as follows:

A. Delete the definition of "excess baggage" and insert definitions for "Baggage, excess" and "Baggage, free", in proper alphabetical order, to read as follows:

Baggage, excess—passenger baggage for which a special transportation charge is levied as being in excess of the baggage carried free under prevailing passenger tariffs.

Baggage, free—passenger baggage transported without charge under prevailing passenger tariffs.

B. Revise the definition of "Cargo" and add a definition for "Cargo transported, tons", as follows:

Cargo—all traffic other than passengers.

Cargo transported, tons—cargo on board during the operation of each flight stage.

C. Delete the definition for "Hop, inter-airport"; revised the definition of "Hours, block-to-block (ramp-to-ramp)" to read:

Hours, ramp-to-ramp—the aircraft hours computed from the moment the aircraft first moves under its own power for purposes of flight, until it comes to rest at the next point of landing.

D. Revise the definititon of "Miles flown, aircraft", to read:

Miles flown, aircraft—the miles (computed in airport-to-airport distances) for each flight stage actually completed, whether or not performed in accordance with the scheduled pattern. For this purpose, operation to a flag stop is a stage completed even though a landing is not actually made. In cases where the inter-airport distances are inapplicable, aircraft miles flown are determined by multiplying the normal cruising speed for the aircraft type by the airborne hours.

E. Revise the definition of "Passenger-mile" to read:

Passenger-mile—one passenger transported 1 mile. Passenger-miles are computed by multiplying the aircraft miles flown on each flight stage by the number of passengers transported on that stage.

F. Delete the definition of "Passenger originations, number of on-line."

G. Add new definitions, immediately following "Passenger, revenue", to read:

Passenger, revenue, regular fare—person paying full basic fare for the air transportation service provided, including shuttle services not individually reserved.

Passenger, revenue, standby fare—person paying discount fare (less than regular fare) whose air transportation is dependent upon space being available.

Passenger, revenue, other discount fare—person paying a fare other than regular or standby.

Passengers transported—passengers on board during the operation of each flight stage.

H. Revise the title and definition of "Seat-miles, available", and add definition for "Segment, service", to read:

Seat-miles available, revenue—the aircraft miles flown on each flight stage multiplied by the number of seats available for revenue use on that stage.

Segment, service — accumulation of flight stages in one direction.

I. Revise the title and definition of "Service, combination passenger" to read:

Service, mixed passenger-cargo—transport service for the carriage of both first-class and coach (tourist) passengers and cargo on the same aircraft.

J. Delete the definition of "Service, mixed."

K. Add a new definition, immediately following "Service, nonscheduled" to read:

Service, passenger-cargo — transport service established for the carriage of passengers which may also be used jointly for the transportation of cargo.

L. Revise the definition of "Ton-mile" and add a definition for "Ton-mile, baggage", to read:

Ton-mile—1 ton transported 1 mile. Ton-miles are computed by multiplying the aircraft miles flown on each flight stage by the number of tons transported on that stage.

Ton-mile, baggage—1 ton of passenger baggage transported 1 mile. For this purpose, a standard baggage weight per passenger may be used if it is also used for aircraft "weight and balance" control with the approval of the Federal Aviation Administration, provided an explanation is filed with the Board.

M. Revise the definition of "Ton-miles, available" to read:

Ton-miles, available—the aircraft miles flown on each flight stage multiplied by the available load for that stage.

N. Revise the definitions of "Traffic, enplaned" and "Traffic, deplaned" to read:

Traffic, enplaned—a count of the number of passengers boarding and tons of cargo loaded on an aircraft. For this purpose, passengers and cargo on aircraft entering a carrier's system on interchange flights are considered as enplaning at the interchange point; and passengers and cargo moving from one operation to another operation of the same carrier, for which separate reports are required by the Civil Aeronautics Board, are considered as enplaning at the junction point.

Traffic, deplaned—a count of the number of passengers getting off and tons of cargo unloaded from an aircraft. For this purpose, passengers and cargo on aircraft leaving a carrier's system on interchange flights are considered as deplaning at the interchange point; and passengers and cargo moving from one operation to another operation of the same carrier, for which separate reports are required by the Civil Aeronautics Board, are considered as deplaning at the junction point.

O. Revise the definition of "Traffic, revenue" to read:

Traffic, revenue—passengers and cargo transported by air for which remuneration is received by the air carrier. Passengers (including air carrier employees) and cargo carried for token service charges are not considered revenue traffic.

P. Revise the definition of "Weight, allowable gross" to read:

Weight, allowable gross—the maximum gross weight (of the aircraft and its contents) which an aircraft is licensed to carry into the air on each flight stage.

Q. Revise the definition of "Weight, passenger" to read:

Weight, passenger—for purposes of this Uniform System of Accounts and Reports, a standard weight of 165 pounds per passenger (excluding "free" and "excess" baggage but including five (5) pounds for "carry-on" baggage) is used for all operations. Other weights may be

[2] In this regard, the Board is particularly desirous of obtaining the views of individual carriers, notwithstanding the submission of a combined carrier statement on issues.

prescribed or approved in specific instances upon the initiative of the Board or upon a factually supported request by an air carrier.

3. Add a new center heading "Operating Statistics Classifications", and section 19 and subsections, to read as follows:

OPERATING STATISTICS CLASSIFICATIONS

Section 19—Uniform Classification of Operating Statistics

Sec. 19–1 Chart of Operating Statistical Elements.

	Air transport traffic and capacity elements	*Service classes*
	AIRPORT-TO-AIRPORT TRAFFIC AND CAPACITY	
501	Interairport distance	Z.
110	Revenue passengers enplaned	A, C, E, G, L, N, P, R.
111	First class	A, E, G.
112	Coach	C, E, G.
113	Standby fare—first class	A, E, G.
114	Standby fare—coach	C, E, G.
115	Other discount fare—first class	A, E, G.
116	Other discount fare—coach	C, E, G.
120	Nonrevenue passengers enplaned	A, C, E, G, L, N, P, R.
210	Revenue cargo tons enplaned	A, C, E, G, L, N, P, R.
212	Baggage (free plus excess)	A, C, E, G, L, N, P, R.
213	U.S. mail—priority	A, C, E, G, L, N, P, R.
214	U.S. mail—nonpriority	A, C, E, G, L, N, P, R.
215	Foreign mail	A, C, E, G, L, N, P, R.
216	Express	A, C, E, G, L, N, P, R.
217	Freight	A, C, E, G, L, N, P, R.
130	Revenue passengers transported	A, C, E, G, L, N, P, R.
131	First class	A, E, G.
132	Coach	C, E, G.
133	Standby fare—first class	A, E, G.
134	Standby fare—coach	C, E, G.
135	Other discount fare—first class	A, E, G.
136	Other discount fare—coach	C, E, G.
150	Nonrevenue passengers transported	A, C, E, G, L, N, P, R.
230	Revenue tons transported	A, C, E, G, L, N, P, R.
231	Passenger (less baggage)	A, C, E, G, L, N, P, R.
232	Baggage (free plus excess)	A, C, E, G, L, N, P, R.
233	U.S. mail—priority	A, C, E, G, L, N, P, R.
234	U.S. mail—nonpriority	A, C, E, G, L, N, P, R.
235	Foreign mail	A, C, E, G, L, N, P, R.
236	Express	A, C, E, G, L, N, P, R.
237	Freight	A, C, E, G, L, N, P, R.
250	Nonrevenue tons transported	A, C, E, G, L, N, P, R.
310	Seats available	A, C, E, G, L, N, P, R.
311	First Class	A, E, G.
312	Coach	C, E, G.
270	Tons available	A, C, E, G, L, N, P, R.
410	Revenue aircraft miles flown	A, C, E, G, L, N, P, R.
411	Scheduled	A, C, E, G.
412	Extra section	A, C, E, G.
430	Revenue aircraft miles scheduled	A, C, E, G.
510	Revenue aircraft departures performed	A, C, E, G, L, N, P, R.
511	Scheduled	A, C, E, G.
512	Extra section	A, C, E, G.
520	Revenue aircraft departures scheduled	A, C, E, G.
	AIRCRAFT OPERATIONS	
420	Nonrevenue aircraft miles flown	A, C, E, G, L, N, P, R.
610	Revenue aircraft hours (airborne)	A, C, E, G, L, N, P, R.
620	Nonrevenue aircraft hours (airborne)	Z.
621	Ferry	Z.
622	Personnel training	Z.
623	Developmental projects (costs not deferred)	Z.
624	Publicity (inaugural flights or similar hours)	Z.
625	Miscellaneous	Z.
630	Aircraft hours (ramp-to-ramp)	Z.
640	Aircraft hours in capitalized projects (airborne)	Z.
	MISCELLANEOUS OPERATING ELEMENTS	
910	Excess baggage ton-miles	A, C, E, G, L, N, P, R.
810	Aircraft days assigned to service—carrier's equip	Z.
820	Aircraft days assigned to service—carrier's routes	Z.
830	Hours on other carriers' interchange equipment (airborne).	Z.
840	Revenue hours on other carriers' interchange equipment (airborne).	Z.
850	Hours by others on carrier's interchange equipment (airborne).	Z.
921	Aircraft fuels issued (gallons)	Z.
922	Aircraft oils issued (gallons)	Z.

Sec. 19–2 Maintenance of data.

(a) Each air carrier shall maintain its operating statistics covering the movement of traffic according to the uniform classifications prescribed herein. Uniform codes are also prescribed for each operating element and service class for the convenience of the Board and, at the option of each carrier, may or may not be used for internal carrier purposes.

(b) Each carrier shall maintain data applicable to the specified traffic and capacity elements prescribed in section 19–5, by general service classes as prescribed in section 19–4. Further, data shall be maintained for revenue passengers enplaned and revenue cargo tons enplaned to show, for each airport subsequently served by each flight, the number of deplaning revenue passengers and the tons of deplaning revenue cargo, i.e., the on-flight origin and destination thereof.

(c) As a general rule the data to be maintained shall represent measurements of physical operations reflected by the revenues and expenses, respectively, allocated to the same time period. Thus, aircraft capacity associated with deferred costs is to be separately maintained and identified in order that in any summarizations: (1) The capacity information associated with deferred costs may be excluded from capacity associated with costs of the current period; and (2) the revenue and related traffic measurements associated with such capacity may be credited to other flights.

(d) The classifications prescribed for traffic and capacity elements are designed to reflect, on a uniform basis, the physical factors relating to air transport operations as actually conducted. All such statistics shall be compiled in accordance with the definitions set forth in section 03. In principle, elements which are common to different statistics shall be measured on a consistent basis for all statistics of which they are a component. Thus, all aircraft-mile statistics applicable to a particular service or operation shall be compiled on a direct airport-to-airport mileage basis in terms of a consistent measurement of aircraft movement by flight stages. Similarly, all scheduled mileages and all scheduled departures shall be compiled as each flight is scheduled to be performed pursuant to the air carrier's published flight schedules, whereas scheduled miles performed and scheduled departures performed shall both be compiled in accordance with the pattern through which each point scheduled for service is actually served. Consistent with this principle, all statistics pertaining to actual operations shall be compiled in terms of each flight stage as actually performed.

(e) Separate sets of operating statistics shall be maintained for each operating entity as set forth in section 21.

(f) For convenience of reference each prescribed statistical element has been assigned a distinctive four-character alpha-numeric code. The first character of the four-character code denotes the

basic class of service; for example, code AXXX denotes Scheduled First-Class Passenger-Cargo Service; code CXXX, Scheduled Coach-Passenger Cargo Service; and ZXXX, All Services. The last three characters denote the particular detailed operating element involved, with the first character of the last three characters denoting the basic operating element involved; for example, X1XX, passengers; X4XX, miles; and X9XX, miscellaneous information.

Sec. 19–3 Accessibility and transmittal of data.

Each air carrier shall maintain its prescribed operating statistics in a manner and at such locations as will permit ready availability for examination by representatives of the Board. Individual flight stage data prescribed in section 19–5, summarized by flight number, service segment, service class, and aircraft type, shall be transmitted to the Board on a monthly basis. Those air carriers having access to automatic data processing equipment shall utilize either magnetic ADP tapes or ADP punched cards for transmitting the prescribed data to the Board. Those air carriers not having access to automatic processing equipment shall utilize conventional documentary mediums of transmitting the data to the Board. Both ADP-oriented and documentary records shall be transmitted in accordance with standard practices to be established by the Board's Bureau of Accounts and Statistics. All such data shall be transmitted no later than 20 days following the close of the month to which applicable.

Sec. 19–4 Service classes.

The statistical classifications are designed to reflect the operating elements attributable to each distinctive class of service offered. Accordingly, the operating elements shall be grouped in accordance with their inherent characteristics as follows:

(a) *Scheduled services.* For scheduled services, which shall include traffic and capacity elements applicable to air transportation performed between points prescribed in certificates of public convenience and necessity held by the air carrier for the transportation of individually ticketed passengers or waybilled cargo shipments (as differentiated from charter of aircraft) on flights performed pursuant to published schedules filed with the Board, including extra sections or other flights performed as an integral part of the published flight schedules, the following classifications shall be maintained, as applicable:

A000 Scheduled First-Class Passenger-Cargo Service.
C000 Scheduled Coach Passenger-Cargo Service.
E000 Scheduled Mixed Passenger-Cargo Service.
G000 Scheduled Cargo Service.

(b) *Nonscheduled services.* For nonscheduled services, which shall include all traffic and capacity elements applicable to air transportation between pairs of points not prescribed in certificates of public convenience and necessity held by the air carrier, the performance of online aircraft charters, and other air transportation services not constituting an integral part of services performed pursuant to published schedules filed with the Board (but shall not include data applicable to flights performed as extra sections to published flight schedules, which shall be reported in the appropriate classification of scheduled services), the following classifications shall be maintained, as applicable:

L000 Nonscheduled Civilian Passenger—Cargo Service.
N000 Nonscheduled Military Passenger—Cargo Service.
P000 Nonscheduled Civilian Cargo Service.
R000 Nonscheduled Military Cargo Service.

(c) *All services.* This classification shall reflect, for the applicable elements, the aggregate amounts for all services performed by the operating entity:

Z000 All services.

Sec. 19–5 Air transport traffic and capacity elements.

(a) Within each of the service classifications prescribed in section 19–4, data shall be maintained as applicable to specified air transport traffic and capacity elements.

(b) Under the category of airport-to-airport traffic and capacity data, data applicable to those traffic and capacity elements in services (including extra sections) which are directly related to the performance of air transportation over each service segment shall be maintained. Separate data with respect to each individual flight stage shall be maintained in a manner which will permit summarization by flight number, service segment, service class, and aircraft type for each monthly period.

(c) Under the category of aircraft operations, data applicable to movements of aircraft, which are not encompassed by the elements included in the airport-to-airport traffic and capacity data, shall be maintained. Aircraft hours shall be maintained for each flight stage on the basis of both "airborne", and "ramp-to-ramp" time, and in a manner which will permit summarization of the operating elements by aircraft type and, where applicable, by service class for each monthly period.

(d) Under the category of miscellaneous operating factors, data applicable to operating elements not ordinarily assembled from sources associated with records of airport-to-airport traffic or aircraft movements shall be maintained. These elements shall be maintained in a manner which will readily permit identification with each aircraft type and service class, as applicable, for each monthly period.

(e) The elements, by category and alpha-numeric code, for which data are to be maintained in accordance with the above are as follows:

AIRPORT-TO-AIRPORT TRAFFIC AND CAPACITY DATA

Z501 Interairport distance. The great circle distance, in statute miles, between airports served by each flight stage, as published in the Civil Aeronautics Board's "Official route and mileage manual." (See Part 247 of the economic regulations.)

X110 Revenue passengers enplaned. The number of revenue passengers enplaned. Data shall be maintained with respect to such enplanements to show for each airport subsequently served by each flight, the number of deplaning revenue passengers, i.e., the on-flight origin and destination thereof. A further breakdown of first-class and coach passengers between standby-fare and other discount-fare passengers shall be maintained in accordance with these provisions as follows:

X111 First class.
X112 Coach.
X113 Standby fare—first class.
X114 Standby fare—coach.
X115 Other discount fare—first class.
X116 Other discount fare—coach.

X120 Nonrevenue passengers enplaned. The number of nonrevenue passengers enplaned.

X210 Revenue cargo tons enplaned. The total of revenue cargo tons enplaned. Data shall be maintained with respect to such enplanements to show for each airport subsequently served by each flight, the tons of deplaning revenue traffic, i.e., the on-flight origin and destination thereof, for each of the following classes:

X212 Baggage (free plus excess).
X213 U.S. mail—priority.
X214 U.S. mail—nonpriority.
X215 Foreign mail.
X216 Express.
X217 Freight.

X130 Revenue passengers transported. The number of revenue passengers transported. Separate data shall be maintained as follows:

X131 First class.
X132 Coach.
X133 Standby fare—first class.
X134 Standby fare—coach.
X135 Other discount fare—first class.
X136 Other discount fare—coach.

X150 Nonrevenue passengers transported. The number of nonrevenue passengers transported.

X230 Revenue tons transported. The number of tons of revenue traffic transported. Separate data shall be maintained for each of the following classes of traffic:

X231 Passenger (less baggage).
X232 Baggage (free plus excess).
X233 U.S. mail—priority.
X234 U.S. mail—nonpriority.
X235 Foreign mail.
X236 Express.
X237 Freight.

X250 Nonrevenue tons transported. The number of nonrevenue tons of traffic transported.

X310 Seats available. The number of seats available. This figure shall reflect the actual number of seats available on the particular aircraft with which each flight stage is performed. Separate data shall be maintained as follows:

X311 First class.
X312 Coach.

X270 Tons available. The tons available. This figure shall reflect the payload capacity actually provided by the particular aircraft with which each flight stage is performed.

X410 Revenue aircraft miles flown. The revenue aircraft miles flown. All such data shall be maintained in accordance with the airport-pairs between which service is actually performed whether or not in conformance with published schedules. At the option of the air carrier, aircraft miles may be developed from the data maintained for aircraft departures performed, described in code reference X510. Separate records shall be maintained as follows:

X411 Scheduled.
X412 Extra section.

X430 Revenue aircraft miles scheduled. The number of revenue aircraft miles scheduled. All such data shall be maintained in conformance with the airport-pairs between which service is scheduled whether or not in accordance with actual performance. At the option of the air carrier, scheduled aircraft miles may be developed from the data maintained for scheduled aircraft departures, described in code reference X520.

X510 Revenue aircraft departures performed. The number of revenue aircraft departures performed. Separate data shall be maintained for each of the following classes of performed departures:

X511 Scheduled.
X512 Extra section.

X520 Revenue aircraft departures scheduled. The number of revenue aircraft departures scheduled.

AIRCRAFT OPERATIONS

X420 Nonrevenue aircraft miles flown. The nonrevenue aircraft miles flown based upon the airport-to-airport distance of each flight stage. In circumstances where an interairport movement is not involved, the mileage may be computed by converting nonrevenue aircraft hours at the appropriate speed for the particular flight.

X610 Revenue aircraft hours (airborne). The revenue aircraft hours flown based upon the airborne time of each aircraft movement.

Z620 Nonrevenue aircraft hours (airborne). The aircraft hours flown in nonrevenue service based upon the "airborne" time of each aircraft movement. Separate data shall be maintained as follows:

Z621 Ferry.
Z622 Personnel training.
Z623 Developmental projects (costs not deferred).
Z624 Publicity (inaugural flights and similar hours).
Z625 Miscellaneous.

Z630 Aircraft hours (ramp-to-ramp). The aircraft hours flown in both revenue and nonrevenue services, based upon the "ramp-to-ramp" time of each aircraft movement.

Z640 Aircraft hours in capitalized projects (airborne). The aircraft hours flown in projects for which the associated costs have been deferred for subsequent disposition through amortization or otherwise. Both the airborne hours maintained here and the equivalent ramp-to-ramp hours shall be excluded from other aircraft hours data.

MISCELLANEOUS OPERATING ELEMENTS

X910 Excess baggage ton-miles. The ton-miles of excess baggage. Excess baggage ton-miles may be determined either by direct computation from flight records or, following approval by the Civil Aeronautics Board, by application of appropriate standards.

Z810 Aircraft days assigned to service—carrier's equipment. The number of aircraft days that owned or rented aircraft are in the possession of the air carrier and assigned to services of the reporting air carrier or assigned to services of other carriers under aircraft interchange agreements. Aircraft days shall be allocated between operating entities as follows:

(1) Aircraft assigned exclusively to a particular operation shall be recorded for the operation to which assigned.

(2) Aircraft used interchangeably in two or more operating entities shall be prorated between entities on the basis of the ramp-to-ramp time the individual aircraft was in operation in each entity.

(3) The time of aircraft in maintenance or overhaul, or in reserve status, shall be assigned between operating entities on the basis of the relative ramp-to-ramp time all aircraft of the same type were in operation in each entity.

Z820 Aircraft days assigned to service—carrier's routes. The number of aircraft days that owned or rented aircraft and aircraft of others under interchange agreements are assigned to services performed by the air carrier.

Z830 Hours on other carriers interchange equipment (airborne). The airborne hours flown with aircraft of others in both revenue and nonrevenue services of the air carrier under aircraft interchange agreements.

Z840 Revenue hours on other carriers' interchange equipment (Airborne). The airborne hours flown with aircraft of others in revenue service of the air carrier under aircraft interchange agreements.

Z850 Hours by others on carrier's interchange equipment (airborne). The total airborne hours flown with aircraft owned or rented by the air carrier in the service of other air carriers under aircraft interchange agreements.

Z921 Aircraft fuels issued (gallons). The gallons of aircraft fuels issued during the current accounting period for both revenue and nonrevenue flights.

Z922 Aircraft oils issued (gallons). The gallons of aircraft engine oils issued during the current accounting period for both revenue and nonrevenue flights.

4. Amend paragraphs (k) and (l) of section 21 to read as follows:

Section 21—Introduction to System of Reports

* * * * *

(k) Generally, nonscheduled services shall be treated as an integral part of the reporting entity to which most closely related without regard to the geographic area in which such nonscheduled services may actually be performed. However, supplemental reports shall be made of nonscheduled services (including services for the Department of Defense) in areas not encompassed by the prescribed reporting entity in any month in which the available ton-miles of such nonscheduled services exceed 5 percent of the total available ton-miles of the reporting entity. Such supplemental reports shall continue until waived by the Board upon a showing that such nonscheduled operations will not in the subsequent 12-month period exceed the 5 percent limit. The supplemental reports to be filed each month or calendar quarter, as applicable, shall be comprised of report schedules D–1, P–5, T–1, and T–2. Transport and nontransport revenues pertaining to such separately reported nonscheduled services shall be reflected on schedule P–2 each quarter with appropriate cross-references inserted on schedules P–3 and P–4, as applicable.

(l) When and as required in the national interest, any air carrier which performs nonscheduled transport services for the Department of Defense shall, when directed by the Board, make separate reports for such services as if they were conducted by a physically separated transport entity. Such reports shall consist of schedules P–1 through P–9, T–1, and T–2. The letter "D" shall be inserted on such reports, following the schedule number of each P and T schedule. Where a carrier has more than one reporting entity, nonscheduled transport and nonscheduled Defense services shall be assigned to the reporting entity to which more closely related.

5. Amend the list of schedules in paragraph (a) of section 22 *General reporting instructions* by deleting present schedules T–1, T–1(a), T–2, T–3, T–4, and T–5, and substituting therefor new schedules T–1, T–2, and T–3; changing the filing date for schedule T–41; and deleting footnote 2, so that the list in pertinent part reads:

Schedule No.		Filing	
		Frequency	Postmark interval (days)
* * *	* * *	* * *	* * *
T–1	Traffic and Capacity Statistics by Class of Service.	Monthly	20
T–2	Traffic, Capacity, Aircraft Operations and Miscellaneous Statistics by Type of Aircraft.	Quarterly	20
T–3	Airport Activity Statistics.	Quarterly	20
T–6	Summary of Civil Aircraft Charters.	Quarterly	40
T–41	Charter and Special Service Revenue Aircraft Miles Flown.	Annually	20
* * *	* * *	* * *	* * *

Amend section 25 by deleting the present text through Schedule T–5, and substituting therefor the following text:

Section 25—Traffic and Capacity Elements

General instructions. (a) All prescribed reporting for traffic and capacity elements shall conform with the data compilation practices and standards set forth in section 19—Uniform Classification of Operating Statistics. Additional codes are provided herein for elements to be reported on the T schedules which are derived from data prescribed in section 19.

(b) Schedules T–1, T–2, and T–3 shall be in a form prescribed by the Board or in the form of approved machine listings. The same information reported in these schedules shall be submitted on magnetic tape or punched cards at the time the schedules are submitted.

SCHEDULE T–1—TRAFFIC AND CAPACITY STATISTICS BY CLASS OF SERVICE

(a) This schedule shall be filed monthly by each route air carrier.

(b) Separate schedules shall be filed for each operating entity of the air carrier.

(c) The data shall be compiled as aggregates of the basic data prescribed in section 19, Uniform Classification of Operating Statistics.

(d) A description of each item shall be given in the left margin, and separate columns shall be used to present the codes and data as applicable for each classification of service prescribed in section 19–4, namely, Scheduled First Class Passenger-Cargo Service, Scheduled Coach Passenger-Cargo Service, Scheduled Mixed Passenger-Cargo Service, Scheduled Cargo Service, Nonscheduled Civilian Passenger-Cargo Service,

Nonscheduled Military Passenger-Cargo Service, Nonscheduled Civilian Cargo Service, Nonscheduled Military Cargo Service, and All Services. In addition, columns are provided for total scheduled and total nonscheduled services. The schedule shall include the following items:

Code	Elements
X110	Revenue passengers enplaned.
X140	Revenue passenger-miles.
X141	First class.
X142	Coach.
X160	Nonrevenue passenger miles.
X240	Revenue ton-miles.
X241	Passenger (less baggage).
X242	Baggage (free plus excess).
X243	U.S. mail—priority.
X244	U.S. mail—nonpriority.
X245	Foreign mail.
X246	Express.
X247	Freight.
X260	Nonrevenue ton-miles.
X320	Available seat-miles.
X321	First class.
X322	Coach.
X280	Available ton-miles.
X410	Revenue aircraft miles flown.
X411	Scheduled miles flown.
X430	Revenue aircraft miles scheduled.
X510	Revenue aircraft departures performed.
X610	Revenue aircraft hours.
Z620	Nonrevenue aircraft hours.

SCHEDULE T–2—TRAFFIC, CAPACITY, AIRCRAFT OPERATIONS AND MISCELLANEOUS STATISTICS BY TYPE OF AIRCRAFT

(a) This schedule shall be filed quarterly by each route air carrier.

(b) Separate schedules shall be filed for each operating entity of the air carrier.

(c) The data shall be compiled as aggregates of the basic data prescribed in section 19, Uniform Classification of Operating Statistics.

(d) A description of each item and the identifying code shall be given in the left margin, and separate columns shall be used for the data applicable to each type of aircraft as identified for reporting purposes by the Civil Aeronautics Board. Small aircraft of similar size may be grouped in a single classification in accordance with section 24, schedules P–5.1 and P–5.2, paragraph (d). Similarly, aircraft not generally used in revenue service also may be grouped in a single classification. Aircraft of the same basic structure, but different cabin design shall be classified accordingly as passenger or cargo aircraft types. The schedule shall include the following items:

REVENUE PASSENGER-MILES (000)

Code	Elements
	Scheduled Services:
A140	First Class Passenger-Cargo.
C140	Coach Passenger-Cargo.
E141	Mixed Passenger-Cargo, First Class.
E142	Mixed Passenger-Cargo, Coach.
G140	Cargo.
K140	Total.
V140	Nonscheduled Services.
Z140	All Services.

REVENUE TON-MILES

K240	Scheduled Services.
V240	Nonscheduled Services.
Z240	All Services.

AVAILABLE SEAT-MILES (000)

	Scheduled Services:
A320	First Class Passenger-Cargo.
C320	Coach Passenger-Cargo.
E321	Mixed Passenger-Cargo, First Class.
E322	Mixed Passenger-Cargo, Coach.
G320	Cargo.
K320	Total.
V320	Nonscheduled Services.
Z320	All Services.

AVAILABLE TON-MILES

K280	Scheduled Services.
V280	Nonscheduled Services.
Z280	All Services.

REVENUE AIRCRAFT MILES FLOWN

	Scheduled Services:
A410	First Class Passenger-Cargo.
C410	Coach Passenger-Cargo.
E410	Mixed Passenger-Cargo.
G410	Cargo.
K410	Total.
V410	Nonscheduled Services.
Z410	All Services.

MISCELLANEOUS OPERATING FACTORS

V510	Nonscheduled Revenue Aircraft Departures Performed.
Z610	Revenue Aircraft Hours (airborne).
Z620	Nonrevenue Aircraft Hours (airborne).
Z621	Ferry.
Z622	Personnel Training.
Z623	Developmental Projects (costs not deferred).
Z624	Publicity (inaugural flights and similar hours). Miscellaneous.
Z650	Total Aircraft Hours (airborne).
Z640	Aircraft Hours in Capitalized Projects.
Z630	Aircraft Hours (ramp-to-ramp).
	Carrier's Interchange Equipment:
Z830	Hours on Others (airborne).
Z840	Revenue Hours on Others (airborne).
Z850	Hours by Others (airborne).
Z810	Aircraft Days Assigned to Service-Carrier's Equipment.
Z820	Aircraft Days Assigned to Service-Carrier's Routes.
Z921	Aircraft Fuels Issued (gallons).
Z922	Aircraft Oils Issued (gallons).
Z411	Revenue Aircraft Miles in Scheduled Services excluding Extra Sections.
Z420	Nonrevenue Aircraft Miles Flown.

SCHEDULE T–3—AIRPORT ACTIVITY STATISTICS

(a) This schedule shall be filed quarterly by each route air carrier.

(b) Separate schedules shall be filed for each operating entity of the air carrier.

(c) The data shall be compiled as aggregates of the basic data prescribed in section 19, Uniform Classification of Operating Statistics.

(d) Separate data shall be given for each on-line airport at points certificated by the Civil Aeronautics Board for scheduled services. Where a certificated point is served by more than one airport, the data pertaining to each airport shall be separately identified. The airports shall be listed in the left margin and separate columns, appropriately headed, shall be used to present the pertinent statistics. The schedule shall include the following items:

Item	Scheduled service	Nonscheduled service
On-line airport code		
Revenue aircraft departures scheduled	K520	
Scheduled revenue departures performed	K511	
Revenue aircraft departures performed in nonscheduled services		V510
Revenue aircraft departures performed in scheduled services. Total and by aircraft type	K510	
Revenue passengers enplaned	K110	V110
Revenue cargo tons enplaned:		
Baggage (free plus excess)	K212	V212
U.S. mail-priority	K213	V213
U.S. mail-nonpriority	K214	V214
Foreign mail	K215	V215
Express	K216	V216
Freight	K217	V217

7. Amend CAB Form 41 by deleting schedules T–1, T–1(a), T–2, T–3, T–4, and T–5, and substitute therefor schedules T–1, T–2, and T–3, which are attached hereto [1] and incorporated herein by reference.

[F.R. Doc. 68–11881; Filed, Oct. 1, 1968; 8:45 a.m.]

[14 CFR Part 302]

[Docket No. 20184; PDR–28A]

RULES OF PRACTICE IN ECONOMIC PROCEEDINGS

Expedited Procedures for Modifying or Removing Nonstop and Long-Haul Restrictions Contained in Certificates of Public Convenience and Necessity of Certain Air Carriers; Supplemental Notice

SEPTEMBER 26, 1968.

The Board, by circulation of PDR–28, dated September 4, 1968, and publication at 33 F.R. 12783, gave notice that it had under consideration amendment of Part 302 which would provide an expedited procedure for modifying or removing certain limitations on operations between points authorized to be served pursuant to certificates of public convenience and necessity of air carriers with 20 percent or more participation in the relevant market. Interested persons were invited to participate in the proceeding by submission of twelve (12) copies of written data, views, or arguments pertaining thereto to the Docket Section of the Board on or before October 10, 1968.

Counsel for several local service air carriers state that these air carriers intend to file joint comments on the proposal, but no position has yet been formulated. Counsel represent that the Association of Local Transport Airlines will hold a regular quarterly meeting on October 6 and 7, at which time a decision on the matter should be reached. Accordingly, an extension of the filing

[1] Filed as part of the original document.

date from October 10, to October 18, 1968 is requested, so that these carriers will have sufficient time to prepare and file joint comments developed at the meeting.

The undersigned finds that good cause has been shown for extension of time to October 18, 1968. Accordingly, pursuant to authority delegated in § 385.20(d) of the Board's organization regulations, the undersigned hereby extends the time for submitting comments to October 18, 1968.

All relevant comments received on or before October 18, 1968, will be considered by the Board before taking action on the proposed rules. Copies of these communications will be available for examination in the Docket Section, Room 712, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., upon receipt thereof.

(Sec. 204(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 743; 49 U.S.C. 1324)

By the Civil Aeronautics Board.

[SEAL] ARTHUR H. SIMMS,
Associate General Counsel,
Rules and Rates Division.

[F.R. Doc. 68-11954; Filed, Oct. 1, 1968; 8:48 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 87]

[Docket No. 18326; FCC 68-966]

DOMESTIC ROUTE SERVICE IN HAWAII AND U.S. POSSESSIONS IN WEST INDIES

High Frequency Assignments

In the matter of amendment of Part 87 of the Commission's rules to change existing high frequency assignments allocated for domestic route service in Hawaii and U.S. possessions in West Indies, Docket No. 18326.

1. Notice of proposed rule making in the above-entitled matter is hereby given.

2. The proposal is intended to provide for the amendment of §§ 87.299 and 87.301 of the Commission's rules involving the change of those Regional and Domestic Air Route Areas (RDARA) frequency assignments which are presently allocated, under Appendix 26 of the Radio Regulations of the International Telecommunication Union (ITU), to serve aeronautical domestic routes in the State of Hawaii and U.S. possessions in the West Indies. These changes are necessary in order to bring the rules into conformity with the Final Acts of the Revised Frequency Allotment Plan (Appendix 27) adopted by the Extraordinary Administrative Radio Conference (EARC), Geneva 1966.

3. Prior to the development of the new frequency allotment plan, the only licensee providing domestic route service on high frequency assignments at the forementioned areas was Aeronautical Radio, Inc. (ARINC). A reevaluation of domestic operational requirements recently made by ARINC, with respect to the newly developed plan, indicated that there was a continuing need for the use of these frequencies at stations located within the West Indies for "emergency back-up" use in case of VHF failure. High frequency assignments previously licensed to ARINC for domestic route service in the State of Hawaii have been discontinued and the operational requirements in that area are currently being fulfilled in the VHF bands.

4. In accordance with the scheduled Appendix 27 frequency changes listed under § 87.301(b) set forth below, the frequency 4689.5 kc/s is to be replaced by the frequency 5461 kc/s effective September 19, 1968. However, since the frequency 4689.5 kc/s is not presently implemented for use in this area, the scheduled change does not impose an immediate requirement for U.S. licensees to change to 5461 kc/s by the required date. There is, however, a probability that this frequency may be required for use in this area in the near future, therefore, the frequency has been retained on the list of available assignments for use as of the effective date of the report and order in this docket.

5. The proposed amendments, as set forth in the attached Appendix, are issued pursuant to the authority contained in sections 4(i) and 303 (b), (c), and (r) of the Communications Act of 1934, as amended. Pursuant to the applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before November 4, 1968, and reply comments on or before November 14, 1968. In accordance with the provisions set forth in § 1.419 of the Commission's rules, an original and 14 copies of all statements, briefs or comments shall be furnished the Commission. All relevant and timely filed comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into consideration other relevant information before it, in addition to the specific comments invited by this notice.

Adopted: September 25, 1968.

Released: September 27, 1968.

FEDERAL COMMUNICATIONS COMMISSION,[1]

[SEAL] BEN F. WAPLE,
Secretary.

Section 87.299 is amended to read as follows:

§ 87.299 Hawaii.

Frequencies available for assignment to serve domestic routes in the State of Hawaii are as follows:

Mc/s	*Mc/s*
129.1	129.9
129.3	130.1
129.5	130.3
129.7	

Section 87.301 is amended to read as follows:

§ 87.301 West Indies.

(a) Very high frequencies available for assignment to serve domestic routes in U.S. possessions in the West Indies are as follows:

Mc/s	*Mc/s*
129.1	129.5
129.3	129.7

(b) High frequencies available for assignment to serve domestic routes in U.S. possessions in the West Indies are:

Frequencies available before conversion date kc/s	Frequencies available after conversion date kc/s	Conversion date
2861	2861	No change.
4689.5	5461	Sept. 19, 1968.[1]
6619.5	6575	Sept. 17, 1970.
	8924	Do.

[1] This conversion date will be modified to become effective at the time of the report and order of this docket.

[F.R. Doc. 68-11959; Filed, Oct. 1, 1968; 8:49 a.m.]

[1] Commissioners Bartley and Johnson absent.

Notices

DEPARTMENT OF THE TREASURY

Fiscal Service

[Dept. Circ. 570, 1968 Rev., Supp. No. 4]

MIDLAND INSURANCE CO.

Surety Company Acceptable on Federal Bonds

A Certificate of Authority as an acceptable surety on Federal bonds has been issued by the Secretary of the Treasury to the following company under sections 6 to 13 of title 6 of the United States Code. An underwriting limitation of $299,000 has been established for the company.

Name of company, location of principal executive office, and State in which incorporated:

Midland Insurance Company
New York, N.Y.
New York

Certificates of Authority expire on June 30 each year, unless sooner revoked, and new Certificates are issued on July 1 so long as the companies remain qualified (31 CFR Part 223). A list of qualified companies is published annually as of July 1 in Department Circular 570, with details as to underwriting limitations, areas in which licensed to transact fidelity and surety business and other information. Copies of the Circular, when issued, may be obtained from the Treasury Department, Bureau of Accounts, Audit Staff, Washington, D.C. 20226.

Dated: September 27, 1968.

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

[F.R. Doc. 68-11964; Filed, Oct. 1, 1968; 8:49 a.m.]

POST OFFICE DEPARTMENT

SPECIAL RATE FOURTH-CLASS MAIL MATTER

Services on Reimbursable Basis

By an order published in the FEDERAL REGISTER (33 F.R. 11359) on August 9, 1968, following a notice of proposed rule making published on June 29, 1968 (33 F.R. 9554), the Department added a new paragraph (a)(6) to § 135.2 of title 39, Code of Federal Regulations. The new paragraph (a)(6) requires mailers of special rate fourth class mail matter to presort and sack mail in excess of 1,000 pieces in accordance with the terms of the regulations. A number of mailers, at whose plants there are presently detached mail units, of such mail matter have represented to the Post Office Department that they will be unable to comply by October 1, 1968, with those requirements of paragraph (a)(6) becoming effective on that date.

In order to alleviate this situation the Department will enter into an agreement to perform on a reimbursable basis separating and sacking services necessary for compliance with the regulation for a period of 60 days or less on behalf of a mailer who is otherwise unable to comply with the regulation by October 1, 1968. Requests for this service should be made to the appropriate Regional Director.

(Sec. 501, Act of Aug. 31, 1951, 65 Stat. 290; 5 U.S.C. 301, 39 U.S.C. 501, 39 U.S.C. 4554(e))

TIMOTHY J. MAY,
General Counsel.

[F.R. Doc. 68-12054; Filed, Oct. 1, 1968; 11:05 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Serial No. N-1859]

NEVADA

Notice of Public Sale

SEPTEMBER 25, 1968.

Under the provisions of the Public Land Sale Act of September 19, 1964 (78 Stat. 988, 43 U.S.C. 1421-1427), 43 CFR Subpart 2243, three parcels of land will be offered for sale to the highest bidder at a sale to be held at 1 p.m., local time, on Wednesday, November 13, 1968, at the Nevada Land Office, Room 3104, Federal Building, 300 Booth Street, Reno, Nev. 89502. The lands are in T. 44 N., R. 31 E. (Mount Diablo Meridian, Nevada). They are more particularly described below:

Parcel No.	Description	Acres	Appraised value	Cost of publication
1	Sec. 27, N½	320	$5,600	$4.00
2	Sec. 34, S½	320	5,600	4.00
3	Sec. 35, W½	320	5,600	4.00

The lands will be sold subject to all valid existing rights and rights-of-way of record. Parcel No. 3 will also be subject to a 40-foot wide right-of-way along its south boundary for roadway and public utility purposes. Reservations will be made to the United States for rights-of-way for ditches and canals in accordance with the Act of August 30, 1890 (26 Stat. 391; 43 U.S.C. 945). All minerals are to be reserved to the United States and withdrawn from appropriation under the public land laws, including the general mining laws.

Bids may be made by the principal or his agent, either at the sale, or by mail. Bids must be for all the land in a parcel. A bid for less than the appraised value of the land is unacceptable. Bids sent by mail will be considered only if received by the Nevada Land Office, Room 3008, Federal Building, 300 Booth Street, Reno, Nev. 89502, prior to 1 p.m., on Wednesday, November 13, 1968. Bids made prior to the public auction must be in sealed envelopes, and accompanied by certified checks, postal money orders, bank drafts, or cashier's checks, payable to the Bureau of Land Management, for the full amount of the bid plus publication costs. The envelopes must be marked in the lower left-hand corner "Public Sale Bid, Parcel No. ------, sale N-1859, November 13, 1968."

The authorized officer shall publicly declare the highest qualifying sealed bid received. Oral bids shall then be invited in specified increments. After oral bids, if any, are received, the authorized officer shall declare the high bid. A successful oral bidder must submit a guaranteed remittance, in full payment for the tract and cost of publication, before 3:30 p.m. of the day of the sale.

If no bids are received for a parcel on Wednesday, November 13, 1968, the parcel will be reoffered on the first Wednesday of subsequent months at 1:30 p.m., beginning December 4, 1968.

Any adverse claimants to the above described lands should file their claims, or objections, with the undersigned before the time designated for sale.

The lands described in this notice have been segregated from all forms of appropriation, including locations under the general mining laws, except for sale under this Act, from the date of notation of the proposed classification decision. Inquiries concerning this sale should be addressed to the Land Office Manager, Bureau of Land Management, Room 3008, Federal Building, 300 Booth Street, Reno, Nev. 89502.

ROLLA E. CHANDLER,
Manager, Nevada Land Office.

[F.R. Doc. 68-11908; Filed, Oct. 1, 1968; 8:45 a.m.]

[OR 3503 (Wash.)]

WASHINGTON

Opening of Lands

SEPTEMBER 25, 1968.

1. In an order issued June 18, 1968 (33 F.R. 9362), the Federal Power Commission vacated the power withdrawals created pursuant to the filing on April 2, 1956, of an application for preliminary permit for proposed Project No. 2199, for the following described lands:

WILLAMETTE MERIDIAN

GIFFORD PINCHOT NATIONAL FOREST

T. 4 N., R. 9 E.,
Sec. 9, SE¼SE¼, unsurveyed;
Sec. 10, W½NE¼SW¼ and W½SW¼;
Sec. 15, NW¼NE¼, E½NE¼NW¼, W½NW¼, NW¼SW¼, SE¼SW¼, NE¼SE¼, and S½SE¼;
Sec. 16, E½NE¼, SW¼NE¼, E½SW¼, SE¼, unsurveyed;
Sec. 21, NE¼ and NE¼NW¼, unsurveyed;
Sec. 22, N½SW¼, SE¼SW¼, and W½SE¼;
Sec. 23, NW¼NE¼, S½NE¼, NW¼, E½SW¼, and S½SE¼;
Sec. 24, E½SW¼SW¼;
Sec. 25, NW¼NW¼;
Sec. 26, E½NW¼SE¼, E½W½NW¼SE¼, and SE¼SE¼;
Sec. 27, N½NE¼;
Sec. 35, N½NE¼.

T. 5 N., R. 9 E.,
Sec. 16, SW¼, unsurveyed;
Sec. 17, S½, unsurveyed;
Sec. 18, E½SE¼, unsurveyed;
Sec. 19, E½NE¼, unsurveyed;
Sec. 20, N½, N½SW¼, SE¼SW¼, and SE¼, unsurveyed;
Sec. 21, N½NW¼, SW¼NW¼, and NW¼SW¼, unsurveyed.

The areas described aggregate approximately 3,370 acres in Skamania County.

2. By virtue of the authority vested in the Secretary of the Interior by section 24 of the Federal Power Act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818), as amended, and otherwise, the lands are hereby opened to such forms of disposal as may by law be made of national forest lands, effective at 10 a.m. on October 31, 1968. They have been open to applications and offers under the mineral leasing laws and to location under the U.S. mining laws.

VIRGIL O. SEISER,
Chief, Branch of Lands.

[F.R. Doc. 68-11909; Filed, Oct. 1, 1968; 8:45 a.m.]

[Wyoming 14928]

WYOMING

Notice of Proposed Withdrawal and Reservation of Lands

SEPTEMBER 23, 1968.

The Bureau of Land Management, U.S. Department of the Interior, has filed an application, Serial No. Wyoming 14928, for the withdrawal of the lands described below from all forms of appropriation under the public land laws, including the mining laws but not the mineral leasing laws, pursuant to authority of Executive Order 10355.

The applicant desires the land for protection of the Stratton Sagebrush Hydrology Study, a research project which will provide information that is needed for effective land management practices.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 2120 Capitol Avenue, Cheyenne, Wyo. 82001.

If circumstances warrant, a public hearing will be held at a convenient time and place, which will be announced.

The determination of the Secretary on the application will be published in the FEDERAL REGISTER. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

SIXTH PRINCIPAL MERIDIAN, WYOMING

T. 17 N., R. 86 W.,
Sec. 17, N½, SW¼, and N½SE¼;
Sec. 18;
Sec. 19, lots 1, 3, and 4, NW¼NE¼, NE¼NW¼, E½SW¼, and SE¼;
Sec. 20, E½NE¼, SW¼NE¼, S½NW¼, SW¼, and NW¼SE¼;
Sec. 21, N½NW¼ and SW¼NW¼;
Sec. 29, NW¼NW¼;
Sec. 30, lots 1, 2, 3, and 4, NE¼, E½W½, and NW¼SE¼.

T. 17 N., R. 87 W.,
Secs. 13, 14, and 22;
Sec. 23;
Sec. 24, S½N½ and S½;
Sec. 25;
Sec. 26, N½, N½S½, and SE¼SE¼.

The areas described aggregate 6,899.02 acres.

ED PIERSON,
State Director.

[F.R. Doc. 68-11910; Filed, Oct. 1, 1968; 8:45 a.m.]

National Park Service

GRAND CANYON NATIONAL PARK, ARIZ.

Notice of Intention To Extend Concession Contract

Pursuant to the provisions of section 5, of the Act of October 9, 1965 (79 Stat. 969; 16 U.S.C. 20) public notice is hereby given that thirty (30) days after the date of publication of this notice, the Department of the Interior, through the Director of the National Park Service, proposes to extend the concession contract with Emery C. Kolb authorizing him to operate a motion picture, lecture, and photographic studio for the public on the South Rim of Grand Canyon National Park, Ariz., for a period of 1 year from January 1, 1969, through December 31, 1969, but in no event beyond his lifetime.

The foregoing concessioner has performed his obligations under the expiring contract to the satisfaction of the National Park Service and, therefore, pursuant to the Act cited above, is entitled to be given preference in the renewal of the contract and in the negotiation of a new contract. In addition, he has a lifetime right to full possession to the property used in the operation. Under the Act cited above, the Secretary is required to consider and evaluate all proposals received as a result of this notice. Any proposal to be considered and evaluated must be submitted within thirty (30) days after the publication date of this notice.

Interested parties should contact the Chief of Concessions Management, National Park Service, Washington, D.C. 20240, for information as to the requirements of the proposed contract.

Dated: September 25, 1968.

R. W. ALLIN,
Acting Assistant Director, National Park Service.

[F.R. Doc. 68-11921; Filed, Oct. 1, 1968; 8:46 a.m.]

DEPARTMENT OF AGRICULTURE

Office of Plant and Operations

FEE SCHEDULE

Pursuant to the authority delegated to the Director, Office of Plant and Operations, in Title 7, Code of Federal Regulations, § 1.2b, there is published the following:

FEE SCHEDULE

SECTION 1. *General.* This notice sets forth the policy on providing copies of records, including photographic reproductions, microfilm, maps and mosaics, related services, and the fees therefor. The agencies of the Department will be guided by these procedures in making copies available to the public, and in the collection of appropriate fees.

SEC. 2. *Facilities.* Records and related services are available at the locations specified by the agencies in their statements of organization and services. Each agency establishes procedures to facilitate public inspection and copying of records. Any materials offered for sale by the Government Printing Office should be purchased from that source. Departmental agencies will not stock such materials for public sale.

Agencies do not stock copies of forms and publications or maintain records at any facility which does not of itself require these materials in its operations.

SEC. 3. *Fees for materials and services.* All agencies of the Department shall be guided by the general fees set forth herein. Any changes or additions to this fee schedule shall be made by amendments to or revision of this schedule. However, agencies may set their own fees on specialized materials, such as printouts, directives, handbooks, building plans, etc. However, where applicable, single printed sheets or forms shall conform to the rates set for forms.

SEC. 4. *Waiver of fees.* (For photographic reproductions see section 14.) Except as specifically noted in the fee schedules, fees may be waived under the following conditions:

a. The total cost of collecting the fees would be an unduly large part of the receipts from the activity (individual collection of less than $1 may be administratively waived).

b. The furnishing of the service without charge is an appropriate courtesy to a foreign country or international organization; or comparable fees are set on a reciprocal basis with a foreign country.

c. The recipient is engaged in a nonprofit activity designed for the public safety, health, or welfare.

d. Payment of the full fee by a State, local government, or nonprofit group would not be in the interest of the program.

SEC. 5. *Fees not to be charged.* (For photographic reproductions see section 14.) No charge shall be made for services when the service can be primarily considered as benefiting the general public. Fees will not be charged when filling requests from other Departments or Government agencies for official use, provided quantities requested are reasonable in number. Members of the public may provide their own copying equipment, in which case no copying fee will be charged.

No charge will be made by any agency of the Department for any notices, decisions, orders or other material required by law to be served on a party in any proceeding or matter before any Department agency.

SEC. 6. *Limitations of copies.* Agencies may restrict numbers of photocopies and directives furnished the public to one copy of each page. Copies of forms provided the public shall also be held to the minimum practical. Persons requiring any large quantities should be encouraged to take single copies to commercial sources for further appropriate reproduction.

When transcripts are requested which have been provided the Department under a reporting service contract which requires that copies of transcripts be sold only by the contractor, the public may be shown a copy of the transcript. However, the agency shall refer the public to the contractor for purchase of copies.

SEC. 7. *Searches.* Because of the nature of the Department's business and records the normal location of a document in a file or other facility will not be considered a search. This would be the same as quickly locating a piece of material for purposes of answering a letter or telephone inquiry, and is based on the Department's obligation to respond to requests furnishing reasonably specific description of the record.

Where a requested record is not discovered by normal location efforts, the office will notify the requester of that fact and require payment of the estimated search charge as prescribed in the fee schedule in advance before further efforts are undertaken to locate the requested record. Such searches shall be limited by availability of time and staff to perform them and to locations where the record would reasonably be expected to be found.

SEC. 8. *Payments of fee and charges.* Payments will be made to the fullest extent possible in advance or at the time of the transaction. Except as otherwise stipulated by agency procedures, payment shall be made by check, draft, or money order made payable to Treasurer of the United States, but small amounts may be paid in cash, particularly where services are performed in response to a visit to a Department office.

SEC. 9. *General fees.*

Class of service	Unit	Price	Minimum
(a) Photocopies 8½ x 14" or less	Each	$0.25	No minimum.
(b) Forms and related material 8½ x 14" or less	do	$0.05	Do.
(c) Certifications	do	$1.00 (Additional to any other charge).	$1.00.
(d) Authentications	do	$2.00 (Additional to any other charge).	$2.00.
(e) Searches	do	$1.00 each 15 minutes or fraction thereof.	$4.00.

(f) An additional handling charge of $0.50 for each order may be imposed when a request must be sent to another office for filling, or request is handled by mail.

SEC. 10. *Photographic reproduction, microfilm, mosaic, and maps.* Reproduction of such aerial or other photographic microfilm, mosaic, and maps as have been obtained in connection with the authorized work of the Department may be sold at the estimated cost of furnishing such reproductions as prescribed herein.

SEC. 11. *Agencies which furnish photographic reproductions*—a. *Aerial photographic reproductions.* The following agencies of the Department furnish aerial photographic reproductions:

Agricultural Stabilization and Conservation Service (ASCS).
Forest Service (FS).
Soil Conservation Service (SCS).

b. *Other photographic reproductions.* Other types of photographic reproductions may be obtained from the following agencies of the Department:

Agricultural Stabilization and Conservation Service.
Forest Service.
Office of Information.
Soil Conservation Service.
National Agricultural Library.

SEC. 12. *Restrictions on furnishing photographic reproductions.* Photographic reproductions shall not be furnished:

a. If such reproductions are exempt from disclosure under the agency's regulations.

b. If they are to be prepared from classified negatives unless approval to furnish such reproductions has been secured from the office of security review having jurisdiction over the area involved.

c. When made from photographic materials of other government agencies unless those agencies approve and authorize such use, and provided such reproductions have been obtained by the Department of Agriculture in connection with its authorized work.

d. Of aerial photographs directly to purchasers outside of the United States, except upon approval of the Coordinator of Aerial Photographic Work of the Department, Agricultural Stabilization and Conservation Service.

SEC. 13. *Photographic Sales Committee.* The Photographic Sales Committee consists of representatives designated by Department agencies principally concerned with the sale of photographic reproductions. The Committee recommends prices at which photographic and mosaic reproductions, except library material, shall be sold, and other matters related to photographic reproductions.

SEC. 14. *Circumstances under which photographic reproductions may be provided free.* Established policy provides that no charge need be made for services which can be primarily considered as benefiting the public generally. Accordingly, reproductions may be furnished free at the discretion of the agencies of the Department to:

a. Press, radio, television and newsreel representatives for dissemination to the general public,

b. Agencies of State and local governments which are carrying on a function related to that of the Department when furnishing the service will help to accomplish an objective of the Department,

c. Cooperators and others in furthering agricultural programs. As a general rule, only one print of each photograph should be provided free. Care should be exercised in approving requests for free prints to determine that such action is in the public interest.

SEC. 15. *Loans.* Aerial photographic film negatives or reproductions may not be loaned to the general public.

SEC. 16. *Sales of positive prints under Government contracts.* The annual contract for furnishing single and double frame slide film negatives and positive prints to agencies of the Department, County Extension Agents, and other agencies cooperating with the Department, carries a stipulation that the successful bidder must agree to furnish slide film positive prints to such persons, organizations, and associations as may be authorized by the Department to purchase them.

SEC. 17. *Procedure for handling orders.* In order to expedite handling, all orders shall contain adequate identifying information. Agencies furnishing aerial photographic reproductions require that all such orders identify the photographs. Each agency has its own procedure, and order forms.

SEC. 18. *Photographic reproduction prices.* The prices for photographic reproduction listed here are for the most generally requested items.

a. *National Agricultural Library.* The following prices are applicable to National Agricultural Library items only:

Microfilm—$1 for each 30 pages or fraction thereof.
Photoprint—$1 for each four pages or fraction thereof.

b. *General photographic reproductions.* Minimum charge $1 per order. All sizes are approximate. An extra charge may be necessary for excessive laboratory time caused by any special instructions from the purchaser.

Class of work	Unit	Price
(1) *Copy Negatives and Film Positives:*		
4 x 5	Each	$1.75
5 x 7	do	1.90
8 x 10	do	2.50
11 x 14	do	4.15
(2) *Contact and Projection Prints* (Quotations will be furnished on quantities of six or more reproductions from the same negative.):		
4 x 4	do	.85
5 x 7	do	1.05
8 x 10, 8 x 10½	do	1.30
11 x 14	do	2.20
Larger sizes	Square foot	2.00
Sepia tone—add 50%.		
Double weight paper—add 20% for air drying, spotting, and finishing matte paper.		
(3) *Mounting:*		
Cloth (plain)	do	1.15
Cardboard and wall board	do	1.30
(4) *Projection Slides (black and white) made from flat copy* (Quotations will be furnished on quantities of six or more reproductions from the same negative.):		
2 x 2 (bound in cardboard)	Each	.95
(5) *Projection Slides (color) made from flat copy:*		
2 x 2 (mounts) metal	do	1.80
2 x 2 (mounts) cardboard	do	1.45
(6) *Duplicate Projection 2 x 2 slides (color):*		

Number	*Cardboard mounts*		*Metal or plastic mounts*	
1–5	Each	$0.55	Each	$0.85
6–30	do	.50	do	.75
31–50	do	.45	do	.70
51–or more	do	.35	do	.65

(7) *Duplicate transparencies:*		
4 x 5	do	6.80
Prints, same copy	do	2.90

c. *Aerial photographic reproductions.* No minimum charge on aerial photographic reproductions.

Single or double weight paper not ferrotyped (doubled weight, semi-matte furnished, unless otherwise specified). All contact prints and enlargements unmounted and untrimmed. Contact prints trimmed for 5 cents each when requested.

County coverage shall be defined as coverage of an entire county or of such part of a county contained within a certain aerial photographic project. Such coverage may be either stereoscopic or nonstereoscopic, but must be specified in the order.

(1) *Contact prints.* The prices for contact prints are set forth below. The size refers to the approximate size of the contact print.

9½ x 9½ inches on commercial grade paper

Approximate scales: ASCS and SCS—1,667 feet equals 1 inch; FS—1,320 feet equals 1 inch.

Quantity	*Price each*
1 to 25	$1.25
Excess over 25	.90

For polyester base paper, add $0.50 for contact print.

(Available from ASCS only.)

(2) *Enlargements (projection prints).* The prices for enlargements of various sizes, made from 9- x 9-inch negatives, are set forth below. The size in each case refers to the approximate size of paper required to produce the enlargement ordered.

Size 14 x 14 inches

Approximate scales: ASCS and SCS—1,320 feet equals 1 inch; FS—880 feet equals 1 inch.

Quantity	*Price each*
1 to 25	$2.50
Excess over 25	2.00

Size 18 x 18 inches

Approximate scales: ASCS and SCS—1,000 feet equals 1 inch; FS—754 feet equals 1 inch.

Quantity	*Price each*
1 to 25	$2.75
Excess over 25	2.25

Size 24 x 24 inches

Approximate scales: ASCS and SCS—660 feet equals 1 inch; FS—528 feet equals 1 inch.

Quantity	*Price each*
1 to 25	$3.50
Excess over 25	2.75

For stable base paper (available from ASCS only) add $0.25 each. Not available for other sizes of enlargements. ASCS also can furnish 330 feet equals 1 inch scale in this size.

Size 40 x 40 inches

Approximate scales: ASCS and SCS—400 feet equals 1 inch; FS—330 feet equals 1 inch.

Quantity	*Price each*
1 to 25	$8.00
Excess over 25	7.00

For larger size reproductions, add $1 for each additional 12 inches or fraction thereof, linear measurement.

Size 25 x 45 inches (ASCS only)

Approximate scale: 330 feet equals 1 inch.

Quantity	*Price each*
1 to 25	$7.00
Excess over 25	5.50

(3) *Aerial photo-index sheets.*

Size 20 x 24 inches

Approximate scale: 1 inch equals 1 mile.

Quantity	*Price each*
Any quantity	$2.50

(4) *Film positives.* Contact printed from aerial negatives, size 9 x 9 inches.

Quantity	*Price each*
1 to 25	$2.50
Excess over 25	(1)

[1] Laboratory will quote on request.

(5) *Copy negatives.* On film, of aerial exposures, size 9 x 9 inches.

One-step method (direct duplicating film)

Quantity	*Price each*
1 to 25	$2.50
Excess over 25	(1)

[1] Laboratory will quote on request.

Two-step method

Quantity	*Price each*
Any quantity	$5.00

(6) *Diapositives.* Prints on glass, size 9 x 9 inches, thickness .06 inch.

Quantity	*Price each*
1 to 25	$5.50
Excess over 25	5.00

(7) *Color photography.* Furnished only by Agricultural Research Service, Weslaco, Tex., laboratory.

Negative print made from transparency

Quantity	*Price each*
Any quantity	$4.50

Positive print made from negative

Quantity	*Price each*
Any quantity	$5.50

(8) *Special needs.* For special needs not covered above, persons desiring aerial photographic reproductions should contact the agencies listed in Section 11a, or the Coordinator, Aerial Photographic Work of the Department of Agriculture, ASCS, Washington, D.C. 20250.

SEC. 19. The fee schedule published in the FEDERAL REGISTER on July 4, 1967 (32 F.R. 9732), is superseded by this fee schedule.

SEC. 20. *Effective date.* This fee schedule and related procedures shall become effective on October 1, 1968.

Dated: September 26, 1968.

ELMER MOSTOW,
Director,
Office of Plant and Operations.

[F.R. Doc. 68-11872; Filed, Oct. 1, 1968; 8:45 a.m.]

Office of the Secretary

GEORGIA AND TEXAS

Designation of Areas for Emergency Loans

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

GEORGIA

Appling.	Bulloch.
Atkinson.	Burke.
Bacon.	Calhoun.
Baker.	Candler.
Baldwin.	Charlton.
Ben Hill.	Clay.
Berrien.	Coffee.
Bleckley.	Colquitt.
Brantley.	Columbia.
Brooks.	Cook.

GEORGIA—Continued

Crisp.	Pierce.
Decatur.	Pulaski.
Dodge.	Quitman.
Dooly.	Randolph.
Dougherty.	Schley.
Early.	Screven.
Echols.	Seminole.
Effingham.	Stewart.
Emanuel.	Sumter.
Evans.	Taliaferro.
Glascock.	Tattnall.
Grady.	Taylor.
Greene.	Telfair.
Hancock.	Terrell.
Houston.	Thomas.
Irwin.	Tift.
Jeff Davis.	Toombs.
Jenkins.	Treutlen.
Johnson.	Turner.
Lanier.	Ware.
Laurens.	Warren.
Lee.	Washington.
Lowndes.	Wayne.
McDuffie.	Webster.
Macon.	Wheeler.
Marion.	Wilcox.
Miller.	Wilkinson.
Mitchell.	Worth.
Montgomery.	

TEXAS

Aransas.	Jackson.
Austin.	Jefferson.
Bastrop.	Karnes.
Brazoria.	Lavaca.
Brazos.	Lee.
Burleson.	Liberty.
Caldwell.	Live Oak.
Calhoun.	Madison.
Chambers.	Matagorda.
Colorado.	Montgomery.
Fayette.	Nueces.
Fort Bend.	Orange.
Galveston.	Refugio.
Goliad.	San Patricio.
Gonzales.	Victoria.
Grimes.	Waller.
Hardin.	Washington.
Harris.	Wharton.
Hays.	

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1969, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 27th day of September 1968.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 68-11933; Filed, Oct. 1, 1968; 8:47 a.m.]

MINNESOTA, NORTH CAROLINA, AND SOUTH CAROLINA

Designation of Areas for Emergency Loans

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

MINNESOTA

Roseau.

NORTH CAROLINA

Chowan.	Lee.
Cumberland.	Nash.
Davidson.	Perquimans.
Forsyth.	Person.
Granville.	Pitt.
Greene.	Robeson.
Hartnett.	Sampson.
Johnston.	Wayne.

SOUTH CAROLINA

Aiken.	Georgetown.
Allendale.	Hampton.
Bamberg.	Jasper.
Barnwell.	Kershaw.
Beaufort.	Lancaster.
Berkeley.	Lee.
Calhoun.	Lexington.
Charleston.	McCormick.
Chester.	Marion.
Chesterfield.	Marlboro.
Clarendon.	Newberry.
Colleton.	Orangeburg.
Darlington.	Richland.
Dillon.	Saluda.
Dorchester.	Sumter.
Edgefield.	Union.
Fairfield.	Williamsburg.
Florence.	York.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after June 30, 1969, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 27th day of September 1968.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 68-11967; Filed, Oct. 1, 1968; 8:49 a.m.]

DEPARTMENT OF COMMERCE

Business and Defense Services Administration

GEORGE WASHINGTON UNIVERSITY

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 68-00553-33-46040. Applicant: George Washington University, 21st and G Streets NW., Washington, D.C. 20006. Article: Electron microscope, Model EM6B. Manufacturer: Associated Electrical Industries, Ltd., United Kingdom. Intended use of article: The article will be used for biological research and student training in the following areas:

a. The relationship of morphology to transparency of the cornea.

b. Alterations of the corneal stroma in the normal and pathological state.

c. Structural changes in ocular tissues resulting from photic and other types of injuries.

d. The movement of ions and water through the layers of the cornea of various aquatic species.

Comments: No comments have been received with respect t this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: The only known comparable domestic instrument is the Model EMU-4 electron microscope manufactured by the Radio Corporation of America (RCA). Effective September 1968, the RCA Model EMU-4 has been redesigned to increase certain performance capabilities, with a quoted delivery time of 60 days. However, since the applicant applied for duty-free entry for the foreign article prior to April 29, 1968, the determination of scientific equivalency has been made with reference to the characteristics and specifications of the RCA Model EMU-4 relevant at that time.

(1) The foreign article has a guaranteed resolution of 5 Angstroms. (The lower the numerical rating in terms of Angstrom units, the better the resolving capabilities.) For the purposes for which the foreign article is intended to be used, the highest possible resolving power must be utilized. Therefore, the additional resolving capabilities of the foreign article are pertinent.

(2) The foreign article provides accelerating voltages of 30, 40, 50, 60, and 80 kilovolts, whereas the RCA Model EMU-4 provided only 50 and 100 kilovolt accelerating voltages. It has been experimentally established that the lower accelerating voltage of the foreign article offers optimum contrast for thin unstained biological specimens and that the voltage intermediate between 50 and 100 kilovolts affords optimum contrast for negatively stained specimens. The research program with which the foreign article is intended to be used involves experiments on both unstained and negatively stained specimens. Therefore, the additional accelerating voltages provided by the foreign article are pertinent.

For these reasons, we find that the RCA Model EMU-4 is not of equivalent scientific value to the foreign article for the purposes for which such article is intended.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,
Assistant Administrator for Industry Operations, Business and Defense Services Administration.

[F.R. Doc. 68-11915; Filed, Oct. 1, 1968; 8:45 a.m.]

NEW YORK UNIVERSITY

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 68-00669-33-46040. Applicant: New York University, Department of Physics, 4 Washington Place, New York, N.Y. 10003. Article: Electron microscope, Model EM 300. Manufacturer: Philips Electronics NVD, The Netherlands. Intended use of article: Applicant states:

This instrument will be used by several members of the Biology and Physics Departments. Specific uses include:

a. A study of conformational changes in fibrous proteins especially collagen in connection with an investigation of the piezoelectric properties of this and related (e.g. bone) biological systems. Maximum resolution is necessary since spacings in the molecules are under investigation. In this work it is also desirable that a tension be applied to the specimen while it is under examination.

b. Another investigator is examining pigment-protein complexes (especially chlorophyll and related systems) and the effects of different preparative procedures and experimental conditions on conformational configurations. He anticipates using the electron microscope as one tool in these studies and therefore also requires the maximum resolving capabilities available.

c. A number of different investigations of plant and animal cell ultrastructural features are planned. One involves a developmental study of cell differentiation in a fern gametophyte. Two aspects of this investigation are particularly relevant to this justification. First, the cells are much larger than those encountered in most typical plant studies and low power views which contain as many cells as possible per field are important; and secondly, it is absolutely essential that one specific cell out of several in a given field be identified and photographed in relation to its neighboring cells. Secondly, since only one cell among many similar cells is of significance, considerable time under the electron beam has to be spent in finding that cell with consequent beam damage to the specimen. This must be minimized to achieve acceptable pictures and avoid artifacts. Previous experience has shown that the ability to achieve low magnification views and minimum contamination is critical for success in this particular investigation. Another study involving blood precursor cells also demands that low magnification be available for identification purposes. Most of these cellular studies anticipate using sectioned material.

Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: The only known comparable domestic instrument is the Model EMU-4 electron microscope manufactured by the Radio Corporation of America (RCA). Effective September 1968, the RCA Model EMU-4 has been redesigned to increase certain performance capabilities, with a quoted delivery time of 60 days. However, since the applicant placed the order for the foreign article prior to June 24, 1968, the determination of scientific equivalency has been made with reference to the characteristics and specifications of the RCA Model EMU-4 relevant at that time.

(1) The foreign article has a guaranteed resolution of 5 Angstroms, whereas the RCA Model EMU-4 had a guaranteed resolution of 8 Angstroms. (The lower the numerical rating in terms of Angstrom units, the better the resolving capabilities.) For the purposes for which the foreign article is intended to be used, the highest possible resolving power must be utilized. Therefore, the additional resolving capabilities of the foreign article are pertinent.

(2) The foreign article provides accelerating voltages of 20, 40, 60, 80, and 100 kilovolts, whereas the RCA Model EMU-4 provided only 50 and 100 kilovolt accelerating voltages. It has been experimentally established that the lower accelerating voltage of the foreign article offers optimum contrast for thin unstained biological specimens and that the voltage intermediate between 50 and 100 kilovolts affords optimum contrast for negatively stained specimens. The research program with which the foreign article is intended to be used involves experiments on both unstained and negatively stained specimens. Therefore, the additional accelerating voltages provided by the foreign article are pertinent.

For these reasons, we find that the RCA Model EMU-4 is not of equivalent scientific value to the foreign article for the purposes for which such article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,
Assistant Administrator for Industry Operations, Business and Defense Services Administration.

[F.R. Doc. 68-11916; Filed, Oct. 1, 1968; 8:45 a.m.]

UNIVERSITY OF CALIFORNIA ET AL.

Notice of Applications for Duty-Free Entry of Scientific Articles

The following are notices of the receipt of applications for duty-free entry of scientific articles pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651; 80 Stat. 897). Interested persons may present their views with respect to the question of whether an instrument or apparatus of equivalent scientific value for the purposes for which the article is intended to be used in being manufactured in the United States. Such comments must be filed in triplicate with the Director, Scientific Instrument Evaluation Division, Business and Defense Services Administration, Washington, D.C. 20230, within 20 calendar days after date on which this notice of application is published in the FEDERAL REGISTER.

Regulations issued under cited Act, published in the February 4, 1967, issue of the FEDERAL REGISTER, prescribe the requirements applicable to comments.

A copy of each application is on file, and may be examined during ordinary Commerce Department business hours at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

A copy of each comment filed with the Director of the Scientific Instrument Evaluation Division must also be mailed or delivered to the applicant, or its authorized agent, if any, to whose application the comment pertains; and the comment filed with the Director must certify that such copy has been mailed or delivered to the applicant.

Docket No. 69-00157-33-46040. Applicant: University of California, Davis Zoology Department, Davis, Calif. 95616. Article: Electron microscope, Model HU-11E. Manufacturer: Hitachi Ltd., Japan. Intended use of article: The article will be used for research in the following categories:

a. Chromosome fine structure. For this research, chromosomes, nuclei, nucleoprotein and nucleic acid preparations are isolated from both plants and animals by two methods: the Langmuir trough, in which surface forces are used to break up and spread cells, and standard preparation methods for isolating nucleic acids and nucleoproteins.

b. Research in genetics.

c. Membrane structure of sacroplasmic reticulum.

Application received by Commissioner of Customs: September 5, 1968.

Docket No. 69-00159-01-77030. Applicant: Simmons College, 300 The Fenway, Boston, Mass. 02115. Article: Nuclear magnetic resonance spectrometer, Model R-20. Manufacturer: Hitachi, Ltd., Japan. Intended use of article: The article will be used for two primary functions: As an instructional tool in properties and uses of nuclear magnetic resonance in a variety of course settings and for independent study and research by undergraduates and faculty members. Research projects include the following:

a. A study of the relative chemical shifts of the acetone and chloroform signals in solution of varying composition and with varying additions of "inert" dilutants in order to study hydrogen bondings in this system.

b. Characterization of inorganic rare earth oxyfluorides by fluorine NMR.

c. A characterization and reaction condition study directed toward the synthesis of unsaturated B-lactams.

d. A study of the proton exchange rate for N,N dimethylbenzyl amine.

Docket No. 69-00160-33-46040. Applicant: University of Georgia, Division of Biological Sciences, Athens, Ga. 30601. Article: Electron microscope Model Elmiskop 101. Manufacturer: Siemens A.G., West Germany. Intended use of article: The article will be used for research projects that will cover a wide spectrum of interests. Specific projects include the following:

a. An investigation of the ultrastructure and chemistry of organisms in cryptobiosis.

b. The study of the mechanism of assembly of microtubules from cytoplasmic precursor material during maturation of the sperm in the seminal vesicle of the snail *Limnae stagnalis*.

c. The biochemical and morphological characterization of the basic structural subunits that self-assemble to form the fertilization membrane of the sea urchin egg.

Application received by Commissioner of Customs: September 6, 1968.

Docket No. 69-00163-01-72000. Applicant: University of Houston, 3800 Cullen Boulevard, Houston, Tex. 77004. Article: Weissenberg rheogoniometer, Model R.18. Manufacturer: Sangamo Controls, Ltd., United Kingdom. Intended use of article: The article will be used for undergraduate and graduate laboratory work with Non-Newtonian Fluids from which viscosity, normal stress, and oscillatory data could be obtained for polymer solutions and melts. Application received by Commissioner of Customs: September 9, 1968.

Docket No. 69-00166-33-46500. Applicant: Iowa State University, Ames, Iowa 50010. Article: Ultramicrotome, model LKB 8800A Ultrotome III. Manufacturer: LKB Produkter AB, Sweden. Intended use of article: The article will be used for cutting sections of muscle and pelleted fractions within the range of 50 Angstroms to 1,300 Angstroms in thickness for electron microscopy. Some of the thicker sections will be used for light microscopy. This constitutes the ultrastructural aspect of the investigation of the components and reconstituted structure of Z lines in striated skeletal muscle. Only by cutting ultrathin equal-thickness sections is it possible to make such reconstitutions. Application received by Commissioner of Customs: September 9, 1968.

Docket No. 69-00168-01-00200. Applicant: State University of New York at Albany, 1400 Washington Avenue, Albany, N.Y. 12203. Article: Ultraviolet absorptiometer, Model LKB 8300A Uvicord II. Manufacturer: LKB Produkter AB, Sweden. Intended use of article: The article is intended to be used in conjunction with the LKB 7000 Fraction Collector for studies concerning bacterial enzymes which become denatured during purification at room temperature. In addition, projects involved in separating derivatives of antibiotic bacitrachin will be undertaken. Application received by Commissioner of Customs: September 12, 1968.

Docket No. 69-00169-33-46040. Applicant: Northwestern University, 2145 North Sheridan, Evanston, Ill. 60201. Article: Electron microscope, Model HU-11B. Manufacturer: Hitachi Ltd., Japan. Intended use of article: The article will be used in biological ultrastructural research and the correlation of cell ultrastructure and function. Principal projects concerned are ultrastructural studies of oogenesis and function of synoptic vesicles. Application received by Commissioner of Customs: September 13, 1968.

CHARLEY M. DENTON,
Assistant Administrator for Industry Operations, Business and Defense Services Administration.

[F.R. Doc. 68-11914; Filed, Oct. 1, 1968; 8:45 a.m.]

UNIVERSITY OF SOUTHERN CALIFORNIA

Notice of Decision on Application for Duty-Free Entry of Scientific Article

The following is a decision on an application for duty-free entry of a scientific article pursuant to section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder (32 F.R. 2433 et seq.).

A copy of the record pertaining to this decision is available for public review during ordinary business hours of the Department of Commerce, at the Scientific Instrument Evaluation Division, Department of Commerce, Washington, D.C.

Docket No. 68-00670-33-46040. Applicant: University of Southern California, University Park, Los Angeles, Calif. 90007. Article: Electron miscroscope, Model EM6B. Manufacturer: Associated Electrical Industries, Ltd., United Kingdom. Intended use of article: The applicant states the article will be used for: Biological research and student training. Research will be conducted in the areas of cell structure and the chemical and physiologic significances of such structures. Of particular interests are cell membranes R.N.A. (Ribonucleic Acid), D.N.A. (Deoxyribonucleic Acid), mitochondria, Golgi, apparatus, lysosomes, ribosomes, and secretory vesicles. Also to be studied are the interrelations between adjacent cells and between cells and their vascular supply. Such studies will require the ultimate in resolution capabilities. Student training requires an instrument which can produce reliable and repeated results with relative simplicity and not complicated by involved procedures. Also required is an instrument with inherent latitude to take advantage of the newer tissue techniques now possible and which will be forthcoming in the next several years. Comments: No comments have been received with respect to this application. Decision: Application approved. No instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, is being manufactured in the United States. Reasons: The only known comparable domestic instrument is the Model EMU-4 electron microscope manufactured by the Radio Corporation of America (RCA). Effective September 1968, the RCA Model EMU-4 has been redesigned to increase certain performance capabilities, with a quoted delivery time of 60 days. However, since the applicant placed the order for the foreign article prior to June 24, 1968, the determination of scientific equivalency has been made with reference to the characteristics and specifications of the RCA Model EMU-4 relevant at that time.

(1) The foreign article has a guaranteed resolution of 5 Angstroms, whereas the RCA Model EMU-4 had a guaranteed resolution of 8 Angstroms. (The lower the numerical rating in terms of Angstrom units, the better the resolving capabilities.) For the purposes for which the foreign article is intended to be used, the highest possible resolving power must be utilized. Therefore, the additional resolving capabilities of the foreign article are pertinent.

(2) The foreign article provides accelerating voltages of 30, 40, 50, 60, and 80 kilovolts, whereas the RCA Model EMU-4 provided only 50 and 100 kilovolt accelerating voltages. It has been experimentally established that the lower accelerating voltage of the foreign article offers optimum contrast for thin unstained biological specimens and that the voltage intermediate between 50 and 100 kilovolts affords optimum contrast for negatively stained specimens. The research program with which the foreign article is intended to be used involves experiments on both unstained and negatively stained specimens. Therefore, the additional accelerating voltages provided by the foreign article are pertinent.

For these reasons, we find that the RCA Model EMU-4 is not of equivalent scientific value to the foreign article for the purposes for which such article is intended to be used.

The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to the foreign article, for the purposes for which such article is intended to be used, which is being manufactured in the United States.

CHARLEY M. DENTON,
Assistant Administrator for Industry Operations, Business and Defense Services Administration.

[F.R. Doc. 68-11917; Filed, Oct. 1, 1968; 8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[FCC 68-976]

BROADCASTING OF INFORMATION CONCERNING LOTTERIES

Declaratory Ruling

1. The Commission has under consideration requests for declaratory rulings, pursuant to 5 U.S.C. 554(e), and § 1.2 of the Commission's rules, filed by the city of New York,[1] the New York State Broadcasters Association, Inc. (NYSBA), and Metromedia, Inc.[2] The rulings sought is that the provisions of 18 U.S.C. 1304, and the Commission's rules relating to lotteries (which implement 18 U.S.C. 1304), notably §§ 73.122 (AM), 73.292 (FM), and 73.656 (TV), do not apply to advertisements or dissemination of information about the New York State Lottery.

2. We have been asked to rule that the statute and rules do not apply to a State-sponsored lottery, and also, by NYSBA and Metromedia, to rule that, "television and radio stations are not prohibited from broadcasting, and that administrative or other sanctions will not be imposed, if a licensee broadcasts or proposes to broadcast" information as set forth in 10 different specifications.[3]

3. The Commission's rules relating to lotteries implement 18 U.S.C. 1304, which reads as follows:

SEC. 1304. *Broadcasting lottery information.* Whoever broadcasts by means of any radio station for which a license is required by any law of the United States, or whoever, operating any such station, knowingly permits the broadcasting of, any advertisement of or information concerning any lottery, gift enterprise, or similar scheme, offering prizes dependent in whole or in part upon lot or chance, or any list of the prizes drawn or awarded by means of any such lottery, gift enterprise, or scheme, whether said list contains any part or all of such prizes, shall be fined not more than $1,000 or imprisoned not more than 1 year, or both.

Each day's broadcasting shall constitute a separate offense.

Essentially the same language had formerly appeared in section 316 of the Communications Act of 1934, as amended, but was repealed and recodified as section 1304 of the Criminal Code in 1948.

4. Sections 73.122, 73.292, and 73.656 of the Commission's rules relating to lotteries are identical and govern, respectively, AM, FM, and TV broadcast stations. The lottery rules read as follows:

(a) An application for construction permit license, renewal of license, or any other authorization for the operation of a broadcast station, will not be granted where the applicant proposes to follow or continue to follow a policy or practice of broadcasting or permitting "the broadcasting of, any advertisement of or information concerning any lottery, gift enterprise, or similar scheme, offering prizes dependent in whole or in part upon lot or chance, or any list of the prizes drawn or awarded by means of any such lottery, gift enterprise, or scheme, whether said list contains any part or all of such prizes." (See 18 U.S.C. 1304.)

(b) The determination whether a particular program comes within the provisions of paragraph (a) of this section depends on the facts of each case. However, the Commission will in any event consider that a program comes within the provisions of paragraph (a) of this section if in connection with such program a prize consisting of money or thing of value is awarded to any person whose selection is dependent in whole or in part upon lot or chance, if as a condition of winning or competing for such prize, such winner or winners are required to furnish any money or thing of value or are required to have in their possession any product sold, manufactured, furnished or distributed by a sponsor of a program broadcast on the station in question.

(See 1304, 62 Stat. 763; 18 U.S.C. 1304)

5. Declaratory Orders, under 5 U.S.C. 554(e) and our rules, may be issued in our sound discretion to terminate a controversy or remove uncertainty. As it appears that uncertainty may exist with reference to what may be broadcast about State-sponsored lotteries, and in view of the importance of the lottery in question to the State of New York, the Commission will exercise its discretion and render a declaratory ruling to the extent that a general ruling seems practicable in the circumstances.

6. We hold that the prohibitions of section 1304 and our rules apply to State-sponsored lotteries. The statute itself makes no distinction as to the sponsorship, and on its face indicates a clear Congressional intent to cover all lotteries, whatever their source, because of their harmful effects upon the public. We have been referred to no authority indicating a contrary intent, and our view is strengthened by the several Federal statutes directed at the suppression of lotteries. The most recent manifestation of the broad Federal policy may be seen in the passage of Public Law 90-203, 81 Stat. 608 (1967), "An Act to prohibit certain banks and savings and loan associations from fostering or participating in gambling activities." The Senate Report (No. 727) relating to this legislation contains a brief resume of the Federal Government's position with regard to lotteries:

> The bill approved by the committee does not in any way interfere with the sovereign right of a State to operate a lottery. The bill does not prohibit New York State or any other State from operating a lottery. It does, however, prohibit a State from using federally insured financial institutions as an instrument in the sale of lottery tickets to the public. The Federal Government has had a longstanding policy to deny lotteries the use of federal facilities and the prohibition on the sale of lottery tickets by federally insured financial institutions is merely an extension of this longstanding policy. The bill does not represent a radical or new departure from existing Federal law.
>
> For example, under the terms of 18 U.S.C. 1302 it is a Federal crime to mail lottery tickets or information or advertisements about lotteries. This prohibition extends even to intrastate mailings. Under section 1302, it is also illegal to send through the mail "any newspaper, circular, pamphlet, or publication of any kind containing any advertisement for any lottery, gift enterprise or scheme of any kind offering prizes depending in whole or in part upon lot or chance, or containing any list of the prizes drawn or awarded by means of any such lottery, gift enterprise or scheme, whether said list contains any part or all of such prize." Any

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[1] The State of New York has filed a supporting statement.

[2] Petitioners are licensees—with the exception of the New York State Broadcasters Association. Members of this Association are, however, licensees.

[3] The 10 types of programs enumerated by NYSBA and Metromedia, which may be categorized or refined basically to three categories: news, advertisements, and editorials, were as follows:

(1) News reports (by aural or visual-and-aural means) of recent events about or relating to the Lottery. The term "news reports" is intended to include accounts suitable for inclusion as news in a newspaper, of events of current interest concerning the Lottery or its operations, or that have some connection with the Lottery * * *;

(2) News reports (by aural and visual-and-aural means) about illegal lotteries or other illegal gambling (but not including information tending to aid or facilitate the planning or operation of an illegal lottery);

(3) Announcements (unpaid) of the places where Lottery tickets may be purchased, where, how and when winning tickets will be drawn, the amount of the prizes, and how the proceeds of the sales of Lottery tickets are and will be distributed;

(4) Advertisements of the Lottery;

(5) Live broadcasts or simultaneous accounts of public events relating to the Lottery (for example, the broadcast by television of the drawing of the winning Lottery tickets by a prominent actress or by a government official, or the broadcast of a speech given by a public official such as the statement made by Joseph H. Murphy, New York State Commissioner of Taxation and Finance, before a U.S. Senate Committee, in which Commissioner Murphy described the operation of the Lottery and its purposes and stated that banks in selling tickets for the Lottery were rendering a public service);

(6) Interviews with persons holding winning Lottery tickets, relating among other matters of general interest, to the number of tickets they purchased, their expectation of winning a prize, their reactions upon learning that they held winning tickets, and what they did or intend to do with the prize money;

(7) Documentary programs on the Lottery, including such material as (a) statements by and questioning of public officials, prominent citizens and religious leaders who favor or oppose the Lottery, (b) descriptions (by aural and visual-and-aural means) of the way the Lottery operates and the proceeds are used, and (c) reporting the results of opinion polls on the Lottery;

(8) Documentary programs exposing illegal lotteries, including such material as how and where they operate (and if it is the fact) the knowledge, indifference or participation of law enforcement officials, and showing effects of such illegal gambling on government, on the attitudes of the public, and on criminal conduct;

(9) Editorial comment on the Lottery, on its operation, on its purposes, on the promotion of the Lottery and on the public officials who administer it;

(10) Panel discussions on various aspects of the Lottery, including those in which proponents and opponents, government officials who administer the Lottery, and others may participate, and in which questions and comments may be received from a studio audience.

person guilty of violating section 1302 shall be liable for a fine of up to $1,000 or a prison term of up to 2 years or both. Under 18 U.S.C. 1304 it is illegal for any federally licensed radio station to broadcast or advertise information concerning any lottery. Similar penalties are provided for violation of this prohibition.

Thus, newspapers, although not federally chartered or supervised as are financial institutions, are prohibited from mailing publications which advertise or promote lotteries or which contain lists of lottery winners. These provisions have recently been upheld by the Supreme Court of the United States in the Fabrizio case (Dec. 12, 1966).

In testifying before the committee, Chairman Wright Patman, of the House Banking and Currency Committee, has also pointed up:

The Federal Trade Commission has consistently ruled that merchandising by chance or lottery is contrary to the public policy of the United States, and violates the Federal Trade Commission Act. The FTC's position has been affirmed by the courts. The holding of the Supreme Court in the Keppel case (291 U.S. 304 (1934)) that lottery merchandising contravenes national public policy has been followed by the several courts of appeals in upholding orders of the Commission against such practices.

Since it is national policy to refrain from using Federal facilities in the promotion and advertisement of lotteries, the committee believes it is entirely appropriate to extend this policy by denying lotteries the use of federally insured financial institutions in the sale of tickets to the public or in the public promotion of the lottery.

7. In the present circumstances there is no dispute as to the existence of a lottery. The State-sponsored New York State Lottery is a lottery within the classical sense; it contains all of the essential elements of prize, chance, and consideration. (New York State Tax Law sec. 1300–1315, April 1967.) There is therefore no question as to the applicability of the statute and the Commission's rules to the New York Lottery. It remains to be determined, in light of the language of the statute and rules, what, if anything, may properly be broadcast concerning this lottery. What is sought is an interpretation of the phrase "the broadcasting of, any advertisement of or information concerning any lottery," which is found in both the statute and the rules. It is clearly not practicable to attempt to rule on all of the various materials submitted by the parties in the absence of particular factual situations. However, some generalized guidance can be given.

8. The statute is plainly directed at material which promotes lotteries. This includes any material which, in the generally accepted sense of the terms, is intended to advertise, promote or encourage the successful conduct of a lottery. In particular, of course, no advertisements of lotteries may be broadcast.

9. On the other hand, the phrase "any information" about lotteries, should not, in our view, be construed to bar ordinary news reports concerning legislation authorizing the institution of a State lottery, or of public debate on the course State policy should take. Licensee editorials on public policy in this area are also not, in our view, proscribed by the statute, and our rules are not to be read as prohibiting them. In the category of news, any material broadcast in normal good faith coverage, which is reasonably related to the audience's right and desire to know and be informed of the day-to-day happenings within the community is permissible.

Adopted: September 25, 1968.

Released: September 27, 1968.

FEDERAL COMMUNICATIONS COMMISSION,[4]

[SEAL] BEN F. WAPLE, *Secretary.*

[F.R. Doc. 68–11960; Filed, Oct. 1, 1968; 8:49 a.m.]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

DIRECTOR AND DEPUTY DIRECTOR, MODEL CITIES ADMINISTRATION, REGIONAL ADMINISTRATORS, AND DEPUTY REGIONAL ADMINISTRATORS

Amendments of Redelegations of Authority With Respect to Model Cities Program

1. *Director and Deputy Director, Model Cities Administration.* The redelegations of authority to the Director and the Deputy Director, Model Cities Administration, published at 32 F.R. 17496, December 6, 1967, are hereby amended by changing the title at the end from "Assistant Secretary for Demonstrations and Intergovernmental Relations" to "Assistant Secretary for Model Cities and Governmental Relations".

2. *Regional Administrators and Deputy Regional Administrators.* The redelegations of authority to each Regional Administrator and Deputy Regional Administrator of the Department of Housing and Urban Development published at 32 F.R. 17496, December 6, 1967, are amended by changing the title at the end from "Assistant Secretary for Demonstrations and Intergovernmental Relations" to "Assistant Secretary for Model Cities and Governmental Relations".

(Secretary's delegations published at 32 F.R. 17496, Dec. 6, 1967, as amended at 33 F.R. 11685, Aug. 16, 1968)

Effective date. These amendments of redelegations of authority are effective as of April 29, 1968.

DAVID B. CARLSON, Jr.,
Acting Assistant Secretary for Model Cities and Governmental Relations.

[F.R. Doc. 68–11935; Filed, Oct. 1, 1968; 8:47 a.m.]

[4] Commissioners Bartley and Johnson absent. Commissioner Wadsworth dissenting.

CIVIL AERONAUTICS BOARD

MOHAWK AIRLINES, INC.

Notice of Application for Amendment of Certificate of Public Convenience and Necessity

SEPTEMBER 27, 1968.

Notice is hereby given that the Civil Aeronautics Board on September 26, 1968, received an application, Docket 20294, from Mohawk Airlines, Inc., for amendment of its certificate of public convenience and necessity for Route 94 to authorize it to engage in nonstop service between Hartford, Conn., and Cleveland, Ohio, and one-stop service between Boston, Mass., and Cleveland, Ohio. The applicant requests that its application be processed under the expedited procedures set forth in Subpart M of Part 302 (14 CFR Part 302).

[SEAL] HAROLD R. SANDERSON, *Secretary.*

[F.R. Doc. 68–11955; Filed, Oct. 1, 1968; 8:48 a.m.]

NORTH CENTRAL AIRLINES, INC.

Notice of Application for Amendment of Certificate of Public Convenience and Necessity

SEPTEMBER 26, 1968.

Notice is hereby given that the Civil Aeronautics Board on September 25, 1968, received an application, Docket 20289, from North Central Airlines, Inc., for amendment of its certificate of public convenience and necessity for Route 86 to authorize it to engage in nonstop service between Chicago, Ill., on the one hand, and Lansing, Mich., on the other and between Lansing, Mich., on the one hand, and Saginaw/Bay City/Midland, Mich., on the other. The applicant requests that its application be processed under the expedited procedures set forth in Subpart M of Part 302 (14 CFR Part 302).

[SEAL] HAROLD R. SANDERSON, *Secretary.*

[F.R. Doc. 68–11956; Filed, Oct. 1, 1968; 8:49 a.m.]

CIVIL SERVICE COMMISSION

DEPARTMENT OF THE ARMY

Notice of Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Department of the Army to fill by noncareer executive assignment in the excepted service the positions of Deputy Assistant Secretary of the Army for Manpower and Forces, Office, Assistant Secretary of the Army, Manpower and Reserve Affairs, and Deputy Assistant Secretary of the

Army for Personnel Management and Training, Office, Assistant Secretary of the Army, Manpower and Reserve Affairs.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 68-11912; Filed, Oct. 1, 1968; 8:45 a.m.]

SMALL BUSINESS ADMINISTRATION

Notice of Grant of Authority To Make Noncareer Executive Assignment

Under the authority of § 9.20 of Civil Service IX (5 CFR 9.20), the Civil Service Commission authorizes the Small Business Administration to fill by noncareer executive assignment in the excepted service the position of Assistant Administrator for Minority Entrepreneurship.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[F.R. Doc. 68-11913; Filed, Oct. 1, 1968; 8:45 a.m.]

FEDERAL MARITIME COMMISSION

PIER, INC., AND HANSEN SEAWAY SERVICE, LTD.

Time for Filing Comments

On September 27, 1968, the Commission published notice in the FEDERAL REGISTER (33 F.R. 14567) that Agreement No. T-2207, between Pier, Inc., and Hansen Seaway Service, Ltd., had been filed for approval pursuant to section 15, Shipping Act, 1916. At the time of filing the parties requested publication on short notice because of the need for the additional facilities to relieve an expected critical congestion problem. Accordingly, for good reason shown and in order to expedite the processing of Agreement No. T-2207, comments with reference to the agreement must be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, by October 7, 1968.

Dated: September 27, 1968.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 68-11937; Filed, Oct. 1, 1968; 8:47 a.m.]

[Docket No. 1153]

TRUCK AND LIGHTER LOADING AND UNLOADING PRACTICES AT NEW YORK HARBOR

Order To Show Cause

On May 16, 1966, the Commission issued its report in this proceeding and by order of even date directed the New York Terminal Conference (the Conference) to file an appropriate tariff amendment establishing a "reasonable" rule providing compensation for unusual delays to trucks caused by or under the control of the terminal operators. The failure to provide such compensation was found to be an unreasonable practice under section 17 of the Shipping Act, 1916. The Commission's decision was upheld in American Export Isbrandtsen v. Federal Maritime Comm'n., 389 F. 2d 962 (D.C. Cir. Jan. 18, 1968).

As soon after the Court decision as practical, the staff of the Commission met with representatives of the Conference and the Empire State Highway Trucking Association (Empire) in an attempt to arrive at an agreement as to a "reasonable" truck detention rule. Periodical meetings were held until August 21, 1968. The parties were unable to agree on a rule that all would consider "reasonable", and the Commission representatives informed them that a memorandum would be forwarded to the Commission recommending that the Commission prescribe a reasonable truck detention rule which would be made the subject of a summary proceeding.

Thereafter the Conference published a rule scheduled to become effective October 1, 1968. This rule includes a schedule which does not allow truck detention on even the smallest shipments until 4 hours after the truck arrives at the terminal and the terminal has cleared and stamped the shipping documents, and provides that detention will not be allowed where the delay is caused by "inadequate or insufficient manpower * * *"[1]

These provisions of the truck detention rules scheduled to become effective October 1, 1968, appear to be unreasonable within the terms of the Commission report and order of May 16, 1966, and the decision of the Court of Appeals for the District of Columbia dated January 18, 1968.

The Conference had argued that a detention rule could not be prescribed because it was difficult to procure the needed number of pier workers on any given day. The Commission and the Court did not accept that argument. It is no answer to institute a rule which simply makes failure to secure labor an excuse for not allowing truck detention. We hold that a rule which includes this provision is not a "reasonable" one.

Nor is it reasonable to allow the terminal 4 hours before detention accrues for all shipments of less than 24,000 pounds. Certainly it takes less time to load or unload a shipment of 2,000 pounds, for example, than one of 24,000 pounds and this principle must be recognized in the truck detention rule of the Conference if it is to be deemed a "reasonable" one.

Because of the failure of the Conference to submit a "reasonable" rule in the 9 months that have elapsed since the Court decision upholding the Commission's order, it is necessary that the Commission reject the Conference's detention rule scheduled to become effective October 1, 1968, and propose its own rule allowing the parties the opportunity to show cause why this rule should not be required to be published in the tariff of the Conference. The proposed rule is based on the proceedings before the Commission and the Court of Appeals and the several meetings attended by representatives of the Conference, Empire, and the Commission.

On the basis of the foregoing and under authority of sections 15, 17, and 22 of the Shipping Act, 1916:

It is ordered, That the truck detention rules contained in Item 17 of the New York Terminal Conference Truck Loading and Unloading Tariff No. 7, FMC-T No. 8, are hereby rejected as not being "reasonable" within the meaning of the Commission's report in Docket No. 1153 and upheld by the U.S. Court of Appeals for the District of Columbia; and

It is further ordered, That the New York Terminal Conference adopt the rule set forth below or in the alternative show cause why the rule should not be prescribed.

VEHICLE DETENTION RULES

SECTION 1. *General provisions.* Motor vehicles loading or unloading waterborne freight at piers or marine terminals of members of the New York Terminal Conference shall be entitled to receive detention charges[a] for delays occasioned at piers beyond the time set forth in section 4. Detention charges shall accrue in instances where the delays result through no disability, fault, or negligence on the part of the motor vehicle.

No detention will be allowed for delays or shut-outs resulting from strikes or work stoppages. In such cases, it is expected that the terminal operator will attempt to inform all potential users of the pier by telephone or advertisement. Formal notifications shall be made to the Federal Maritime Commission of all strikes or work stoppages resulting in delays or shut-outs.

No detention will be allowed for delays resulting from severe or unusual weather conditions.

Work slow downs due to insufficient labor shall not excuse the responsibility of the terminal operator under this rule.

SEC. 2. *Documentation.* Detention time does not begin to run until shipping documents[b] required by the terminal operator for release or delivery of cargo are found to be complete.

[1] Item 17(G) provides in pertinent part "no truck detention will be allowed for delays or shutouts resulting from any of the following:

(3) Inadequate or insufficient manpower occasioned by the failure, refusal, or lack of registered pier personnel in the area to fill work orders duly issued by the Participating Member in accordance with regulations established by the Waterfront Commission of New York Harbor. In this connection, the official records of the Waterfront Commission will be conclusive on the issue of said availability of manpower.

[a] Detention charge as used in this rule means compensation to be paid by marine terminal operators to motor truck companies for delays of motor vehicles at marine terminal facilities.

[b] Shipping documents as used in this rule generally include, but are not necessarily limited to, the carriers release, dock delivery order, dock receipt, weighing receipt, carrier certificate, container survey form, and other documents and/or notations required by Government authority, port customs, or trade association.

The terminal operator will time stamp an appropriate document (once documentation is completed) which will begin the running of time for detention purposes. Each terminal operator shall specify the documentation necessary to receive or discharge cargo. The terminal operator shall determine whether documentation is adequate and may refuse to handle motor vehicles without full and proper documentation. The terminal operator may in its discretion waive the full documentation requirements, in which case, time shall commence upon granting such waiver.

SEC. 3. *Computation of time.* Time for detention purposes shall commence when the vehicle has completed documentation as provided in section 2.

Terminal operators shall establish an appropriate procedure for recording the time the vehicle has completed loading or unloading.

Detention will accrue during the regular business hours of the terminal, or additional hours if established by the terminal operator or steamship operator, provided the vehicle obtains a pass and has completed documentation as required by section 2 prior to 3 p.m.

The lunch period as set forth in the labor contract, but not exceeding 1 hour, shall not be included in calculating time or detention.

SEC. 4. *Time.* (a) When vehicles are loaded or unloaded within the time periods set forth below, there will be no detention charges paid. Vehicles designated will be entitled to detention charges if not completely serviced within the designated time periods on the following basis.

(1) *Non-appointment trucks.*

2,000 pounds or less	Not applicable.[1]
2,001 to 5,000 pounds	165 minutes.
5,001 to 10,000 pounds	195 minutes.
10,001 to 15,000 pounds	225 minutes.
15,001 to 20,000 pounds	255 minutes.
20,001 to 25,000 pounds	285 minutes.
25,001 to 30,000 pounds	300 minutes.
30,001 to 35,000 pounds	330 minutes.
35,001 to 40,000 pounds	360 minutes.
Over 40,000 pounds	390 minutes.

[1] Nonappointment vehicles with shipments of 2,000 pounds or less shall not be entitled to detention charges.

(2) *Appointment trucks.*

2,000 pounds or less	120 minutes.
2,001 to 5,000 pounds	135 minutes.
5,001 to 10,000 pounds	165 minutes.
10,001 to 15,000 pounds	195 minutes.
15,001 to 20,000 pounds	225 minutes.
20,001 to 25,000 pounds	255 minutes.
25,001 to 30,000 pounds	270 minutes.
30,001 to 35,000 pounds	300 minutes.
35,001 to 40,000 pounds	330 minutes.
Over 40,000 pounds	360 minutes.

(b) Containers handled as a single unit will be allowed 120 minutes, regardless of weight, before detention charges accrue.

(c) Motor vehicles unloaded by the operator of such vehicles will be entitled to detention charges if not spotted at a place convenient for unloading within 120 minutes after proper documentation. No detention will be allowed once such vehicles are spotted convenient for unloading.

(d) No detention will be paid when sorting or selection is requested or required.

SEC. 5. *Charges.* When the loading or unloading of freight is delayed beyond the time allowed in section 4, the vehicle shall apply to the terminal operator for detention charges and shall be entitled to $3 for each 15-minute period beyond the time designated in section 4.

It is further ordered, That respondents be allowed until October 28, 1968, to indicate whether they intend to adopt the rule or in the alternative show cause why the rule should not be prescribed by the Commission. Any other party may comment on the proposed rule or submit an alternative rule by October 28, 1968.

It is furthered ordered, That all parties of record shall be allowed until November 18, 1968, to reply to the comments and whatever alternatives are submitted. Should any party feel that an evidentiary hearing is required, the party must accompany any request for such a hearing with a statement setting forth in detail the facts to be proven and their relevance to the issues in this proceeding. Such requests for hearing should be submitted by the same time allowed for replies to the initial comments; and

It is further ordered, That a notice of this order be published in the FEDERAL REGISTER and that a copy thereof be served upon all parties of record a list of whom is attached as Appendix A; and

It is further ordered, That persons other than those already party to this proceeding who desire to become parties in this proceeding and to participate therein shall file a petition to intervene pursuant to Rule 5(1) of the Commission's rules of practice and procedure (46 CFR 502.72).

It is further ordered, That all documents submitted by any party of record in this proceeding shall be directed to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, in an original and 15 copies and shall be mailed directly to all parties of record.

By the Commission.

[SEAL] THOMAS LISI,
Secretary.

APPENDIX A

Mark P. Schlefer, Esquire, Kominers, Fort, Schlefer, Farmer and Boyer, Tower Building, 1401 K Street NW., Washington, D.C. 20005 (attorney for all respondents).

James M. Henderson, Esquire, LaRoe, Winn and Moerman, Investment Building, (attorney for Port of N.Y. Authority).

Sidney Goldstein, General Counsel, 111 Eighth Avenue, New York, N.Y. 10011, F. A. Mulhern, Attorney (attorneys for Port of N.Y. Authority).

Herbert Burstein, Esquire, Zelby and Burstein, 160 Broadway, New York, N.Y. 10038 (attorney for Empire State Highway Transportation Association Inc.).

Christopher E. Heckman, Esquire, 80 Pine Street, New York, N.Y. 10005 (attorney for Harbor Carriers of the Port of New York, James Hughes, Inc., Henry Gillen Sons' Lighterage, Inc., McAllister Lighterage Line, Inc., and Petterson Lighterage & Towing Corp.).

Thomas M. Knebel, Esquire, Rea, Cross and Knebel, 917 Munsey Building, Washington, D.C. 20004 (attorney for interv. Middle Atlantic Conference).

D. J. Speert, 26 Court Street, Brooklyn, N.Y. 11201 (interv. for Brooklyn Chamber of Commerce).

Ben Eicoff, Chairman of the Board, Export Packers Association of New York, Inc., 3 Vestry Street, New York, N.Y. 10013 (for interv. Export Packers Association).

Douglas Binns, Esquire, 111 Eighth Avenue, New York, N.Y. 10011 (attorney for interv. Port of N.Y. Authority).

Leo A. Larkin, Esquire, Municipal Building, New York, N.Y. 10007 (attorney for city of New York)

Charles Landesman, 70 Pine Street, New York, N.Y. 10005 (attorney for Wm. Spencer & Son, Corp.).

Walter W. Ahrens, Esquire, 717 Southern Building, Washington, D.C. 20005 (attorney for Spencer & Son Corp.).

[F.R. Doc. 68-11938; Filed, Oct. 1, 1968; 8:47 a.m.]

[Independent Ocean Freight Forwarder License 1172]

BELTMANN NORTH AMERICAN CO., INC.

Order of Revocation

On August 26, 1968, the Agricultural Insurance Co. notified the Commission that the Independent Ocean Freight Forwarder Surety Bond No. 233295, underwritten in behalf of Beltmann North American Co., Inc., 3400 Spring Street, Minneapolis, Minn. 55413, would be canceled effective September 24, 1968.

Beltmann North American Co., Inc., was notified that unless a new surety bond was submitted to the Commission its Independent Ocean Freight Forwarder License No. 1172 would be revoked effective September 24, 1968.

On September 18, 1968, Beltmann North American Co., Inc., advised the Commission that it is not utilizing its ocean freight forwarder license and voluntarily requested that it be canceled with an option to renew the license at some future date.

Therefore, pursuant to authority delegated to me by Commission Order 201.1 (rev.), § 6.03(g):

It is ordered, That the Independent Ocean Freight Forwarder License No. 1172 is revoked effective September 20, 1968; and

It is further ordered, That the Independent Ocean Freight Forwarder License No. 1172 be returned to the Commission for cancellation.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served on the licensee.

LEROY F. FULLER,
Director,
Bureau of Domestic Regulation.

[F.R. Doc. 68-11939; Filed, Oct. 1, 1968; 8:47 a.m.]

[Independent Ocean Freight Forwarder License 920]

LATIN AMERICAN SHIPPING CO., INC.

Order of Revocation

On August 23, 1968, The National Grange Mutual Insurance Co. notified the Commission that the Independent Ocean Freight Forwarder Surety Bond No. S-13304, underwritten in behalf of Latin American Shipping Co., Inc., 141 Northeast Third Avenue, Miami, Fla. 33132, would be canceled effective September 25, 1968.

Latin American Shipping Co., Inc., was notified that unless a new surety bond was submitted to the Commission

its Independent Ocean Freight Forwarder License No. 920 would be revoked effective September 25, 1968, pursuant to General Order 4, Amendment 12 (46 CFR 510.9).

Latin American Shipping Co., Inc. has failed to submit a valid surety bond in compliance with the above Commission rule.

It is ordered, That the Independent Ocean Freight Forwarder License No. 920 is revoked effective September 25, 1968, and

It is further ordered, That the Independent Ocean Freight Forwarder License No. 920 be returned to the Commission for cancellation.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served on the licensee.

LEROY F. FULLER,
Director,
Bureau of Domestic Regulation.

[F.R. Doc. 68-11940; Filed, Oct. 1, 1968; 8:47 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-3173 etc.]

HUSKY OIL CO. ET AL.

Findings and Order

SEPTEMBER 20, 1968.

Findings and order after statutory hearing issuing certificates of public convenience and necessity, amending certificates, permitting and approving abandonment of service, terminating certificates, terminating rate proceeding, making successors co-respondents, substituting respondent, redesignating proceedings, accepting agreement and undertaking for filing, requiring filing of agreements and undertakings, accepting surety bond for filing, dismissing application in part, and accepting related rate schedules and supplements for filing.

Each of the Applicants listed herein has filed an application pursuant to section 7 of the Natural Gas Act for a certificate of public convenience and necessity authorizing the sale and delivery of natural gas in interstate commerce, for permission and approval to abandon service, or a petition to amend an existing certificate authorization, all as more fully described in the respective applications and petitions (and only supplements or amendments thereto) which are on file with the Commission.

The Applicants herein have filed related FPC gas rate schedules and propose to initiate or abandon, add or delete natural gas service in interstate commerce as indicated by the tabulation herein. All sales certificated herein are at rates either equal to or below the ceiling prices established by the Commission's statement of general policy No. 61-1, as amended, or involve sales for which permanent certificates have been previously issued.

Husky Oil Co., Applicant in Docket Nos. G-17254, G-17780, and CI61-1140, proposes to continue the sales of natural gas heretofore authorized in said dockets to be made pursuant to The Frontier Refining Co. FPC Gas Rate Schedule No. 4, The Frontier Refining Co. FPC Gas Rate Schedule No. 5, and The Frontier Refining Co. (Operator) et al., FPC Gas Rate Schedule No. 7, respectively. Said rate schedules will be redesignated as those of Husky. The presently effective rate under Frontier's FPC Gas Rate Schedule No. 4 is in effect subject to refund in Docket No. RI64-651. A prior increased rate was collected for a locked-in period subject to refund in Docket No. RI64-139. The presently effective rate under Frontier's FPC Gas Rate Schedule No. 5 is in effect subject to refund in Docket No. RI64-139. A change in rate is suspended in Docket No. RI64-319. The presently effective rate under Frontier's FPC Gas Rate Schedule No. 7 is in effect subject to refund in Docket No. RI64-320. A prior increased rate was collected for a locked-in period subject to refund in Docket No. RI64-140. Husky has filed an agreement and undertaking in Docket Nos. RI64-139 and RI64-320 to assure the refund of all amounts collected in excess of the amounts determined to be just and reasonable in said proceedings. Husky will be substituted as respondent in all of Frontier's rate proceedings, the proceedings will be redesignated accordingly, the agreement and undertaking will be accepted for filing, and Husky will be required to file agreements and undertakings in Docket Nos. RI64-140 and RI64-651 to assure the refunds of all amounts collected in excess of the amounts determined to be just and reasonable in said proceedings.

Husky Oil Co., Applicant in Docket No. G-3173, et al., proposes to continue all sales of natural gas made by The Frontier Refining Co., including a sale of gas from Frontier's interest which sale is authorized in Docket No. CI63-628 to be made pursuant to CRA, Inc. (Operator), et al., FPC Gas Rate Schedule No. 29. CRA's predecessor in interest with respect to this docket and rate schedule was Amax Petroleum Corp. which made this sale pursuant to its FPC Gas Rate Schedule No. 9. Husky's application includes a request for authorization to continue the sale made pursuant to Amax's rate schedule. Inasmuch as CRA is operator of the producing properties, it is not necessary for Husky to file for authorization to continue the sale. The succession by Husky to Frontier with respect to the sale of Frontier's gas now made pursuant to CRA's rate schedule will be reflected in the annual interest statement to be filed by CRA pursuant to § 154.91(b)(2) of the regulations under the Natural Gas Act. Therefore, that part of the application filed in Docket No. G-3173 et al., which pertains to the sale authorized in Docket No. CI63-628 will be dismissed.

Aikman Bros. Corp. (Operator) et al., Applicant in Docket No. CI68-1049, proposes to continue in part the sale of natural gas heretofore authorized in Docket No. G-5716 to be made pursuant to Northern Natural Gas Producing Co. (Operator) et al., FPC Gas Rate Schedule No. 2 Aikman will continue the sale pursuant to its FPC Gas Rate Schedule No. 2. The presently effective rate for the sale of gas by Northern is in effect subject to refund in Docket No. RI68-442, and the identical rate is in effect subject to refund by Aikman in Docket No. RI69-12 for sales made pursuant to its FPC Gas Rate Schedule No. 2. Therefore, sales by Aikman from the assigned acreage will be continud at the rate subject to refund in Docket No. RI69-12; and the agreement and undertaking heretofore filed by Aikman in said proceeding will be satisfactory assurance for any refunds which may be required for sales from the assigned acreage. J. M. Huber Corp., Applicant in Docket No. CI68-1440, proposes to continue in part the sale of natural gas from the acreage acquired by Aikman from Northern. The contract on file as Northern's and Aikman's FPC gas rate schedules will also be accepted for filing as a rate schedule of Huber. Huber will be made a co-respondent in the proceeding pending in Docket No. RI69-12, the proceeding will be redesignated accordingly, and Huber will be required to file an agreement and undertaking to assure the refund of any amounts collected by it in excess of the amount determined to be just and reasonable in said proceeding.

Border Exploration Co., Applicant in Docket No. CI68-1285, proposes to continue in part the sale of natural gas heretofore authorized in Docket No. CI62-1037 to be made pursuant to Shell Oil Co. (Operator) et al., FPC Gas Rate Schedule No. 269. The contract comprising said rate schedule, now on file as FPC Gas Rate Schedule No. 33 of Consolidated Oil & Gas, Inc. (Operator), et al., Border's cosuccessor in interest to Shell, will also be accepted for filing as a rate Oil & Gas, Inc. (Operator) et al., Borschedule of Border. The presently effective rate under said rate schedule is in effect subject to refund in Docket No. RI67-169. Border has filed a surety bond in Docket No. RI67-169 to assure the refund of any amounts collected by it, together with interest at the rate of 7 percent per annum, in excess of the amount determined to be just and reasonable in said proceeding. Therefore, Border will be made a co-respondent in said proceeding; the proceeding will be redesignated accordingly; and the surety bond will be accepted for filing.

The Commission's staff has reviewed each application and recommends each action ordered as consistent with all substantive Commission policies and required by the public convenience and necessity.

After due notice, no petitions to intervene, notices of intervention, or protests to the granting of any of the respective applications or petitions in this order have been received.

At a hearing held on September 12, 1968, the Commission on its own motion received and made a part of the record in these proceedings all evidence, including the applications, amendments, and exhibits thereto, submitted in support of the respective authorizations sought

herein, and upon consideration of the record,

The Commission finds:

(1) Each Applicant herein is a "natural-gas company" within the meaning of the Natural Gas Act as heretofore found by the Commission or will be engaged in the sale of natural gas in interstate commerce for resale for ultimate public consumption, subject to the jurisdiction of the Commission, and will, therefore, be a "natural-gas company" within the meaning of said Act upon the commencement of the service under the respective authorizations granted hereinafter.

(2) The sales of natural gas hereinbefore described, as more fully described in the respective applications, amendments, and/or supplements herein, will be made in interstate commerce, subject to the jurisdiction of the Commission and such sales by the respective Applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are subject to the requirements of subsections (c) and (e) of section 7 of the Natural Gas Act.

(3) The respective Applicants are able and willing properly to do the acts and to perform the services proposed and to conform to the provisions of the Natural Gas Act and the requirements, rules, and regulations of the Commission thereunder.

(4) The sales of natural gas by the respective Applicants, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary therefor, are required by the public convenience and necessity and certificates therefore should be issued as hereinafter ordered and conditioned.

(5) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the certificate authorizations heretofore issued by the Commission in Docket Nos. G–3173, G–8743, G–15392, G–16354, G–17254, G–17548, G–17780, G–19961, CI60–691, CI61–1139, CI61–1140, CI62–414, CI63–234, CI63–489, CI63–615, CI64–175, CI65–2, CI65–97, CI65–1159, CI66–942, CI67–56, CI67–617, CI67–625, CI67–1617, CI67–1691, CI68–519, CI68–686, and CI68–919 should be amended as hereinafter ordered and conditioned.

(6) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the certificates heretofore issued in the following dockets should be amended to reflect the deletion of acreage where new certificates are issued herein or existing certificates are amended herein to authorize service from the subject acreage:

Amend to delete acreage	*New certificate and/or amendment to add acreage*
G–4282	CI68–1417
G–5716	CI68–1049
G–7584	CI68–1325
CI60–342	CI68–1035
CI62–545	CI68–1401
CI62–1037	CI68–1285
CI64–175	CI68–1432
CI68–1049	CI68–1440

(7) The sales of natural gas proposed to be abandoned by the respective Applicants, as hereinbefore described, all as more fully described in the respective applications and in the tabulation herein, are subject to the requirements of subsection (b) of section 7 of the Natural Gas Act, and such abandonments should be permitted and approved as hereinafter ordered.

(8) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the certificates of public convenience and necessity heretofore issued to the respective Applicants relating to the abandonments hereinafter permitted and approved should be terminated.

(9) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the rate suspension proceeding pending in Docket No. RI65–179 should be terminated.

(10) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that Husky Oil Co. should be substituted in lieu of The Frontier Refining Co. as respondent in the proceedings pending in Docket Nos. RI64–139, RI64–140, RI64–319, RI64–320, and RI64–651; that said proceedings should be redesignated accordingly; that the agreement and undertaking filed by Husky in Docket Nos. RI64–139 and RI64–320 should be accepted for filing; and that Husky should be required to file agreements and undertakings in Docket Nos. RI64–140 and RI64–651.

(11) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that that portion of the application filed by Husky Oil Co. in Docket No. G–3173 et al., which pertains to Docket No. CI63–628 should be dismissed.

(12) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that J. M. Huber Corp. should be made a co-respondent in the proceeding pending in Docket No. RI69–12, that said proceeding should be redesignated accordingly, and that Huber should be required to file an agreement and undertaking in said proceeding.

(13) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that Border Exploration Co. should be made a co-respondent in the proceeding pending in Docket No. RI67–169, that said proceeding should be redesignated accordingly, and that the surety bond filed by Border in said proceeding should be accepted for filing.

(14) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the respective related rate schedules and supplements as designated in the tabulation herein should be accepted for filing as hereinafter ordered.

The Commission orders:

(A) Certificates of public convenience and necessity are issued upon the terms and conditions of this order, authorizing the sales by the respective Applicants herein of natural gas in interstate commerce for resale, together with the construction and operation of any facilities subject to the jurisdiction of the Commission necessary for such sales, all as hereinbefore described and as more fully described in the respective applications, amendments, supplements, and exhibits in this proceeding.

(B) The certificates granted in paragraph (A) above are not transferable and shall be effective only so long as Applicants continue the acts or operations hereby authorized in accordance with the provisions of the Natural Gas Act and the applicable rules, regulations, and orders of the Commission.

(C) The grant of the certificates issued in paragraph (A) above shall not be construed as a waiver of the requirements of section 4 of the Natural Gas Act or of Part 154 or Part 157 of the Commission's regulations thereunder, and is without prejudice to any findings or orders which have been or may hereafter be made by the Commission in any proceedings now pending or hereafter instituted by or against the respective Applicants. Further, our action in this proceeding shall not foreclose nor prejudice any future proceedings or objections relating to the operation of any price or related provisions in the gas purchase contracts herein involved. Nor shall the grant of the certificates aforesaid for service to the particular customers involved imply approval of all of the terms of the respective contracts particularly as to the cessation of service upon termination of said contracts, as provided by section 7(b) of the Natural Gas Act. Nor shall the grant of the certificates aforesaid be construed to preclude the imposition of any sanctions pursuant to the provisions of the Natural Gas Act for the unauthorized commencement of any sales of natural gas subject to said certificates.

(D) The grant of the certificates issued herein on all applications filed after July 1, 1967, is upon the condition that no increase in rate which would exceed the ceiling prescribed for the given area by paragraph (d)(3) of the Commission's statement of general policy No. 61–1, as amended, shall be filed prior to the applicable date as indicated by footnote 8 in the attached tabulation.

(E) The certificates issued herein and the amended certificates are subject to the following conditions:

(a) The initial rate for sales authorized in Docket Nos. CI67–1617, CI68–753, CI68–812, CI68–1431, CI69–71, and CI69–74 shall be 15 cents per Mcf at 14.65 p.s.i.a., including tax reimbursement, subject to B.t.u. adjustment; however,

(b) In the event that the Commission amends its policy statement No. 61–1, by adjusting the boundary between the Panhandle area and the Oklahoma "Other" area so as to increase the initial wellhead price for new gas in the areas involved herein, Applicants in Docket Nos. CI67–1617, CI68–753, CI68–812, CI68–1431, CI69–71, and CI69–74 thereupon may substitute the new rates reflecting the amounts of such increases, and thereafter collect such new rates prospectively in lieu of the initial rate herein required.

(c) The initial rate for sales authorized in Docket Nos. CI67–56, CI67–625, CI67–1691, CI68–680, CI68–855, CI68–1015, and CI68–1019 shall be 17 cents per

Mcf at 14.65 p.s.i.a., subject to B.t.u. adjustment.

(d) The certificates issued herein and the amended certificates in Docket Nos. CI67–56, CI67–625, CI67–1691, CI68–680, CI68–753, CI68–812, CI68–855, CI68–1015, and CI68–1019 are conditioned upon any determination which may be made in the proceeding pending in Docket No. R–338 with respect to the transportation of liquefiable hydrocarbons.

(e) The initial rate for the sale authorized in Docket No. CI68–1325 shall be 15 cents per Mcf at 14.65 p.s.i.a. for gas produced from depths below the Travis Peak Formation and 14.6 cents per Mcf at 14.65 p.s.i.a. for gas produced from depths above the base of the Travis Peak Formation.

(F) Applicants in Docket Nos. CI69–42 and CI69–60 shall file billing statements for a recent month's service as required by the regulations under the Natural Gas Act.

(G) A certificate is issued herein in Docket No. CI69–69 authorizing Applicant to continue the service being rendered without prior Commission authorization by the predecessor; and a certificate is issued herein in Docket No. CI69–70 authorizing Applicant to continue the service being rendered without prior Commission authorization.

(H) A certificate is issued herein to Phillips Petroleum Co. in Docket No. CI68–1353 authorizing Applicant to continue the sale of natural gas previously covered by the certificate issued to Pan American Petroleum Corp. (Operator) et al., in Docket No. CI66–942.

(I) The certificate heretofore issued in Docket No. CI66–942 is amended by deleting therefrom the interests of Phillips Petroleum Co.

(J) The certificates heretofore issued in Docket Nos. G–17548, G–19961, CI60–691, CI63–234, CI63–489, CI63–615, CI64–175, CI65–2, CI65–1159, CI66–942, CI67–56, CI67–617, CI67–625, CI67–1617, CI67–1691, CI68–519, CI68–686, and CI68–919 are amended by adding thereto or deleting therefrom authorization to sell natural gas to the same purchasers and in the same areas as covered by the original authorizations pursuant to the rate schedule supplements as indicated in the tabulation herein.

(K) The authorization granted in Docket No. CI60–691 in paragraph (J) above shall not be construed to relieve Applicant of any refund obligation which may be ordered in the related rate suspension proceeding pending in Docket No. RI68–157 insofar as it pertains to the acreage being released.

(L) The authorization granted in Docket No. CI65–2 in paragraph (J) above involving the sale of gas by Arkla Exploration Co. et al., to its affiliate, Arkansas Louisiana Gas Co., determines the rate which legally may be paid by the buyer to the seller, but is without prejudice to any action which the Commission may take in any rate proceeding involving either company.

(M) The certificates heretofore issued in Docket Nos. G–3173, G–8743, G–15392, G–16354, G–17254, G–17780, CI61–1139, CI61–1140, CI62–414, and CI65–97 are amended by substituting the respective successors in interest as certificate holders as indicated in the tabulation herein.

(N) The certificates heretofore issued in the following dockets are amended to reflect the deletion of acreage where new certificates are issued herein or existing certificates are amended herein to authorize service from the subject acreage:

Amend to delete acreage	*New certificate and/or amendment to add acreage*
G–4282	CI68–1417
G–5716	CI68–1049
G–7584	CI68–1325
CI60–342	CI68–1035
CI62–545	CI68–1401
CI62–1037	CI68–1285
CI64–175	CI68–1432
CI68–1049	CI68–1440

(O) Permission for and approval of the abandonment of service by the respective Applicants, as hereinbefore described, all as more fully described in the respective applications and in the tabulation herein are granted.

(P) The certificates heretofore issued in Docket Nos. G–5658, G–16551, G–19386, G–20351, CI61–1706, CI63–686, and CI64–1319 are terminated.

(Q) The rate suspension proceeding pending in Docket No. RI65–179 is terminated.

(R) Husky Oil Co. is substituted in lieu of The Frontier Refining Co. as respondent in the proceedings pending in Docket Nos. RI64–139, RI64–140, RI64–319, RI64–320, and RI64–651; said proceedings are redesignated accordingly;[1] and the agreement and undertaking submitted by Husky in Docket Nos. RI64–139 and RI64–320 is accepted for filing.

(S) Within 30 days from the issuance of this order, Husky Oil Co. shall execute, in the form set out below, and shall file with the Secretary of the Commission acceptable agreements and undertakings in Docket Nos. RI64–140 and RI64–651 to assure the refunds of all amounts collected, together with interest at the rate of 7 percent per annum, in excess of the amounts determined to be just and reasonable in said proceedings. Unless notified to the contrary by the Secretary of the Commission within 30 days from the date of submission, such agreements and undertakings shall be deemed to have been accepted for filing.

(T) Husky Oil Co. shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, and the agreements and undertakings filed by Husky in Docket Nos. RI64–139, RI64–140, RI64–319, RI64–320, and RI64–651 shall remain in full force and effect until discharged by the Commission.

(U) That portion of the application filed by Husky Oil Co. in Docket No. G–3173 et al., which pertains to Docket No. CI63–628 is dismissed.

(V) Sales of natural gas by Aikman Bros. Corp. (Operator) et al., from the acreage described in Supplement Nos. 4 and 5 to its FPC Gas Rate Schedule No. 2 shall be made at the rate of 16 cents per Mcf at 14.65 p.s.i.a., subject to refund in Docket No. RI69–12. The agreement and undertaking heretofore filed by Aikman in said proceeding shall constitute satisfactory assurance for any refunds which may be required for such sales.

(W) J. M. Huber Corp. is made a co-respondent in the proceeding pending in Docket No. RI69–12 and the proceeding is redesignated accordingly.[2]

(X) Within 30 days from the issuance of this order, J. M. Huber Corp. shall execute, in the form set out below, and shall file with the Secretary of the Commission an acceptable agreement and undertaking in Docket No. RI69–12 to assure the refund of any amounts collected by it, together with interest at the rate of 7 percent per annum, in excess of the amount determined to be just and reasonable in said proceeding. Unless notified to the contrary within 30 days from the date of submission, such agreement and undertaking shall be deemed to have been accepted for filing.

(Y) Aikman Bros. Corp. (Operator) et al., and J. M. Huber Corp. shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, and the agreements and undertakings filed by them in Docket No. RI69–12 shall remain in full force and effect until discharged by the Commission.

(Z) Border Exploration Co. is made a co-respondent in the proceeding pending in Docket No. RI67–169, said proceeding is redesignated accordingly,[3] and the surety bond filed in said proceeding by Border is accepted for filing.

(AA) Border Exploration Co. shall comply with the refunding and reporting procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder, and the surety bond filed by Border in Docket No. RI67–169 shall remain in full force and effect until discharged by the Commission.

(BB) The respective related rate schedules and supplements as indicated in the tabulation herein are accepted for filing; further, the rate schedules relating to the successions herein are redesignated and accepted, subject to the applicable Commission regulations under the Natural Gas Act to be effective on the dates as indicated in the tabulation herein.

By the Commission.

[SEAL] GORDON M. GRANT, *Secretary.*

[1] Docket Nos. RI64–139, RI64–319, and RI64–651, Husky Oil Co.; Docket Nos. RI64–140 and RI64–320, Husky Oil Co. (Operator) et al.

[2] Aikman Bros. Corp. (Operator) et al., and J. M. Huber Corp.

[3] Shell Oil Co. (Operator) et al., Consolidated Oil & Gas, Inc. (Operator), et al. E. A. Polumbus, and Border Exploration Co.

Docket No. and date filed	Applicant	Purchaser, field, and location	FPC rate schedule to be accepted		
			Description and date of document	No.	Supp.
G-3173 E 6-25-68	Husky Oil Co. (successor to The Frontier Refining Co.).	El Paso Natural Gas Co., West Kutz Pictured Cliffs Pool, San Juan County, N. Mex.[1]	The Frontier Refining Co., FPC GRS No. 1.	14	----
			Supplement Nos. 1-5	14	1-5
			Notice of succession 6-24-68.	14	----
			Conveyance 2-15-68 [2]	14	6
			Effective date: 2-15-68	14	----
G-3173 E 6-25-68	do	do.[1]	The Frontier Refining Co., FPC GRS No. 2.	15	----
			Supplement Nos. 1-5	15	1-5
			Notice of succession 6-24-68.	15	----
			Conveyance 2-15-68 [2]	15	6
			Effective date: 2-15-68	15	----
G-3173 E 6-25-68	do	do.[1]	The Frontier Refining Co., FPC GRS No. 3.	16	----
			Supplement Nos. 1-5	16	1-5
			Notice of succession 6-24-68.	16	----
			Conveyance 2-15-68 [2]	16	6
			Effective date: 2-15-68	16	----
G-8743 E 6-28-68	Glasscock Oil Co. (Operator) et al., (successor to C. G. Glasscock, Jr.).	Tennessee Gas Pipeline Co., a division of Tenneco Inc., Captain Lucy (Bentonville) and North Alice Fields, Nueces and Jim Wells Counties, Tex.	C. G. Glasscock, Jr., FPC GRS No. 1.	1	----
			Supplement Nos. 1-11	1	1-11
			Notice of succession (undated).	1	----
			Assignment 6-11-68 [3]	1	12
			Assignment 6-11-68 [4]	1	13
			Effective date: 6-8-68	1	----
G-15392 E 7-3-68	Lewis B. Howard (successor to Gordon Street, Inc.).	Tennessee Gas Pipeline Co., a division of Tenneco Inc., Lick Branch Field, San Jacinto and Liberty Counties, Tex.	Gordon Street, Inc., FPC GRS No. 1	1	----
			Supplement Nos. 1-4	1	1-4
			Notice of succession 6-29-68.	1	----
			Assignment 6-13-68 [5]	1	5
			Effective date: 6-1-68	1	----
G-16354 E 6-21-68	H. F. Boester (successor to Hawn Bros. (Operator), et al.).	Banquete Gas Co., a division of Crestmont Oil & Gas Co., Plymouth and East Taft Fields, San Patricio County, Tex.	Hawn Bros. (Operator), et al., FPC GRS No. 8.	1	----
			Supplement No. 1	1	1
			Notice of succession 6-20-68.	1	----
			Assignment 6-5-68 [6]	1	2
			Effective date: 5-1-68	1	----
G-17254 E 6-25-68	Husky Oil Co. (successor to The Frontier Refining Co.).	El Paso Natural Gas Co., Gallegos Gallup Pool, San Juan County, N. Mex.[7]	The Frontier Refining Co., FPC GRS No. 4	17	----
			Supplement Nos. 1-5	17	1-5
			Notice of succession 6-24-68.	17	----
			Conveyance 2-15-68 [2]	17	6
			Effective date: 2-15-68	17	----
G-17548 C 7-8-68 [8]	Skelly Oil Co.	El Paso Natural Gas Co., Navajo G Unit, San Juan County, N. Mex.	Supplemental agreement 7-2-68.[9]	144	9
G-17780 E 6-25-68	Husky Oil Co. (successor to The Frontier Refining Co.).	El Paso Natural Gas Co., Gallegos Gallup Pool, San Juan County, N. Mex.[10]	The Frontier Refining Co., FPC GRS No. 5.	18	----
			Supplemental Nos. 1-2	18	1-2
			Notice of succession 6-24-68.	18	----
			Conveyance 2-15-68 [2]	18	3
			Effective date: 2-15-68	18	----
G-19961 D 11-27-67	Sinclair Oil & Gas Co.	United Gas Pipe Line Co., Springer Field, Montgomery County, Tex.	Assignment 11-10-65 [11] [12]	188	3

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. and date filed	Applicant	Purchaser, field, and location	FPC rate schedule to be accepted		
			Description and date of document	No.	Supp.
CI60-691 D 7-9-68	Continental Oil Co. (Operator) et al., (partial abandonment).	Panhandle Eastern Pipe Line Co., acreage in Dewey County, Okla.	Notice of partial cancellation (undated). [13] [13]	[14] 202	24
CI61-1139 E 6-25-68	Husky Oil Co. (successor to The Frontier Refining Co.).	El Paso Natural Gas Co., Basin Dakota Pool, San Juan County, N. Mex.[15]	The Frontier Refining Co., FPC GRS No. 6.	19	----
			Supplement Nos. 1-3	19	1-3
			Notice of succession 6-24-68.	19	----
			Conveyance 2-15-68 [2]	19	4
			Effective date: 2-15-68	19	----
CI61-1140 E 6-25-68	Husky Oil Co. (Operator) et al. (successor to The Frontier Refining Co. (Operator) et al.).	do.[15]	The Frontier Refining Co. (Operator) et al., FPC GRS No. 7.	20	----
			Supplement Nos. 1-2	20	1-2
			Notice of succession 6-24-68.	20	----
			Conveyance 2-15-68 [2]	20	3
			Effective date: 2-15-68	20	----
CI62-414 E 6-25-68	Husky Oil Co. (successor to The Frontier Refining Co.).	El Paso Natural Gas Co., Angels Peak Gallup Pool, San Juan County, N. Mex.[19]	The Frontier Refining Co., FPC GRS No. 8.	21	----
			Supplement Nos. 1-3	21	1-3
			Notice of succession 6-24-68.	21	----
			Conveyance 2-15-68 [2]	21	4
			Effective date: 2-15-68	21	----
CI63-234 C 7-10-68 [8]	Mobil Oil Corp. (Operator) et al.	Arkansas Louisiana Gas Co., Red Oak Area, Le Flore and Sequoyah Counties, Okla.	Letter agreement 4-17-68.[16]	333	21
CI63-489 D 3-20-68	Ashland Oil & Refining Co.	Michigan Wisconsin Pipe Line Co., Putnam Area, Dewey County, Okla.	Letter agreement 3-14-68.[12] [17]	81	11
CI63-615 C 6-10-68 [8]	Mobil Oil Corp. (Operator) et al.	Natural Gas Pipeline Co. of America, Chitwood Field, Grady County, Okla.	Amendment 4-5-68 [16]	323	6
CI64-175 C 7-15-68 [8]	Pan American Petroleum Corp. (Operator) et al.	El Paso Natural Gas Co., Basin Dakota Field, San Juan and Rio Arriba Counties, N. Mex.	Letter agreement 6-1-68.[16] [18]	363	21
CI65-2 C 7-12-68 [8]	Arkla Exploration Co. et al.	Arkansas Louisiana Gas Co., acreage in Pittsburg County, Okla.	Supplement 1-29-68 [16]	20	13
CI65-97 E 6-25-68	Husky Oil Co. (successor to the Frontier Refining Co.).	Northern Natural Gas Co., Shapley (Morrow) Field, Hansford County, Tex.	The Frontier Refining Co., FPC GRS No. 10.	22	----
			Notice of succession 6-24-68.	22	----
			Conveyance 2-15-68 [2]	22	1
			Effective date: 2-15-68	22	----
CI65-1159 C 7-17-68 [8]	Tenneco Oil Co. et al.	El Paso Natural Gas Co., Basin Dakota Field, San Juan County, N. Mex.	Supplemental agreement 7-3-68.[16]	176	16
CI66-942 C 7-11-68 [8]	Pan American Petroleum Corp. (Operator) et al.	Northern Natural Gas Co., West Sharon Field, Woodward County, Okla.	Agreement 5-21-68 [16]	449	13
CI67-56 C 5-10-68 [8]	Tenneco Oil Co.[15]	Panhandle Eastern P pe Line Co., Northeast Waynoka Field, Woodward County, Okla.	Amendment 4-10-68 [15]	205	2
CI67-617 D 4-19-68	Burk Royalty Co. (Operator) et al.	Panhandle Eastern Pipe Line Co., acreage in Hemphill County, Tex.	Supplemental agreement 3-15-68.[13] [20]	5	1
CI67-625 C 2-15-68 [8] C 5-20-68 [8]	E. A. Obering et al.	Panhandle Eastern Pipe Line Co., Woodward Area, Woodward County, Okla.	Amendatory agreement 11-7-67.	2	3
			Compliance 4-5-68 [21]	2	4
			Amendatory agreement 4-15-68.	2	5 6
			Compliance 7-18-68 [21]	2	3
CI67-1617 C 7-22-68 [8]	W. B. Osborn, Jr. (Operator) et al.	Panhandle Eastern Pipe Line Co., acreage in Woods County, Okla.	Amendment 6-1-68 [16]	[22] 25	

Docket No. and date filed	Applicant	Purchaser, field, and location	FPC rate schedule to be accepted: Description and date of document	No.	Supp.
CI67-1691 ..... C 3-20-68 [5] D 3-20-68	Humble Oil & Refining Co.	Panhandle Eastern Pipe Line Co., Northwest Dombey Field, Texas County, Okla.	Amendment 2-23-68 [23] ...	427	1
			Compliance 7-1-68 [24]	427	2
CI68-240 ..... (G-19386) B 9-1-67	Mesa Petroleum Co., et al.	Colorado Interstate Gas Co., Mocane-Laverne Field, Beaver County, Okla.	Notice of cancellation 8-30-67.[12 23]	21	7
CI68-519 ..... D 7-16-68	Mesa Petroleum Co. (Operator) et al.	Michigan Wisconsin Pipe Line Co., Laverne Field, Harper County, Okla.	Partial release 5-15-68.[12 26]	33	1
CI68-680 ..... A 11-20-67 [3]	Sunray DX Oil Co.[19]	Panhandle Eastern Pipe Line Co., acreage in Hemphill County, Tex.	Contract 9-12-67	278	.....
CI68-686 ..... D 5-27-68	Mobil Oil Corp. (Operator) et al.	Texas Eastern Transmission Corp., Shiloh Field, Union Parish, La.	Notice of partial cancellation 5-24-68.[11 27]	412	3
CI68-753 ..... A 12-6-67 [5]	Flag Oil Corp. of Delaware.	Panhandle Eastern Pipe Line Co., Moore and Hill Units, South Peek Field, Roger Mills County, Okla.	Contract 11-9-67	5	.....
			Compliance 1-25-68 [28] ...	5	1
CI68-812 ..... A 1-8-68 [5] C 3-11-68 [3]	Union Oil Co. of California.	Panhandle Eastern Pipe Line Co., Moore, Hill, and Harrel Units, South Peek Field, Roger Mills County, Okla.	Contract 11-28-67	180	.....
			Compliance 2-27-68 [29] ...	180	1
			Amendment 2-15-68	180	2
			Compliance 4-15-68 [29] ...	180	3
CI68-855 ..... A 1-11-68 [3]	F. P. Schonwald Co. et al.[19]	Panhandle Eastern Pipe Line Co., Southeast Arnett Field, Ellis County, Okla.	Contract 10-12-67	2	.....
			Contract 10-12-67 [30]	2	1
CI68-919 ..... D 7-15-68	Pan American Petroleum Corp. (Operator) et al.	El Paso Natural Gas Co., Basin Dakota Field, San Juan County, N. Mex.	Supplemental agreement 6-1-68.[12 31]	508	2
CI68-966 ..... A 2-7-68 [3]	Sunray DX Oil Co	Panhandle Eastern Pipe Line Co., Dover-Hennessey Plant and Field, Kingfisher, Logan, Blaine, and Garfield Counties, Okla.	Contract 12-4-67	281	.....
CI68-985 ..... A 2-13-68 [3]	Arapahoe Production Co. (Operator) et al.	Northern Natural Gas Co., Mocane Laverne Field, Beaver County, Okla.	Contract 12-29-67	1	.....
CI68-1015 ..... A 2-23-68 [3]	Edwin L. Cox	Natural Gas Pipeline Co. of America, acreage in Texas County, Okla.	Contract 12-1-67	71	.....
			Compliance 7-5-68 [32]	71	1
CI68-1019 ..... A 2-21-68 [3]	Douglas Resources Corp. et al.	Panhandle Eastern Pipe Line Co., Fargo Field, Ellis County, Okla.	Contract 1-19-68	3	.....
			Compliance 7-2-68 [33]	3	1
CI68-1035 ..... (CI60-342) F 2-21-68	Collis P. Chandler, Jr. (Operator) et al. (successor to Houston Petroleum Co.).	Panhandle Eastern Pipe Line Co., Grunder Pool, Stafford County, Kans.	Contract 1-7-60 [34]	1	.....
			Amendement 5-4-60	1	1
			Amendment 8-12-61	1	2
			Amendment 3-5-63	1	3
			Assignment 12-31-66 [35] ..	1	4
			Effective date: 12-31-66		
F CI68-1049 ..... (G-5716) C 3-20-68	Aikman Bros. Corp. (Operator) et al. (successor to Northern Natural Gas Producing Co.).	Northern Natural Gas Co., North Holt Field, Seward County, Kans.	Amendatory agreement 7-1-54.[36]	2	4
			Assignment 1-8-68 [16 37] ..	2	5
G-5716 ..... D 3-18-68	Northern Natural Gas Producing Co. (Operator) et al.	.....do.....	Notice of partial cancellation 3-15-68.[38]	2	102
			Notice of partial cancellation 3-15-68. [12 39]	2	103
CI68-1285 ..... (CI62-1037) F 5-6-68 [40]	Border Exploration Co..	El Paso Natural Gas Co., East Boundary Butte Field, Apache County, Ariz.	Contract 1-16-62 [41]	1	.....
			Assignment 10-10-67 [42] ..	1	1
			Effective date: 10-12-67		

See footnotes at end of table.

Docket No. and date filed	Applicant	Purchaser, field, and location	FPC rate schedule to be accepted: Description and date of document	No.	Supp.
CI68-1324 ..... A 5-22-68 [3]	Kirkpatrick Oil & Gas Co. (Operator) et al.	Michigan Wisconsin Pipe Line Co., Lovedale Field, Harper County, Okla.	Contract 3-1-68	8	.....
A CI68-1325 ..... (G-7584) F 5-22-68 [43]	Marshall Exploration, Inc. (successor to R. E. Smith).	Texas Eastern Transmission Corp., Carthage Field, Panola County, Tex.	Ratified 11-16-67 [44]	3	.....
			Contract 5-19-53 [45]	3	1
			Letter agreement 7-24-57	3	2
			Amendment 1-22-63 [46] ..	3	3
			Letter agreement 7-24-68.	3	4
CI68-1353 ..... (CI66-942) A 5-29-68 [47]	Phillips Petroleum Co..	Northern Natural Gas Co., Gatesby Field, Ellis and Woodward Counties, Okla.	Contract 3-21-68 [48]	448	.....
			Contract 3-8-66	448	1
CI68-1361 ..... A 5-29-68 [3]	Cities Service Oil Co....	Phillips Petroleum Co., Acreage in Hutchinson County, Tex.	Contract 7-31-47	301	.....
			Letter agreement 11-21-63.[16]	301	1
CI68-1375 ..... A 6-3-68 [3]	Kerr-McGee Corp.....	Phillips Petroleum Co., West Panhandle Field, Carson County, Tex.	Contract 5-11-60 [16]	107	.....
CI68-1401 ..... (CI62-545) F 6-10-68	Lionel R. Levinson (successor to Sherman F. Wagenseller).	El Paso Natural Gas Co., Pictured Cliffs Formation, Rio Arriba County, N. Mex.	Contract 8-14-61 [49]	1	.....
			Supplemental agreement 10-19-64.	1	1
			Assignment 5-31-68 [50] ...	1	2
			Assignment 5-31-68 [51] ...	1	3
			Effective date: 6-1-68		
CI68-1402 ..... A 6-13-68 [3]	Mobil Oil Corporation...	Phillips Petroleum Co., Panhandle Field, Hutchinson County, Tex.	Contract 10-1-63 [16]	436	.....
CI68-1417 ..... (G-4282) F 6-13-68	North Central Oil Corp. (successor to Gulf Oil Corp.).	Natural Gas Pipeline Co. of America, Bonneville "B" Field, Wise County, Tex.	Contract 7-12-54 [52]	14	.....
			Supplemental agreement 9-29-54.	14	1
			Amendatory agreement 6-28-56.	14	2
			Agreement 1-17-57	14	3
			Agreement 10-15-57	14	4
			Agreement 1-2-68	14	5
			Amendatory agreement 10-30-64.	14	6
			Assignment 12-28-67 [53] ...	14	7
			Assignment 1-3-68 [54]	14	8
			Effective date: 12-1-67		
CI68-1431 ..... A 6-24-68 [3]	Cities Service Oil Co....	Panhandle Eastern Pipe Line Co., Aledo Northwest Field, Dewey County, Okla.	Contract 5-22-68	226	.....
			Compliance 7-15-68 [55] ...	226	1
CI68-1432 ..... (CI64-175) F 6-24-68 [56]	Eljohn Petroleum Corp. (successor to Pan American Petroleum Corp.).	El Paso Natural Gas Co., Basin Dakota Field, San Juan County, N. Mex.	Contract 3-15-68	1	.....
			Letter agreement 3-15-68. [16]	1	1
(CI64-175) [57]	Pan American Petroleum Corp. (Operator) et al.	.....do.....	Letter agreement 3-22-68. [58]	363	22
			Effective date: 6-20-68		
CI68-1440 ..... (CI68-1049) F 6-20-68 [59]	J. M. Huber Corp. (successor to Northern Natural Gas Producing Co.).	Northern Natural Gas Co., North Holt Field, Seward County, Kans.	Contract 11-1-52 [60]	81	.....
			Amendatory agreement 7-1-54.[36]	81	1
			Amendatory agreement 11-27-67.	81	2
			Assignment 1-8-68 [37]	81	3
			Assignment 2-2-68 [16 61] ..	81	4
CI69-3 ..... A 7-1-68	Kendall-Davis Drilling Company, Inc. (Operator), et al.	Texas Gas Transmission Corp., Elk Creek Field, Hopkins County, Ky.	Contract 4-15-68 [16]	1	.....
CI69-7 ..... A 7-1-68 [3]	Professional Oil Management, Inc.	Pennzoil United, Inc., Jefferson Field, Lincoln County, W. Va.	Contract 4-1-68 [16]	3	.....
CI69-19 ..... (CI64-1319) B 7-5-68	LaRue-Smith Production Co.	United Gas Pipe Line Co., Pistol Ridge Field, Forrest County, Miss.	Notice of cancellation 7-1-68.[12 25]	1	2
CI69-20 ..... (CI63-686) B 7-5-68	Ozark-Mahoning Company.	Northern Natural Gas Co., Ivanhoe Field, Beaver County, Okla.	Notice of cancellation 7-2-68.[12 25]	6	3

Docket No. and date filed	Applicant	Purchaser, field, and location	FPC rate schedule to be accepted		
			Description and date of document	No.	Supp.
CI69-22 A 7-5-68 [8]	John H. Hill	Northern Natural Gas Co., Mocane Field, Beaver County, Okla.	Contract 4-29-68 [10]	8	
CI69-23 A 7-5-68 [8]	Robert A. Lee	United Gas Pipe Line Co., Sandy Hook Field, Marion County, Miss.	Contract 6-20-68	4	
CI69-24 A 7-5-68 [8]	Americana Oil & Gas Properties of Texas, Inc.	Humble Gas Transmission Co., Richland Dehlco Field, Richland Parish, La.	Contract 5-9-68 [10]	2	
CI69-27 (G-20351) B 7-5-68	W. L. Pickens, et al.	United Gas Pipe Line Co., North La Ward Field, Jackson County, Tex.	Notice of cancellation 7-1-68.[12 25]	[62] 4	4
CI69-28 (CI61-1706) B 7-8-68	Ashland Oil & Refining Co.	Michigan Wisconsin Pipe Line Co., Laverne Field, Woodward County, Okla.	Notice of cancellation 7-5-68.[12 25]	146	4
CI69-36 A 7-11-68 [8]	McTay Investment Co.	Consolidated Gas Supply Corp., Skin Creek District, Lewis County, W. Va.	Contract 1-16-68 [10]	4	
CI69-37 A 7-11-68 [8]	Bernard I. Schleder, et al.	Consolidated Gas Supply Corp., Murphy District, Ritchie County, W. Va.	Contract 1-26-68 [10]	1	
CI69-38 A 7-11-68 [8]	Kewanee Oil Co.	Consolidated Gas Supply Corp., Sherman District, Calhoun County, W. Va.	Contract 2-13-68 [10]	78	
CI69-39 A 7-11-68 [8]	Stanley N. Brown	Consolidated Gas Supply Corp., Troy District, Gilmer County, W. Va.	Contract 1-30-68 [10]	1	
CI69-42 A 7-12-68 [8]	Rip C. Underwood (Operator) et al.	Phillips Petroleum Co., West Panhandle Field, Hutchinson County, Tex.	Contract 3-10-54 [10]	9	
CI69-43 A 7-12-68 [8]	L. W. Roche	United Fuel Gas Co., acreage in Kanawha County, W. Va.	Contract 6-18-68 [10]	7	
CI69-45 A 7-15-68 [8]	Bowers Drilling Co., Inc.	Cities Service Gas Co., Little Bear Creek, Barber County, Kans.	Contract 7-8-68	10	
CI69-46 A 7-15-68 [8]	Maurice K. Jewell, et al., d.b.a. H. & S. Oil & Gas Co., et al.	Consolidated Gas Supply Corp., Williams District, Wood County, W. Va.	Contract 2-13-68 [10]	2	
CI69-47 A 7-15-68 [8]	Hays & Co., agent for Resorts Development Corp.	Consolidated Gas Supply Corp., Lubeck District, Wood County, W. Va.	Contract 2-19-68 [10]	309	
CI69-50 A 7-15-68 [8]	Hays & Co., agent for Parker Petroleum Co., et al.	Consolidated Gas Supply Corp., Williams District, Wood County, W. Va.	Contract 2-20-68 [10]	311	
CI69-51 A 7-15-68 [8]	A. E. Cavender, et al., d.b.a. G. & C. Gas Co.	Consolidated Gas Supply Corp., Center District, Calhoun County, W. Va.	Contract 3-6-68 [10]	2	
CI69-52 A 7-15-68 [8]	Hays & Company, agent for W. C. Wilson Oil & Gas Co., et al.	Consolidated Gas Supply Corp., Murphy District, Ritchie County, W. Va.	Contract 4-25-68 [10]	310	
CI69-53 A 7-15-68 [8]	do	do	Contract 4-15-68 [10]	312	
CI69-54 A 7-15-68 [8]	Alpine Oil & Royalty Co., Inc.	Clinton Oil Co., Jones Lease, Sumner County, Kans.	Contract 6-13-68 [10]	3	
CI69-55 A 7-15-68 [8]	Westrans Petroleum, Inc., et al.	Consolidated Gas Supply Corp., Grant District, Ritchie County, W. Va.	Contract 4-10-68 [10]	1	
CI69-56 A 7-15-68 [8]	Lock 3 Oil, Coal & Dock Co., et al., d.b.a. Rockey Drilling Co., et al.	Consolidated Gas Supply Corp., Elk District, Harrison County, W. Va.	Contract 5-3-68 [10]	13	
CI69-60 A 7-15-68 [8]	Rip C. Underwood (Operator), et al.	Phillips Petroleum Co., West Panhandle Field, Hutchinson County, Tex.	Contract 3-10-54 Assignment 4-13-62 [10 63]	10 10	 1
CI69-64 (G-5658) B 7-16-68	Estate of Daniel C. Louchery.	Consolidated Gas Supply Corp., Tenmile District, Harrison County, W. Va.	Notice of cancellation 7-12-68.[12 64]	1	6
CI69-65 (G-16551) B 7-16-68	J. S. Michael Co. (operator) et al.	Trunkline Gas Co., Northeast Hitchcock Field, Galveston County, Tex.	Notice of cancellation 7-11-68.[12 25]	2	2
CI69-66 A 7-17-68 [8]	Art Machin & Associates, Inc.	United Gas Pipe Line Co., Willow Springs-Bodenheim Transition Field, Gregg County, Tex.	Contract 6-10-68	1	
CI69-69 A 7-18-68 [65]	M. J. See, trustee	United Fuel Gas Co., acreage in Lawrence County, Ky.	Contract 7-24-64 [66] Supplemental agreement 4-6-65. Assignment 5-23-67 [67] Effective date: 5-23-67	1 1 1	 1 2
CI69-70 A 7-18-68 [8 68]	Eugene P. Mathias	El Paso Natural Gas Co., Dakota Formation, San Juan County, N. Mex.	Contract 4-27-64 [10]	1	
CI69-71 A 7-18-68 [8]	H. H. Champlin et al.	Panhandle Eastern Pipe Line Co., North Hopeton Field, Woods County, Okla.	Contract 6-10-68 [10]	[69] 1	
CI69-72 A 7-18-68 [8]	H. N. Burnett (Operator) et al.	Phillips Petroleum Co., West Panhandle Field, Carson County, Tex.	Contract 1-1-56 [70] Assignment 10-29-56 [10 71]	15 15	 1
CI69-73 A 7-18-68 [8]	do	do	Contract 1-1-56 [72] Assignment 3-26-68 [10 72]	14 14	 1
CI69-74 A 7-18-68 [8]	King Resources Co.	Panhandle Eastern Pipe Line Co., West Seiling Field, Dewey County, Okla.	Contract 6-12-68 [10]	[69] 15	
CI69-76 A 7-19-68 [8]	Stelbar Oil Corp., Inc.	Clinton Oil Co., Jones Lease, Cowley County, Kans.	Contract 6-13-68	4	
CI69-77 A 7-19-68 [8]	Cumberland Gas Co.	United Fuel Gas Co., Union District, Kanawha County, W. Va.	Contract 5-14-68 [10 74]	7	
CI69-79 A 7-19-68 [8]	Union Drilling, Inc., et al.	Equitable Gas Co., Salt Lick District and Holly District, Braxton County, W. Va.	Contract 1-22-68 [10]	40	

See footnotes at end of table.

[1] Horizons down to and including the Pictured Cliffs Formation.
[2] Instrument whereby Husky Oil Co. acquired the properties involved.
[3] Transfers acreage from C. G. Glasscock, Jr. to Glasscock Oil Co.
[4] Transfers contract rights from C. G. Glasscock, Jr., to Glasscock Oil Co.
[5] Assigns acreage from Gordon Street, Inc., to Lewis B. Howard.
[6] Assigns acreage from Hawn Brothers et al. to H. F. Boester to a depth of 6,358 feet.
[7] Formations lying below the base of the Mesa Verde Formation, down to and including the base of the Hospah (Gallup) Formation.
[8] Jan. 1, 1970, moratorium pursuant to the Commission's statement of general policy No. 61-1, as amended.
[9] Production limited to the Fruitland Formation.
[10] Gas produced from the Gallup Formation.
[11] Deletes acreage assigned to Gideon Oil Co.
[12] Effective date: Date of this order.
[13] Release of nonproductive acreage to landowners.
[14] Rate of 15.015 cents in effect subject to refund in Docket No. RI68-157.
[15] Gas produced from the Dakota Formation.
[16] Effective date: Date of initial delivery (Applicant shall advise the Commission as to such date).
[17] Amendment to the certificate to delete acreage due to insufficient reserves.
[18] Covers 280 acres in San Juan County previously dedicated to the contract comprising Pan American's FPC GRS No. 508 and 44.08 acres in Rio Arriba County.
[19] Applicant has stated willingness to accept permanent authorization conditioned to the final disposition of Docket No. R-338.
[20] Deletion of 160-acre tract. Certificate included two leases (160 and 480 tracts). Because of the terms of the lease, the 160-acre tract could not be pooled for production from an oil well, which the well on the 480-acre tract was determined to be.

[21] Accepts conditioned temporary certificates dated Mar. 15, 1968 and July 2, 1968, covering sales under Agreements dated Nov. 7, 1967 (filed Apr. 9, 1968) and Apr. 15, 1968 (filed July 22, 1968), respectively. Contractual rate is 18 cents plus tax reimbursement; however, by letter dated July 22, 1968, Applicant indicated willingness to accept permanent authorization conditioned to 17-cents plus B.t.u. adjustment and subject to the outcome of the proceedings in Docket No. R-338.
[22] Contract provides for 17-cent rate; however, Applicant has stated willingness to accept permanent authorization at 15 cents.
[23] Revised Exhibit A filed showing added acreage and deleting acreage erroneously included in original Exhibit A.
[24] Complies with temporary certificate issued June 28, 1968; Applicant has stated willingness to accept permanent authorization conditioned to 17-cent rate and subject to the outcome of the proceedings in Docket No. R-338.
[25] Source of gas depleted.
[26] Deletes 46 acres previously dedicated to Colorado Interstate Gas Co. and erroneously dedicated to Michigan Wisconsin; Mesa has filed a certificate application and rate schedule to sell gas to Colorado Interstate in Docket No. CI68-1234.
[27] Release of nonproductive acreage to landowners.
[28] Accepts conditioned temporary certificate dated Jan. 22, 1968. Contractual base rate is 17 cents; however, by letter dated Apr. 8, 1968, Applicant indicated willingness to accept a permanent certificate conditioned to 15 cents plus B.t.u. adjustment and subject to the outcome of the proceedings in Docket No. R-338.
[29] Complies with temporary certificates issued Jan. 22, 1968 and Apr. 5, 1968, respectively; Applicant has stated willingness to accept permanent authorization for the initial service and the additional acreage similar to the temporary certificates issued Jan. 22, 1968 and Apr. 5, 1968, respectively.
[30] Covers interest of Maurice J. Freeman, a coowner.
[31] Deletes 280 acres upon which there are no wells which have ever delivered gas under the subject contract. This acreage is being added to the contract comprising Pan American Petroleum Corp. FPC GRS No. 363 in Docket No. CI64-175.
[32] Complies with temporary certificates issued July 2, 1968; Applicant has stated willingness to accept a permanent certificate at 17-cent rate and subject to the outcome of the proceedings in Docket No. R-338.
[33] Complies with temporary certificate issued June 24, 1968; Applicant has stated willingness to accept a permanent certificate conditioned to 17 cents rate and subject to the outcome of the proceedings in Docket No. R-338.
[34] On file as Houston Petroleum Co. (Operator) et al., FPC GRS No. 1.
[35] Conveys interest from Houston Petroleum to Collis P. Chandler, Jr., et al.
[36] Adds acreage to Nov. 1, 1952 basic contract between Northern Natural Gas Producing Co. (Aikman's predecessor) and buyer. Covers acreage assigned to Aikman Bros. and J. M. Huber Corp.
[37] Conveys acreage from Northern Natural Gas Producing Co., to Aikman Bros. Corp.
[38] Reflects Jan. 8, 1968 assignment (which is attached thereto) of acreage to Aikman Bros. Corp. Aikman's filing of the assignment and related request for certificate is in Docket No. CI68-1049.
[39] Reflects Jan. 22, 1968 assignment (which is attached thereto) of acreage to Aikman Bros. Corp. Aikman was issued a certificate in Docket No. CI68-1049 on Aug. 13, 1968 for its sales from such acreage.
[40] Border Exploration Co. and Consolidated Oil & Gas, Inc., each succeeded to a (50%) interest in Shell's FPC GRS No. 269 and Docket No. CI62-1037, both the rate schedule and docket were redesignated in the name of Consolidated Oil & Gas, Inc. (Operator) et al., therefore, a new docket was assigned to Border.
[41] Between Shell Oil Co., and El Paso Natural Gas Co.; on file as Consolidated Oil & Gas, Inc. (Operator) et al., FPC GRS No. 33 (formerly Shell Oil Co. (Operator) et al., FPC GRS No. 269).
[42] From Shell Oil Co. to Border Exploration Co. and Consolidated Oil & Gas, Inc.
[43] The contractual rate is 15.6 cents. By amendment filed June 7, 1968, Applicant proposed a 15-cent rate for gas produced from the newly dedicated Cotton Valley Formation and a rate of 14.6 cents for gas produced from the Travis Peak Formation which was acquired from R. E. Smith subject to the contract dated May 19, 1953. The 14.6-cent rate is presently effective rate under Smith's FPC GRS No. 2. (Jan. 1, 1970, moratorium applicable to sales of gas produced from formations below Travis Peak Formation.)
[44] Adopts terms of contract dated May 19, 1953.
[45] Also on file as R. E. Smith FPC GRS No. 2.
[46] Revised pricing schedule and deleted favored nation and price redetermination provisions.
[47] Covers new acreage as well as acreage previously covered by the Operator, Pan American Petroleum Corp., under its FPC GRS No. 449 and certificate in Docket No. CI66-942.
[48] Adopts basic contract between Pan American Petroleum Corp. and buyer; on file as Pan American's FPC GRS No. 449.
[49] On file as John J. August et al., FPC GRS No. 2.
[50] Sherman F. and Janet T. Wagenseller assign certain acreage to Morris B. and Elizabeth H. Jones.
[51] Morris B. and Elizabeth H. Jones assign certain acreage to Lionel R. Levinson.
[52] On file as Gulf Oil Corp. FPC GRS No. 130.
[53] Assigns one-half interest from John W. Harris Estate to Applicant.
[54] Assigns one-half interest from Gulf Oil Corp. to Applicant.
[55] Complies with temporary certificate issued July 11, 1968; Applicant has stated willingness to accept a permanent certificate at 15 cents.
[56] The application in Docket No. CI68-1432 was noticed July 3, 1968, in Docket Nos. G-4421 et al., as an initial service, further review reveals that the application involves a partial succession.
[57] No certificate filing made or necessary; only the rate schedule is being accepted for filing by this order.
[58] Subject acreage is now covered under Docket No. CI68-1432, Eljohn Petroleum Corp. FPC GRS No. 1. Cancels and terminates Gas Purchase Agreement dated Oct. 2, 1963 (Pan American's FPC GRS No. 363) only insofar as it covers certain acreage in a May 1, 1967 farmout to J. Gregory Merrion and R. L. Bayless—conveyance of operating rights dated Mar. 26, 1968 is attached.
[59] Supplement filing received July 1, 1968 correcting price to show there is no Btu adjustment applicable.
[60] Also on file as Northern Natural Gas Producing Co. (Operator) et al., FPC GRS No. 2 and as Aikman Bros. Corp. (Operator) et al., FPC GRS No. 2.
[61] Conveys 75 percent of acreage acquired by Aikman Bros. Corp. on Jan. 1, 1968 to J. M. Huber Corp.
[62] Applicant has filed for an increased rate to 15.1920 cents in Docket No. RI65-179 which rate was never placed into effect; therefore, the rate suspension proceeding in Docket No. RI65-179 will be terminated.
[63] From Palo Duro Oil Co. to Applicants. Palo Duro filed in Docket No. CI63-164, but later filed to withdraw on learning that the sale was intrastate.
[64] Property was condemned by the State Highway Department for highway improvement and well was abandoned.
[65] Sale being rendered without prior Commission authorization by the predecessor (no certificate filing ever made by the predecessor).
[66] Between Buehrer Oil & Gas, Inc. and United Fuel Gas Co.
[67] From Buehrer Oil & Gas, Inc., to M. J. See, trustee.
[68] Sale being rendered without prior Commission authorization.
[69] Contract rate is 17 cents; however, Applicant has stated willingness to accept a permanent certificate at 15 cents.
[70] Between Federal Drilling Corp. and Phillips Petroleum Co.
[71] From Federal Drilling Corp. to H. N. Burnett et al.
[72] Between Burnett Corp. and Phillips Petroleum Co.
[73] From Burnett Corp. to H. N. Burnett et al.
[74] Limited to gas produced from the Newburg Formation.

SUGGESTED AGREEMENT AND UNDERTAKING:

BEFORE THE FEDERAL POWER COMMISSION

(Name of Respondent _____)

Docket No. _____

AGREEMENT AND UNDERTAKING OF (NAME OF RESPONDENT) TO COMPLY WITH REFUNDING AND REPORTING PROVISIONS OF SECTION 154.102 OF THE COMMISSION'S REGULATIONS UNDER THE NATURAL GAS ACT

(Name of Respondent) hereby agrees and undertakes to comply with the refunding and reporting provisions of section 154.102 of the Commission's regulations under the Natural Gas Act insofar as they are applicable to the proceeding in Docket No. _____, and has caused this agreement and undertaking to be executed and sealed in its name by a duly authorized officer this _____ day of _____ 196__.

(Name of Respondent)

By _____

Attest:

_____

[F.R. Doc. 68-11787; Filed, Oct. 1, 1968; 8:45 a.m.]

GENERAL SERVICES ADMINISTRATION

[Federal Property Management Regs.; Temporary Reg. F-25]

SECRETARY OF DEFENSE

Delegation of Authority

1. *Purpose.* This regulation delegates authority to the Secretary of Defense to represent the customer interest of the Federal Government in electric service rate proceedings.

2. *Effective date.* This regulation is effective September 18, 1968.

3. *Delegation.* a. Pursuant to the authority vested in me by the Federal Property and Administrative Services Act of 1949, 63 Stat. 377, as amended, particularly sections 201(a)(4) and 205(d), authority is delegated to the Secretary of Defense to represent the interests of the executive agencies of the Federal Government before the Florida Public Service Commission in proceedings involving electric service rates by the Florida Power Corp. (Florida PSC Docket No. 9731-EU) and the Tampa Electric Co. (Florida PSC Docket No. 9776-EU).

b. The Secretary of Defense may redelegate this authority to any officer, official, or employee of the Department of Defense.

c. This authority shall be exercised in accordance with the policies, procedures, and controls prescribed by the General Services Administration, and further, shall be exercised in cooperation with the responsible officers, officials, and employees thereof.

Dated: September 26, 1968.

J. E. MOODY,
Acting Administrator of General Services.

[F.R. Doc. 68-11962; Filed, Oct. 1, 1968; 8:49 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3909]

BSF CO.

Order Suspending Trading

SEPTEMBER 26, 1968.

The capital stock (66⅔ cents par value) and the 5¾ percent convertible subordinated debentures due 1969 of BSF Co. being listed and registered on the American Stock Exchange, and such capital stock being listed and registered on the Philadelphia-Baltimore-Washington Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934; and all other securities of BSF Co. 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 exchanges and otherwise than

on a national securities exchange is required in the public interest and for the protection of investors:

It is ordered, Pursuant to sections 15(c)(5) and 19(a)(4) of the Securities Exchange Act of 1934, that trading in the said capital stock on such exchanges and in the debenture on the American Stock Exchange, and trading otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period September 27, 1968, through October 6, 1968, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 68-11922; Filed, Oct. 1, 1968; 8:46 a.m.]

[File No. 7-2983]

FRONTIER AIRLINES, INC.

Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

SEPTEMBER 26, 1968.

In the matter of application of the Philadelphia - Baltimore - Washington Stock Exchange for unlisted trading privileges in a certain security.

The above-named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privilges in the common stock of the following company, which security is listed and registered on one or more other national securities exchange:

Frontier Airlines, Inc., File No. 7-2983.

Upon receipt of a request, on or before October 11, 1968, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington, 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 68-11923; Filed, Oct. 1, 1968; 8:46 a.m.]

[File No. 1-3468]

MOUNTAIN STATES DEVELOPMENT CO.

Order Suspending Trading

SEPTEMBER 26, 1968.

The common stock, 1 cent par value, of Mountain States Development Co. being listed and registered on the Salt Lake Stock Exchange pursuant to provisions of the Securities Exchange Act of 1934 and all other securities of Mountain States Development Co. 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 Salt Lake Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period September 27, 1968, through October 6, 1968, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F.R. Doc. 68-11924; Filed, Oct. 1, 1968; 8:46 a.m.]

[File No. 2-21935 (22-3630)]

PAN AMERICAN WORLD AIRWAYS, INC.

Notice of Application and Opportunity for Hearing

SEPTEMBER 25, 1968.

Notice is hereby given that Pan American World Airways, Inc. (the "Company"), has filed an application under clause (ii) of section 310(b)(1) of the Trust Indenture Act of 1939 (the "Act") for a finding that the trusteeship of Morgan Guaranty Trust Company of New York ("Morgan Guaranty Trust") under an indenture dated as of January 15, 1964 (the 1964 Indenture), heretofore qualified under the Act and under a new indenture dated as of September 1, 1968 (the "New Indenture"), not qualified under the Act, is not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify Morgan Guaranty Trust from acting as Trustee under such indentures.

Section 310(b) of the Act provides in part that if a trustee under an indenture qualified under the Act has or shall acquire any conflicting interest (as defined in such section) it shall within 90 days after ascertaining that it has such conflicting interest, either eliminate such conflicting interest or resign. Subsection (1) of such section provides, in effect, with certain exceptions, that a trustee under a qualified indenture shall be deemed to have a conflicting interest if such trustee is trustee under another indenture under which any other securities of the same obligor are outstanding. However, under clause (ii) of subsection (1), there may be excluded from the operation of this provision another indenture under which other securities of the same obligor are outstanding, if the obligor shall have sustained the burden of proving, on application to the Commission and after opportunity for hearing thereon, that trusteeship under such qualified indenture and such other indenture is not so likely to involve a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify such trustee from acting as trustee under either of such indentures.

The Company alleges that:

(1) As of July 26, 1968, it had outstanding $30,992,000 principal amount of 4½ percent convertible subordinated debentures due January 15, 1984 (the 1964 Debentures), issued under the 1964 Indenture entered into between the Company and Morgan Guaranty Trust, as trustee. The 1964 Indenture has been qualified under the Act.

(2) Its wholly owned subordinary, Pan American Overseas Capital Corporation N.V. (Overseas), a Netherlands Antilles Corporation proposes to issue and sell $30 million principal amount of its 5¼ percent subordinated guaranteed debentures due 1988 (the "New Debentures") under the New Indenture entered into between Overseas, the Company and Morgan Guaranty Trust, as trustee. The New Debentures are unconditionally guaranteed as to payment of principal, premium, if any, interest and sinking fund by the Company and are convertible into Capital Stock of the Company on and after May 1, 1969. The 1964 Debentures and the guarantee by the Company of the New Debentures are both subordinated to like indebtedness of the Company. The New Debentures will not be registered under the Securities Act of 1933 and the New Indenture will not be qualified under the Act. Overseas proposes to sell the New Debentures outside the United States.

(3) The 1964 Indenture and the New Indenture are wholly unsecured. The 1964 Debentures and the guarantee by the Company of the New Debentures rank equally.

(4) There are certain differences in language and effect between the various covenants of the Company contained in the 1964 Indenture and the covenants contained in the New Indenture. In the opinion of the Company such differences as exist between the 1964 Indenture and the New Indenture are not so likely to involve Morgan Guaranty Trust in a material conflict of interest as to make it necessary in the public interest or for the protection of investors to disqualify Morgan Guaranty Trust from acting as Trustee under either of such indentures.

The Company has waived notice of hearing, hearing, and any and all rights to specify procedures under the rules of practice of the Commission with respect to the application.

For a more detailed statement of the matters of fact and law asserted, all persons are referred to the application, which is a public document on file in the offices of the Commission at 500 North Capitol Street NW., Washington, D.C. 20549.

Notice is further given that any interested person may, not later than October 23, 1968, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application which he desires to controvert, or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. At any time after said date, the Commission may issue an order granting the application, upon such terms and conditions as the Commission may deem necessary or appropriate in the public interest and the interest of investors, unless a hearing is ordered by the Commission.

For the Commission (pursuant to delegated authority).

[SEAL] Orval L. DuBois, *Secretary.*

[F.R. Doc. 68-11925; Filed, Oct. 1, 1968; 8:46 a.m.]

[File No. 7-2982]

RESORTS INTERNATIONAL, INC.

Notice of Application for Unlisted Trading Privileges and of Opportunity for Hearing

SEPTEMBER 26, 1968.

In the matter of application of the Boston Stock Exchange for unlisted trading privileges in a certain security.

The above-named national securities exchange has filed an application with the Securities and Exchange Commission pursuant to section 12(f)(1)(B) of the Securities Exchange Act of 1934 and Rule 12f-1 thereunder, for unlisted trading privileges in the common stock of the following company, which security is listed and registered on one or more other national securities exchange:

Resorts International, Inc.; File No. 7-2982.

Upon receipt of a request, on or before October 11, 1968, from any interested person, the Commission will determine whether the application shall be set down for hearing. Any such request should state briefly the nature of the interest of the person making the request and the position he proposes to take at the hearing, if ordered. In addition, any interested person may submit his views or any additional facts bearing on the said application by means of a letter addressed to the Secretary, Securities and Exchange Commission, Washington 25, D.C., not later than the date specified. If no one requests a hearing, this application will be determined by order of the Commission on the basis of the facts stated therein and other information contained in the official files of the Commission pertaining thereto.

For the Commission (pursuant to delegated authority).

[SEAL] ORVAL L. DuBOIS, *Secretary.*

[F.R. Doc. 68-11926; Filed, Oct. 1, 1968; 8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATION FOR RELIEF

SEPTEMBER 27, 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. 41454—*Wrought iron or steel pipe to Rock House, Tex.* Filed by Southwestern Freight Bureau, agent (No. B-9113), for interested rail carriers. Rates on pipe, steel, or wrought iron, and related articles, as described in the application, in carloads, from points in official (including Illinois), western trunkline and southern territories.

Grounds for relief—Rate relationship.

Tariff—Supplement 107 to Southwestern Freight Bureau, agent, tariff ICC 4620.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 68-11943; Filed, Oct. 1, 1968; 8:48 a.m.]

[S.O. 994; ICC Order 14, Amdt. 4]

BELT RAILWAY COMPANY OF CHICAGO

Rerouting and Diversion of Traffic

Upon further consideration of ICC Order No. 14 (Belt Railway Company of Chicago) and good cause appearing therefor:

It is ordered, That:

ICC Order No. 14 be, and it is hereby amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p.m., October 31, 1968, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., September 30, 1968, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., September 27, 1968.

INTERSTATE COMMERCE COMMISSION,
[SEAL] R. D. PFAHLER, *Agent.*

[F.R. Doc. 68-11944; Filed, Oct. 1, 1968; 8:48 a.m.]

[Notice 518]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

SEPTEMBER 27, 1968.

The following letter-notices of proposals to operate over deviation routes for operating convenience only have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1(c)(8)) and notice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 730 (Deviation No. 37), PACIFIC INTERMOUNTAIN EXPRESS CO., 1417 Clay Street, Post Office Box 958, Oakland, Calif. 94604, filed September 18, 1968. Carrier's representative: Alfred G. Krebs, same address as applicant. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Emporia, Kans., and Minneapolis, Minn., over Interstate Highway 35, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent routes as follows: (1) From Minneapolis, Minn., over U.S. Highway 65 to junction U.S. Highway 30, (2) from Mankato, Minn., over U.S. Highway 169 to junction Iowa Highway 320 (formerly U.S. Highway 169), thence over Iowa Highway 320 to junction Iowa Highway 413 (formerly U.S. Highway 169), thence over Iowa Highway 413 to Fort Dodge, Iowa, thence over U.S. Highway 169 to junction U.S. Highway 30, (3) from Mankato, Minn., over Minnesota Highway 22 (formerly U.S. Highway 169) to St. Peter, Minn., thence over U.S. Highway 169 to junction unnumbered highway (formerly U.S. Highway 169) west of Le Sueur, Minn., thence over unnumbered highway across the Minnesota

River to Le Sueur, Minn., thence north over U.S. Highway 169 to Minneapolis, Minn., thence over U.S. Highway 12 to St. Paul, Minn., (4) from Omaha over U.S. Highway 75 to Missouri Valley, Iowa, thence over U.S. Highway 30 to junction U.S. Highway 65, (5) from Topeka, Kans., over U.S. Highway 75 via Union and Plattsmouth, Nebr., to Omaha, Nebr., (6) from Kansas City, Mo., over U.S. Highway 71 to St. Joseph, Mo., thence over U.S. Highway 36 to junction U.S. Highway 75, and (7) from Kansas City, Mo., over U.S. Highway 50 to junction U.S. Highway 59, thence over U.S. Highway 59 to junction U.S. Highway 50 (formerly U.S. Highway 50S), thence over U.S. Highway 50 to Emporia, Kans., and return over the same routes.

No. MC 4963 (Deviation No. 32), JONES MOTOR CO., INC., Bridge Street and Schuylkill Road, Spring City, Pa. 19475, filed September 9, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From junction Interstate Highways 87 and 90 near Castleton-on-Hudson, N.Y., over Interstate Highway 87 to junction Interstate Highway 287, near Nyack, N.Y., thence over Interstate Highway 287 to junction Interstate Highway 87, thence over Interstate Highway 87 to New York, N.Y., and (2) from junction Interstate Highways 87 and 90 over the route described in (1) to junction Interstate Highway 287 and New Jersey Highway 17, at Interchange No. 15, thence over New Jersey Highway 17 to junction Interstate Highway 80, thence over Interstate Highway 80 to junction Interstate Highway 95, thence over Interstate Highway 95 to New York, N.Y., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Williamstown, Mass., over U.S. Highway 7 to junction unnumbered highway (formerly portion U.S. Highway 7) north of Lenox, Mass., thence over unnumbered highway to Lenox, thence over Massachusetts Highway 7A (formerly portion U.S. Highway 7) to junction U.S. Highway 7, thence over U.S. Highway 7 to junction Massachusetts Highway 7A (formerly portion U.S. Highway 7), thence over Massachusetts Highway 7A to the Massachusetts-Connecticut State line, thence over unnumbered highway to junction U.S. Highway 7 at or near Canaan, Conn., thence over U.S. Highway 7 to junction unnumbered highway (formerly portion U.S. Highway 7) near Danbury, Conn., thence over unnumbered highway to Danbury, thence over U.S. Highway 6 to Brewster, N.Y., thence over unnumbered highway (formerly portion New York Highway 22) to junction New York Highway 22, thence over New York Highway 22 to New York, N.Y.

(2) From Williamstown, Mass., over Massachusetts Highway 2 to North Adams, Mass., thence over Massachusetts Highway 8 to Coltsville, Mass., thence over Massachusetts Highway 9 to Pittsfield, Mass., thence over U.S. Highway 20 to West Pittsfield, Mass., thence over Massachusetts Highway 41 to Great Barrington, Mass., thence over Massachusetts Highway 23 to South Egremont, Mass., thence over Massachusetts Highway 41 to the Massachusetts-Connecticut State line, thence over Connecticut Highway 41 to Salisbury, Conn., thence over U.S. Highway 44 to Millerton, N.Y., thence over New York Highway 22 to junction unnumbered highway (formerly portion New York Highway 22), thence over unnumbered highway via Wassaic, N.Y., to junction New York Highway 22, thence over New York Highway 22 to junction U.S. Highway 6 (formerly portion New York Highway 22), thence over U.S. Highway 6 to Brewster, N.Y., thence over unnumbered highway (formerly portion New York Highway 22) to junction New York Highway 22, thence over New York Highway 22 to junction unnumbered highway, thence over unnumbered highway to Katonah, N.Y., thence over New York Highway 117 to Mount Kisco, N.Y., thence over New York Highway 128 to Armonk, N.Y., thence over New York Highway 22 to New York, N.Y., and (3) from North Adams, Mass., over the above-specified routes to New York, N.Y., serving all intermediate points and the off-route points in Berkshire County, Mass., those in New York and Connecticut within 30 miles of Great Barrington, Mass., and those in New York and New Jersey within 25 miles of New York, N.Y., and return over the same routes.

No. MC 36448 (Deviation No. 1), MURFREESBORO FREIGHT LINE CO., INC., Post Office Box 1113, Murfreesboro, Tenn. 37130, filed September 20, 1968. Carrier's representative: Walter Harwood, 515 Nashville Bank & Trust Building, Nashville, Tenn. 37201. Carrier proposes to operate as a *common carrier*, by motor vehicle of *general commodities*, with certain exceptions, over a deviation route as follows: Between Nashville, Tenn., and Murfreesboro, Tenn., over Interstate Highway 24, for operating convenience only, using such additional roads, highways, and streets that are necessary for egress and ingress from and to the interstate highway. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: Between Nashville, Tenn., and Murfreesboro, Tenn., over U.S. Highway 41.

No. MC 110683 (Deviation No. 2), SMITH'S TRANSFER CORPORATION OF STAUNTON, VA., Post Office Box 1000, Staunton, Va. 24401, filed September 16, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Chicago, Ill., over U.S. Highway 41 to junction U.S. Highway 30, thence over U.S. Highway 30 to Fort Wayne, Ind., thence over U.S. Highway 33 to Columbus, Ohio, thence over U.S. Highway 23 to Chillicothe, Ohio, thence over U.S. Highway 35 via Gallipolis, Ohio, to junction West Virginia Highway 17, thence over West Virginia Highway 17 to Charleston, W. Va., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over pertinent service routes as follows: (1) From Chicago, Ill., over U.S. Highway 41 to junction U.S. Highway 52, thence over U.S. Highway 52 to Indianapolis, Ind., thence over Indiana Highway 144 to Franklin, Ind., thence over U.S. Highway 31 to junction Indiana Highway 7, thence over Indiana Highway 7 via Columbus, Ind., to junction U.S. Highway 31, thence over U.S. Highway 31 to Sellersburg, Ind., thence over U.S. Highway 31E to Louisville, Ky.; (2) from Indianapolis, Ind., over U.S. Highway 52 to Cincinnati, Ohio (also from Indianapolis over U.S. Highway 52 to Rushville, Ind., thence over Indiana Highway 44 to Connersville, Ind., thence over Indiana Highway 1 to Brookville, Ind., thence over U.S. Highway 52 to Cincinnati); (3) from Cincinnati, Ohio, over U.S. Highway 52 via Aberdeen and Coal Grove, Ohio, to Huntington, W. Va. (also from Cincinnati to Coal Grove as specified above, thence over U.S. Highway 52 and the Ohio River Bridge to Ashland, Ky., thence over U.S. Highway 23 to junction U.S. Highway 60, thence over U.S. Highway 60 to Huntington, W. Va.; (4) from Ashland, Ky., over U.S. Highway 60 to Charleston, W. Va.; and (5) from Dayton, Ohio, over Ohio Highway 49 to junction U.S. Highway 40, thence over U.S. Highway 40 to Indianapolis, Ind., and return over the same routes.

MOTOR CARRIERS OF PASSENGERS

No. MC 1515 (Deviation No. 472), GREYHOUND LINES, INC. (Eastern Division), 1400 West Third Street, Cleveland, Ohio 44113, filed September 16, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over a deviation route as follows: From the junction of Connecticut Highways 71A and 72 at New Britain, Conn., over Connecticut Highway 72 to junction U.S. Highway 5 just north of Berlin, Conn., thence over U.S. Highway 5 to junction Worthington Ridge Road, just south of Berlin, Conn., and return over the same route, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: From Hartford, Conn., over U.S. Highway 5 to junction Worthington Ridge Road, north of Berlin, Conn., thence over Worthington Ridge Road via Berlin to junction U.S. Highway 5 south of Berlin (also from Hartford over Maple Avenue to junction U.S. Highway 5, thence over U.S. Highway 5 to junction Connecticut Highway 175, thence over Connecticut Highway 175 to Newington, Conn., thence over Connecticut Highway 174 to New Britain,

Conn., thence over Alternate Connecticut Highway 71 to junction Connecticut Highway 572 (Farmington Street), thence over Connecticut Highway 572 to junction Worthington Ridge Road (formerly U.S. Highway 5) in Berlin, Conn., thence over U.S. Highway 5 to Meriden, Conn., and return over the same route.

No. MC 1515 (Deviation No. 473), GREYHOUND LINES, INC. (Eastern Division), 1400 West Third Street, Cleveland, Ohio 44113, filed September 19, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *passengers and their baggage, and express and newspapers* in the same vehicle with passengers, over deviation routes as follows: (1) From junction of Holt Road and U.S. Highway 40, just west of Indianapolis, Ind., over Holt Road to junction Interstate Highway 70, thence over Interstate Highway 70 to junction U.S. Highway 40 at the Indiana-Illinois State line; (2) from junction Indiana Highway 43 and U.S. Highway 40, over Indiana Highway 43 to junction Interstate Highway 70; and (3) from Terre Haute, Ind., over U.S. Highway 41 to junction Interstate Highway 70, and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: Between Richmond, Ind., and the Indiana-Illinois State line, over U.S. Highway 40, via Stilesville and Manhattan, Ind.

No. MC 1515 (Deviation No. 474) (Cancels Deviation No. 414), GREYHOUND LINES, INC. (Southern Division), 219 East Short Street, Lexington, Ky. 40507, filed September 20, 1968. Carrier proposes to operate as a *common carrier*, by motor vehicle, of passengers and their baggage, and express and newspapers in the same vehicle with passengers, over deviation routes as follows: (1) From junction Interstate Highway 24 and U.S. Highway 41 at Monteagle, Tenn., over Interstate Highway 24 to junction U.S. Highway 41 northwest of Manchester, Tenn., with the following access route: From junction Interstate Highway 24 and Tennessee Highway 50 over Tennessee Highway 50 to Pelham, Tenn.; and (2) from junction Interstate Highway 24 and U.S. Highway 41, south of Monteagle, Tenn., over Interstate Highway 24 to junction Interstate Highway 59, near the Georgia-Tennessee State line, thence over Interstate Highway 59 to Chattanooga, Tenn., and return over the same routes, for operating convenience only. The notice indicates that the carrier is presently authorized to transport passengers and the same property, over a pertinent service route as follows: From Murfreesboro, Tenn., over U.S. Highway 41 to Chattanooga, Tenn., thence over U.S. Highway 11 via Attalla and Springville, Ala., to Birmingham, Ala. (also from Attalla over Alternate U.S. Highway 11 to Springville), and return over the same routes.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 68-11945; Filed, Oct. 1, 1968; 8:48 a.m.]

[Notice 1223]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

SEPTEMBER 27, 1968.

The following publications are governed by the new Special Rule 1.247 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of December 3, 1963, which became effective January 1, 1964.

The publications hereinafter set forth reflect the scope of the applications as filed by applicant, and may include descriptions, restrictions, or limitations which are not in a form acceptable to the Commission. Authority which ultimately may be granted as a result of the applications here noticed will not necessarily reflect the phraseology set forth in the application as filed, but also will eliminate any restrictions which are not acceptable to the Commission.

APPLICATIONS ASSIGNED FOR ORAL HEARING

MOTOR CARRIERS OF PROPERTY

No. MC 95876 (Sub-No. 81) (Republication), filed February 7, 1968, published FEDERAL REGISTER issue of February 22, 1968, and republished this issue. Applicant: ANDERSON TRUCKING SERVICE, INC., 203 Cooper Avenue North, St. Cloud, Minn. 56302. Applicant's representative: Val M. Higgins, 1000 First National Bank Building, Minneapolis, Minn. 55402. In the above-entitled proceeding, the examiner recommended the granting to applicant a certificate of public convenience and necessity, authorizing operation in interstate or foreign commerce as a common carrier by motor vehicle, over irregular routes of wood fencing set up, knocked down, or unassembled, wood posts, wood rails, and accessories used in the installation thereof, from Littlefork, Minn., and points in the Upper Peninsula of Michigan, Amberg Township, Wis., and Beltrami County, Minn., to points in the United States except Alaska, Arizona, California, Hawaii, Idaho, Nevada, Oregon, Utah, and Washington, restricted against transportation from Amberg Township, Wis., to points in the Upper Peninsula of Michigan and further restricted to the transportation of traffic originating at the named origin points or areas.

A decision and order of the Commission, Review Board Number 3, dated September 12, 1968, and served September 19, 1968, as amended, find that the present and future public convenience and necessity require operation by applicant as a common carrier by motor vehicle, in interstate or foreign commerce, over irregular routes, of *wood fencing, wood posts, wood rails, and accessories* used in the installation of the aforementioned commodities, from Littlefork, Minn., and points in the Upper Peninsula of Michigan, Beltrami County, Minn., and Amberg Township, Marinette County, Wis., to points in United States except Alaska, Arizona, California, Hawaii, Idaho, Nevada, Oregon, Utah, and Washington. The authority granted herein to the extent it duplicates authority presently held by applicant shall not be construed as conferring more than a single operating right; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such application, during which period any proper party in interest may file an appropriate petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 109821 (Sub-No. 24) (Republication), filed July 26, 1967, published in the FEDERAL REGISTER issue of August 17, 1967, and republished this issue. Applicant: H. W. TAYNTON COMPANY, INC., 40 Main Street, Wellsboro, Pa. 16901. Applicant's representative: Robert DeKroyft, 233 Broadway, New York, N.Y. 10007. By application filed July 26, 1967, applicant seeks a certificate of public convenience and necessity authorizing operation in interstate or foreign commerce as a common carrier by motor vehicle, over irregular routes of general commodities (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities requiring special equipment, and commodities in bulk), between Wellsboro and Pittsburgh, Pa. An order of the Commission, dated September 10, 1968, and served September 24, 1968, orders that the notice of the application be republished in the FEDERAL REGISTER to show that applicant seeks, in effect, to tack the authority sought herein with that presently held in its Sub-No. 5 certificate, so as to provide service, among other points, between Pittsburgh, Pa., and New York, N.Y.; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Thus on or before 30 days from the date of republication of the application, applicant may submit verified statements in support of the application; that within 20 days after expiration of the time for filing of statements by applicant,

protestant may submit verified statements in opposition to the application; and that within 10 days after expiration of the time for filing of statements by protestant, applicant may submit verified statements in rebuttal.

No. MC 111740 (Sub-No. 22) (Republication), filed October 13, 1967, published FEDERAL REGISTER issues of November 2, 1967, and February 28, 1968 and republished this issue. Applicant: OIL TRANSPORT COMPANY, a corporation, East Highway 80, Post Office Drawer 2679, Abilene, Tex. 79604. Applicant's representative: Jerry Prestridge, Post Office Box 1148, Austin, Tex. 78767. By application filed October 13, 1967, applicant seeks a certificate of public convenience and necessity authorizing the operation, in interstate or foreign commerce, as a common carrier, by motor vehicle, over irregular routes transporting sulphur, except that sulphur derived from petroleum or petroleum products, in bulk, from points in Culberson, Pecos, and Reeves Counties, Tex., to points in Arizona, New Mexico, and Texas. An order of the Commission, Operating Rights Board, dated August 23, 1968, and served September 20, 1968, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a common carrier by motor vehicle, over irregular routes, transporting *sulphur*, in bulk, from points in Culberson, Pecos, and Reeves Counties, Tex., to points in Arizona, New Mexico, and Texas, and subject to the condition that such duplicating authority as is granted herein shall be construed as authorizing only a single operating right; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other parties, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this order, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any property party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

No. MC 127689 (Sub-No. 19) (Republication), filed April 25, 1968, published in the FEDERAL REGISTER issue of May 9, 1968, and republished this issue. Applicant: PASCAGOULA DRAYAGE COMPANY, INC., 705 East Pine Street, Hattiesburg, Miss. 39401. Applicant's representative: W. N. Innis (same address as applicant). By application filed April 25, 1968, applicant seeks a certificate of public convenience and necessity authorizing operation, in interstate and foreign commerce, as a *common carrier*, by motor vehicle, over irregular routes, of wood fiberboard, wood fiberboard faced or finished with decorative or protective material and accessories and supplies used in the installation thereof, from Laurel, Miss., to points in Georgia and Tennessee. An order of the Commission, Operating Rights Board, dated August 23, 1968, and served September 20, 1968, finds that the present and future public convenience and necessity require operation by applicant, in interstate or foreign commerce, as a *common carrier*, by motor vehicle, over irregular routes, of (1) *wood fiberboard and wood fiberboard products;* and (2) *accessories and supplies* used in the installation of the commodities in (1) above, from Laurel, Miss., to points in Georgia and Tennessee; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. Because it is possible that other persons, who have relied upon the notice of the application as published, may have an interest in and would be prejudiced by the lack of proper notice of the authority described in the findings in this report, a notice of the authority actually granted will be published in the FEDERAL REGISTER and issuance of a certificate in this proceeding will be withheld for a period of 30 days from the date of such publication, during which period any proper party in interest may file a petition to reopen or for other appropriate relief setting forth in detail the precise manner in which it has been so prejudiced.

APPLICATIONS FOR CERTIFICATES OR PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 64112 (Sub-No. 41), filed September 19, 1968. Applicant: NORTHEASTERN TRUCKING COMPANY, a corporation, 2508 Starita Road, Post Office Box 1493, Charlotte, N.C. 28201. Applicant's representative: H. Charles Ephraim, 1411 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *General commodities*, except those requiring special equipment and unmanufactured leaf tobacco, and related commodities, between points in that part of North Carolina on, east and south of U.S. Highway 29 from the Virginia-North Carolina State line to Reidsville, N.C., thence along U.S. Highway 158 to Mocksville, N.C., thence along U.S. Highway 64 to Statesville, N.C., thence along U.S. Highway 21 to intersection with North Carolina Highway 115, thence along North Carolina Highway 115 to intersection with U.S. Highway 21 and along U.S. Highway 21 to Charlotte, thence along U.S. Highway 29 to the North Carolina-South Carolina State line, and (2) *household goods*, as defined by the Commission, between all points in North Carolina. NOTE: This application is a matter directly related to Docket No. MC-F-10246, published in FEDERAL REGISTER issue of September 18, 1968. If a hearing is deemed necessary, applicant requests it be held at Charlotte, N.C.

No. MC 112822 (Sub-No. 83), filed September 5, 1968. Applicant: EARL BRAY, INC., Post Office Box 1191, 1401 North Little Street, Cushing, Okla. 74023. Applicant's representative: Marion F. Jones, 420 Denver Club Building, Denver, Colo. 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: MC-112822 (Sub-No. 54); *Anhydrous ammonia, ammonium nitrate, urea, nitric acid, sulphuric acid, and fertilizer solutions*, liquid in bulk, in tank vehicles, and *ammonium nitrate, urea, fertilizer materials, and fertilizer ingredients*, other than liquid, from the plantsite of American Cyanamid Co., at South River (Marion County), Mo., to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Texas, and Wisconsin; MC-112822 (Sub-No. 76): *Liquid fertilizer*, in bulk, in tank vehicles, from Leavenworth, Kans., to points in Iowa, Kansas, Missouri, and Nebraska; *MC-114364 (Sub-No. 1)*: (1) *Petroleum products*, as described in Appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, in packages and containers, (a) from Ponca City, Okla., to points in Wyoming, and that part of Nebraska on and west of U.S. Highway 281; (b) from El Dorado and Kansas City, Kans., to points in that part of Texas east of U.S. Highway 281, with no transportation for compensation on return except as otherwise authorized. (2) *Fertilizer*, in bags, (a) from Houston, Tex., to Denver, Colo., points in Kansas, Oklahoma, that part of Nebraska on and west of U.S. Highway 183, and that part of Missouri on and west of U.S. Highway 65; (b) from Etter, Tex., to points in Idaho, Utah, Wyoming, and that part of Nebraska on and west of U.S. Highway 183; *MC-114364 (Sub-No. 9)*: *Canned goods*, including *pickles* in containers, from Crowley and La Junta, Colo., to points in Kansas, Nebraska, and those in that part of Missouri on and west of U.S. Highway 65 (except canned goods from Crowley, Colo., to points in that part of Missouri on and west of U.S. Highway 65); *MC-114364 (Sub-No. 12)*.

(1) *Canned foods*, (a) from Fort Lupton, Greeley, Brighton, Longmont, and Loveland, Colo., to El Paso, Tex., Dequincy, La., points in New Mexico, and those in that part of Arkansas on and west of U.S. Highway 65 from the Missouri-Arkansas State line to Little Rock, Ark., on and west of U.S. Highway 67 from Little Rock to Texarkana, Ark., with no transportation for compensation on return except as otherwise authorized; (b) from Denver, Colo., to points in New Mexico, those in that part of Arkansas on and west of U.S. Highway 65 from the Missouri-Arkansas State line to Little Rock, Ark., and on and west of U.S. Highway 67 from Little Rock to Texarkana, Ark., and those in Missouri on and south of U.S. Highway 54 from the Kansas-Missouri State line to Preston, Mo., and on and west of U.S. Highway 65 from Preston to the Missouri-Arkansas State line; (2) *sugar*, from Rocky Ford, Colo.,

to points in New Mexico, those in that part of Arkansas on and west of U.S. Highway 65 from the Missouri-Arkansas State line to Little Rock, Ark., and on and west of U.S. Highway 67 from Little Rock to Texarkana, Ark., and those in that part of Missouri on and south of U.S. Highway 54 from the Kansas-Missouri State line to Preston, Mo., and on and west of U.S. Highway 65 from Preston to the Missouri-Arkansas State line; *MC–118196 (Sub-No. 18): Returned dairy products,* from points in Arizona, California, Colorado, and New Mexico, to Carthage, Clinton, and Springfield, Mo.; MC–118196 (Sub-No. 23): *Foods and foodstuffs* other than cheese and frozen foods, and cheese when moving in mixed loads with the above-described commodities; in vehicles equipped with mechanical refrigeration, from Green Bay, Wis., to Carthage, Mo., Kansas City and Wichita, Kans., Denver, Colo., El Paso, Tex., Phoenix, Ariz., Salt Lake City, Utah, Butte, Mont., Spokane, Bellevue, and Seattle, Wash., Clackamas and Portland, Oreg., and Sacramento, Richmond, San Francisco, Los Angeles, National City, and San Diego, Calif.; MC–118196 (Sub-No. 50): *Foodstuffs* (except bananas and commodities in bulk, in tank vehicles), from the plantsites and warehouse sites of Mississippi Federated Cooperatives (AAL) at or near Collins, New Albany, Canton, Crystal Springs, and Jackson, Miss., to points in Texas, Oklahoma, Kansas, Missouri, Iowa, Minnesota, Wisconsin, Illinois, Tennessee, and Arkansas. NOTE: If a hearing is deemed necesary, applicant does not specify a location. This is a matter directly related to MC–F–10247, published in the FEDERAL REGISTER, issue of September 18, 1968.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's Special Rules governing notice of filing of applications by motor carriers of property or passengers under sections 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR 1.240.)

MOTOR CARRIERS OF PROPERTY

No. MC–F–9660 (Republication) (THE AETNA FREIGHT LINES, INC.—Control—RAY CARTER, INC.), published in the February 8, 1967, issue of the FEDERAL REGISTER, on page 2684. By amendment submitted at hearing on July 24, 1967, THE AETNA FREIGHT LINES, INCORPORATED, seeks transfer of the operating rights of RAY CARTER, INC., concurrently with control. Additional operating rights granted June 28, 1968, in No. MC–96176 (Sub-No. 13), sought to be controlled and transferred: *Self propelled articles,* each weighing 15,000 pounds or more, as a *common carrier,* over irregular routes, between points in Alabama, Arkansas, Louisiana, Kentucky, Mississippi, and Tennessee, restricted against the transportation of farm tractors and industrial-type tractors and restricted to commodities which are transported on trailers. Amendment filed May 2, 1968, to eliminate employment and noncompete provisions from agreement whereby Ray E. Carter proposes to sell all of the stock of Ray Carter, Inc., to The Aetna Freight Lines, Inc.

No. MC–F–10257. Authority sought for purchase by HARDER'S EXPRESS, INC., Route 9–H, Claverack, N.Y. 12513, of the operating rights of RUTH L. GILL, doing business as GILL TRANSPORTATION, 28 Swan Street, Ramsey, N.J. 07446, and for acquisition by HERBERT K. HARDER, and BERTHA K. HARDER, both also of Claverack, N.Y., of control of such rights through the purchase. Applicants' attorney: Martin Werner, 2 West 45th Street, New York, N.Y. 10036. Operating rights sought to be transferred: *Piping and pipe fittings, valves, ingots, scrap metal, and empty bags,* as a *common carrier,* over irregular routes, between Coxsackie, N.Y., on the one hand, and, on the other, New York, N.Y., Maurer, N.J., and points in Bergen, Essex, Hudson, and Passaic Counties, N.J. Vendee is authorized to operate as a *common carrier* in New York, and under a certificate of registration within the State of New York. Application has been filed for temporary authority under section 210a(b). NOTE: MC–42212 Sub-3, is a matter directly related.

No. MC–F–10258. Authority sought for merger into SEATTLE TRANSFER & STORAGE COMPANY, 26 Hanford Street, Seattle, Wash. 98134, of the operating rights and property of (1) RIVERSIDE WAREHOUSES, INC., doing business as ROSS TRANSFER, East 41 Gray Avenue, Spokane, Wash. 99202; (2) PACIFIC NATIONAL TRANSPORTATION CO., INC., 26 South Hanford Street, Seattle, Wash. 98134; (3) AMERICAN TRANSFER CO., INC. (a noncarrier), 26 South Hanford Street, Seattle, Wash. 98134; (4) STANDARD WAREHOUSE & TRANSFER COMPANY (a noncarrier), 26 South Hanford Street, Seattle, Wash. 98134; and (4) DELIVERY SERVICE COMPANY (a noncarrier), 26 South Hanford Street, Seattle, Wash. 98134, and for acquisition by GULF ATLANTIC WAREHOUSE CO., Post Office Box 2588, Houston, Tex., and in turn by ANDERSON, CLAYTON & CO., Tennessee Building, Houston, Tex., of control of such rights and property through the transaction. Applicants' attorney: George H. Hart, 1100 IBM Building, Seattle, Wash. 98101. Operating rights sought to be merged: (1) *General commodities,* excepting, among others, household goods and commodities in bulk, as a *common carrier,* over regular routes, between Spokane, Wash., and Post Falls, Idaho, serving certain intermediate and off-route points; and *general commodities,* excepting, among others, household goods and commodities in bulk, over irregular routes, between points within 3 miles of Spokane, Wash., including Spokane, between Spokane, Wash., on the one hand, and, on the other, points not less than 3 nor more than 15 miles from Spokane; (2) *iron and steel,* fabricated and not fabricated, as a *contract carrier,* over irregular routes, between Seattle, Wash., on the one hand, and, on the other, points in Washington, Idaho, and Montana, between points in Washington, on the one hand, and, on the other, construction sites in Washington, with restriction. SEATTLE TRANSFER & STORAGE COMPANY, is authorized to operate as a *common carrier* in Washington and Oregon. Application has not been filed for temporary authority under section 210a(b).

No. MC–F–10259. Authority sought for control and merger by EARL BRAY, INC., 1401 North Little Street, Cushing, Okla. 74023, of the operating rights and property of G & W TRUCK LINE, INC., 1601 East Fourth Street, Hutchinson, Kans. 67501, and for acquisition by FRANK E. COCHRAN, MARY BRAY COCHRAN, and SAM E. CARPENTER, all also of Cushing, Okla., of control of such rights and property through the transaction. Applicants' attorney: Leslie R. Kehl, 420 Denver Club Building, Denver, Colo. 80202. Operating rights sought to be controlled and merged: *Malt beverages and advertising matter,* as a *common carrier,* over irregular routes, from Chicago and East St. Louis, Ill., St. Louis, Kansas City, St. Joseph, and Washington, Mo., and Omaha, Nebr., to Wichita, Kans., and points in Kansas within 125 miles of Wichita; *glassware,* from Alton, Ill., to Wichita, Kans., and points within 125 miles of Wichita; *glassware, bottle caps, bottle covers, and bottle stoppers,* from Streator, Ill., to points in Kansas on and east of U.S. Highway 83; *junk and scrap,* from Wichita, Kans., to St. Louis, Mo., and East St. Louis, Mo.; and *salt* and *salt products* (except in bulk, in tank vehicles), from points in Ellsworth County, Kans., to points in Missouri. EARL BRAY, INC., is authorized to operate as a *common carrier* in all points in the United States (except Alaska and Hawaii). Application has been filed for temporary authority under section 210a(b).

No. MC–F–10260. Authority sought for purchase by McLEAN TRUCKING COMPANY, Post Office Box 213, 617 Waughtown Street, Winston-Salem, N.C., of the operating rights of S. A. HARRISON, doing business as HARRISON MOTOR EXPRESS, 600 Ninth Avenue South, Nashville, Tenn., and for acquisition by M. C. BENTON, JR., and PAUL P. DAVIS, both also of Winston-Salem, N.C., of control of such rights through the purchase. Applicants' attorney: David G. MacDonald, Suite 502, Solar Building, 1000 16th Street NW., Washington, D.C. 20036. Operating rights sought to be transferred: *General commodities,* excepting, among others, household goods and commodities in bulk, as a *common carrier,* over regular routes, between Nashville, Tenn., and Atlanta, Ga., serving the intermediate and off-route points located in Davidson County, Tenn. Vendee is authorized to operate as a *common carrier* in Virginia, Masachusetts, Delaware, Maryland, Georgia, Missouri, North Carolina, South Carolina, New York, Illinois, Tennessee, Iowa, Indiana, Ohio, Texas, Maine, Michigan, Mississippi, New Jersey, New

Hampshire, Rhode Island, Vermont, Wisconsin, and the District of Columbia. Application has been filed for temporary authority under section 210a(b).

No. MC–F–10261. Authority sought for purchase by TRI-STATE MOTOR TRANSIT CO., Post Office Box 113, Interstate Business Route 44, Joplin, Mo. 64802, of the operating rights of JOHN B. WINDECKER, doing business as WINDECKER TRUCK LINE, 3445 Fox Street, Denver, Colo. 80216. Applicants' attorneys: John P. Thompson, 450 Capitol Life Building, Denver, Colo. 80203, and Max G. Morgan, 450 American National Building, Oklahoma City, Okla. 73102. Operating rights sought to be transferred: Under a certificate of registration in Docket No. MC–99689 Sub-1, covering the transportation of freight, as a common carrier, in intrastate commerce within the State of Colorado. Vendee is authorized to operate as a *common carrier* in all States in the United States (except Hawaii), and the District of Columbia. Application has not been filed for temporary authority under section 210a(b). NOTE: MC–109397 Sub-163 is a matter directly related.

No. MC–F–10262. Authority sought for control by C. RUSSELL WAGSTAFF, ROBERT FRASER, WILLIAM RICHTER, LARY OKONSKI, RICHARD CROWE, and MONTIE PERKINS, Individuals, 20225 Goddard Road, Taylor, Mich. 48180, of WARSAW TRUCKING CO., INC., 11021 West-Winona, Warsaw, Ind. Applicants' attorney: Robert A. Sullivan, 1800 Buhl Building, Detroit, Mich. 48226. Operating rights sought to be controlled: *Scrap paper*, and numerous other commodities, as a *common carrier*, over regular and irregular routes, from, to, and between specified points in the States of Arizona, Arkansas, Colorado, Connecticut, Delaware, Illinois, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Mississippi, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, Alabama, California, Florida, Georgia, Iowa, and Indiana, with certain restrictions, serving various intermediate and off-route points, as more specifically described in Docket No. MC–123294 and subnumbers thereunder. This notice does not purport to be a complete description of all of the operating rights of the carrier involved. The foregoing summary is believed to be sufficient for purposes of public notice regarding the nature and extent of this carrier's operating rights, without stating, in full, the entirety, thereof. C. RUSSELL WAGSTAFF, ROBERT FRASER, and WILLIAM RICHTER, are affiliated with R–W SERVICE SYSTEM, INC., 20225 Goddard Road, Taylor, Mich. 48180, which is authorized to operate as a *common carrier* in Indiana, Michigan, Illinois, Ohio, Missouri, Pennsylvania, Kentucky, Minnesota, and Wisconsin. Application has been filed for temporary authority under section 210a(b).

No. MC–F–10263. Authority sought for merger into WERNER CONTINENTAL, INC., 2500 West County Road C, Roseville, Minn. 55113, of the operating rights and property of RAND EXPRESS FREIGHT LINES, INC., 2500 West County Road C, Roseville, Minn. 55113, and for acquisition HARVEY L. WERNER, also of Roseville, Minn., of control of such rights and property through the transaction. Applicants' attorneys and representative: Axelrod, Goodman & Steiner, 39 South La Salle Street, Chicago, Ill. 60603, and Thomas D. Feinberg, Rand Tower Building, Minneapolis, Minn. 55402. Operating rights sought to be merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between New York, N.Y., and Boston, Mass., between New Haven, Conn., and Boston, Mass., between Springfield, Mass., and Williamstown, Mass., between Providence, R.I., and New Bedford, Mass., between junction Massachusetts Highway 3A and Massachusetts Highway 128, and Gloucester, Mass., between Boston, Mass., and Worcester, Mass., between Leominster, Mass., and Greenfield, Mass., between Lowell, Mass., and Fall River, Mass., between New Bedford, Mass., and junction Massachusetts Highways 140 and 24, between Providence, R.I., and junction Massachusetts Highways 122 and 2, between Providence, R.I., and Springfield, Mass., between Providence, R.I., and Hartford, Conn., between New London, Conn., and Hartford, Conn., between junction U.S. Highway 20 and Massachusetts Highway 169 and junction Connecticut Turnpike and Connecticut Highway 2, serving all intermediate and off-route points in Connecticut, Rhode Island, and Massachusetts, with restrictions; between Philadelphia, Pa., and New York, N.Y., between Albany, N.Y., and New York, N.Y., serving all intermediate points and certain off-route points; between Waterford, N.Y., and New York, N.Y., serving all intermediate points; and *general commodities*, excepting, among others, household goods and commodities in bulk, over irregular routes, between Albany, N.Y., on the one hand, and, on the other, points within 15 miles of Albany, from New York, N.Y., and Yonkers, N.Y., to points in New Jersey within 15 miles of New York, from points in Boston, Mass., commercial zone, as defined by the Commission, to points in Connecticut, and those in New Jersey within 15 miles of New York. WERNER CONTINENTAL, INC., is authorized to operate as a *common carrier* in Minnesota, Illinois, Wisconsin, Indiana, Iowa, Ohio, Pennsylvania, Maryland, and New Jersey. Application has not been filed for temporary authority under section 210a(b). NOTE: WERNER CONTINENTAL, INC., controls RAND EXPRESS FREIGHT LINES, INC., through ownership of capital stock pursuant to authority granted in Docket No. MC–F–9908, effective February 26, 1968.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 68–11946; Filed, Oct. 1, 1968; 8:48 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

SEPTEMBER 27, 1968.

The following applications for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to section 206(a)(6) of the Interstate Commerce Act, as amended October 15, 1962. These applications are governed by Special Rule 1.245 of the Commission's rules of practice, published in the FEDERAL REGISTER, issue of April 11, 1963, page 3533, which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall not be addressed to or filed with the Interstate Commerce Commission.

State Docket No. CC–7043, filed August 13, 1968. Applicant: HENRY MARVIN FIELDS, doing business as FIELDS BUS LINE, Route 1, Box 78–D, Roanoke, Va. Applicant's representative: Jno. C. Goddin, 200 West Grace Street, Richmond, Va. Certificate of public convenience and necessity sought to operate a passenger service as follows: Transportation of *passengers*, between Roanoke, Va., via U.S. Highway 460, serving all intermediate points and off-route points within 2 miles of said highway. Both intrastate and interstate authority sought.

HEARING: Tuesday, November 19, 1968, at 10 a.m., Courtroom, Virginia State Corporation Commission, Blanton Building, Richmond, Va. 23209. Requests for procedural information including the time for filing protests concerning this application should be addressed to the State Corporation Commission of Virginia, Box 1158, Richmond, Va. 23209, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 68–11947; Filed, Oct. 1, 1968; 8:48 a.m.]

[Notice 700]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

SEPTEMBER 27, 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 (6) copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 16672 (Sub-No. 7 TA), filed September 25, 1968. Applicant: McGUIRE LUMBER AND SUPPLY, INC., Wylliesburg, Va. 23976. Applicant's representative: Jno. C. Goddin, Post Office Box 1636, Richmond, Va. 23213. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber* (except plywood and veneer), between points in Amelia County, Va., on the one hand, and, on the other, points in North Carolina, South Carolina, Tennessee, West Virginia, Maryland, Delaware, Pennsylvania, Ohio, New Jersey, New York, and Connecticut, for 150 days. Supporting shipper: Watson Lumber, Inc., Amelia, Va. 23002. Send protests to: George S. Hales, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 215 Campbell Avenue SW., Roanoke, Va. 24011.

No. MC 94265 (Sub-No. 209 TA) (Correction), filed September 12, 1968, published FEDERAL REGISTER, issue of September 21, 1968, and republished as corrected this issue. Applicant: BONNEY MOTOR EXPRESS, INC., Post Office Box 12388, Thomas Corner Station, Norfolk, Va. 23502. Applicant's representative: Harry Buckwalter (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fresh dressed beef carcasses, primal cuts, fresh or frozen boxed meats*, from the plantsite of the Gentner Packing Co., Inc., of South Bend, Ind. (formerly Nutwood, Ind.), to New York commercial zone as defined by the Commission, Long Island, N.Y., Cortland, N.Y.; Hawthorne and Newark, N.J.; Florence, Englewood, and South Kearney, N.J.; Philadelphia and Allentown, Pa.; Boston, Somerville, Westwood, and Springfield, Mass.; East Hartford and Bridgeport, Conn., for 180 days. NOTE: The purpose of this republication is to show Hawthorne and Newark as being located in New Jersey in lieu of New York as shown in previous publication. Supporting shipper: Gentner Packing Co., Inc., Post Office Box 1227, South Bend, Ind. 46624. Send protests to: Robert W. Waldron, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 10–502 Federal Building, Richmond, Va. 23240.

No. MC 118364 (Sub-No. 3 TA), filed September 25, 1968. Applicant: LYLE W. SCHAETZEL, doing business as SCHAETZEL TRUCKING COMPANY, 2436 Algoma Boulevard, Oshkosh, Wis. 54901. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Sweetened condensed milk*, in bulk and tank vehicles, from Fond du Lac, Wis., to Batavia, Bloomington, Centralia, and Chicago, Ill., for 150 days. Supporting shipper: Galloway-West Co., Fond du Lac, Wis. (William E. Bertz, company officer). Send protests to: District Supervisor Lyle D. Helfer, Interstate Commerce Commission, Bureau of Operations, 135 West Wells Street, Room 807, Milwaukee, Wis. 53203.

No. MC 118808 (Sub-No. 9 TA), filed September 24, 1968. Applicant: A. B. C. EXPRESS COMPANY, Fifth Street and Columbia Avenue, Philadelphia, Pa. 19122. Applicant's representative: Richard Rueda (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities as are dealt in by department stores*, between Bloomfield, N.J., on the one hand, and, on the other, New York, N.Y., and points in Long Island, Westchester, Rockland, Orange, and Putnam Counties, N.Y., and Fairfield County, Conn., limited to a transportation service to be performed under a continuing contract with Bamberger's New Jersey, a division of R. H. Macy & Co., Inc., for 90 days. Supporting shipper: Bamberger's New Jersey, a division of R. H. Macy & Co., Inc., Newark, N.J. 07101. Send protests to: Ross A. Davis, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 900 U.S. Customhouse, Second and Chestnut Streets, Philadelphia, Pa. 19106.

No. MC 119182 (Sub-No. 4 TA), filed September 25, 1968. Applicant: McGUIRE LUMBER AND SUPPLY, INC., Wylliesburg, Va. 23976. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Pallets and skids*, from Drakes Branch, Va., to points in North Carolina, for 180 days. Supporting shippér: R. L. Ponton, Drakes Branch, Va. 23937. Send protests to: George S. Hales, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 215 Campbell Avenue SW., Roanoke, Va. 24011.

No. MC 124951 (Sub-No. 28 TA) (Correction), filed September 12, 1968, published FEDERAL REGISTER, issue of September 21, 1968, and republished as corrected this issue. Applicant: WATHEN TRANSPORT, INC., Post Office Box 237, Henderson, Ky. 42420. Applicant's representative: Louis J. Amato, Post Office Box E, Bowling Green, Ky. 42101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fabricated iron and steel articles*, from the plantsite of Globe Industrial Contractors at Henderson, Ky., to points in Ohio, transporting *rejected or damaged shipments* on return, for 180 days. NOTE: The purpose of this republication is to correctly set forth Sub-No. 28, in lieu of Sub-No. 29 as shown in previous publication. Supporting shipper: Mary Julia Johnston, Secretary-Treasurer, Globe Industrial Contractors, Inc., 901 Fifth Street, Henderson, Ky. 42420. Send protests to: Wayne L. Merilatt, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 426 Post Office Building, Louisville, Ky. 40202.

No. MC 126555 (Sub-No. 9 TA), filed September 25, 1968. Applicant: UNIVERSAL TRANSPORT, INC., Post Office Box 268, Rapid City, S. Dak. 57701. Applicant's representative: John H. Lewis, The 1650 Grant Street Building, Denver, Colo. 80203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Limestone and limestone products* (except cement), from the plantsite of Colorado Lien Co., Inc., approximately 2 miles southeast of The Forks, Colo., to Alliance, Cozad, Morrill, and Scottsbluff, Nebr., and points within 15 miles of each, for 150 days. Supporting shipper: Colorado Lien Co., Inc., Ed Hubbeling, Vice President, Box 1961, Fort Collins, Colo. 89521. Send protests to: J. L. Hammond, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 369, Federal Building, Pierre, S. Dak. 57501.

No. MC 128866 (Sub-No. 6 TA), filed September 25, 1968. Applicant: B & B TRUCKING, INC., Post Office Box 128, 9 Brade Lane, Cherry Hill, N.J. 08034. Applicant's representative: Daniel L. O'Connor, Federal Bar Building, Washington, D.C. 20006. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum food containers*, from Cherry Hill, N.J., to Deerfield, Ill., for 150 days. Supporting shipper: Penny Plate, Inc., Post Office Box 458, Haddonfield, N.J. 08034. Send protests to: Raymond T. Jones, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 410 Post Office Building, Trenton, N.J. 08608.

No. MC 129974 (Sub-No. 1 TA) (Correction), filed August 22, 1968, published FEDERAL REGISTER, issue of August 31, 1968, and republished as corrected this issue. Applicant: THOMPSON BROS., INC., Toronto, S. Dak. 57268. Applicant's representative: Eugene Thompson (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Used electrical equipment and parts*, between Chicago, Ill.; Indianapolis, Ind.; Cincinnati, Ohio; Minneapolis, Minn.; Louisville, Ky.; St. Louis, Mo.; Kansas City, Kans.; Jacksonville, Ark.; Houston, Tex.; Des Moines and Council Bluffs, Iowa; Omaha, Nebr.; and Los Angeles, Calif., on the one hand, and, on the other, Colman, S. Dak., for 180 days. NOTE: The purpose of this republication is to show the movement as a "between" movement, rather than a "from and to" movement. Supporting shipper: James R. Thompson, T & R Electric Supply Co., Inc., Box 180, Colman, S. Dak. Send protests to: J. L. Hammond, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 369, Federal Building, Pierre, S. Dak. 57501.

No. MC 133070 (Sub-No. 1 TA) (Correction), filed August 26, 1968, published

FEDERAL REGISTER issue of September 4, 1968, and republished as corrected this issue. Applicant: TRANS-AIR SERVICE, INC., Post Office Box 230, Buffalo, N.Y. 14225. Applicant's representative: Earl Rhoney, 887 Niagara Street, Buffalo, N.Y. 14213. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicle radiator, heater, and air conditioner parts and unfinished steel, and mill supply equipment*, between Lockport, N.Y., the Greater Buffalo International Airport, Cheektowaga, N.Y., and Buffalo, N.Y., for 150 days. NOTE: The purpose of this republication is to clearly set forth the commodities proposed to be transported and to add an additional shipper inadvertently omitted from previous publication. Supporting shippers: Harrison Radiator Division, General Motors Corp., Lockport, N.Y. 14094; Simonds Steel Division, Wallace Murray Corp., Lockport, N.Y. 14094. Send protests to: George M. Parker, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 121 Ellicott Street, Room 518, Buffalo, N.Y. 14203.

By the Commission.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 68-11948; Filed, Oct. 1, 1968; 8:48 a.m.]

[Notice 218]

MOTOR CARRIER TRANSFER PROCEEDINGS

SEPTEMBER 27, 1968.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 279), 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.

Finance Docket No. 25275. By order of September 23, 1968, the Transfer Board approved the transfer to New Point Comfort Beach Company, a corporation, Keansburg, N.J., of the second amended certificate and order in No. W-624, W-624 (Sub-No. 2) and W-624 (Sub-No. 4) issued November 5, 1963, to Keansburg Steamboat Co., Keansburg, N.J., authorizing operations as a common carrier by water, by self-propelled vessels, in interstate or foreign commerce, in the transportation of passengers, seasonally each year from May to October, inclusive, (1) between New York, N.Y., and Keansburg, N.J.; (2) between New York, N.Y., and Atlantic Highlands, N.J.; and (3) in irregular service on round trips between places within the limits of New York Harbor and harbors contiguous thereto and places without said harbor limits on the Hudson River as far north as Newburgh, N.Y., and on Long Island Sound as far east as Roton Point, Conn., and on nonstop excursions from places in said harbor and returning to such places in the course of which the vessels run beyond the limits of such harbor. Howard A. Roberts, Roberts Building, 8 Tindall Road, Middletown, N.J. 07748, and Wilmer A. Hill, 529 Transportation Building, Washington, D.C. 20006; attorneys for applicants.

No. MC-FC-70397. By order of September 23, 1968, the Transfer Board approved the transfer to Otis Proper, Craryville, N.Y., of the operating rights in certificate No. MC-60441, issued January 19, 1940 to Richard T. Link (Rosalyn I. Link, Executrix), doing business as Link's Express, Copake, N.Y., herein authorizing transportation in interstate or foreign commerce of general commodities, except those of unusual value, and except high explosives, household goods (when transported as a separate and distinct service in connection with so-called "household movings"), commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading over a regular route between Albany, N.Y., and Millerton, N.Y. Andrew J. Baldwin, Jr., and Daley, Baldwin & Zittell, Hillsdale, N.Y. 12529; attorney for applicants.

No. MC-FC-70767. By order of September 23, 1968, the Transfer Board approved the transfer to Danville Truck Line, Inc., Danville, Iowa, of certificate No. MC-69352, issued June 1, 1960, to Dale McElhinney, doing business as Danville Truck Line, Danville, Iowa, authorizing the transportation of: Livestock, feed and agricultural commodities, between Danville, Iowa, and points within 12 miles of Danville, on the one hand, and, on the other, Chicago, Galesburg, and Peoria, Ill.; household goods and emigrant movables, between Danville, Iowa, and points within 12 miles of Danville, not including Burlington, and New London, Iowa, on the one hand, and, on the other, points in Illinois; feed, from Forest Park, Ill., to Danville, Iowa, and points within 12 miles of Danville; coal, from points in Tazewell, Knox, and Peoria Counties, Ill., to Danville, Iowa, and points within 12 miles of Danville, not including Burlington, Iowa; animal and poultry feed, from De Kalb, Ill., to Danville, Iowa, and points in Iowa within 20 miles thereof; and commercial fertilizer from Prairie du Chien, Wis., and De Kalb, Ill., to Danville, Iowa, and points in Iowa within 20 miles thereof. Terry D. Loeschen, Box 606, Burlington, Iowa 52601; attorney for applicants.

[SEAL] H. NEIL GARSON, *Secretary.*

[F.R. Doc. 68-11949; Filed, Oct. 1, 1968; 8:48 a.m.]

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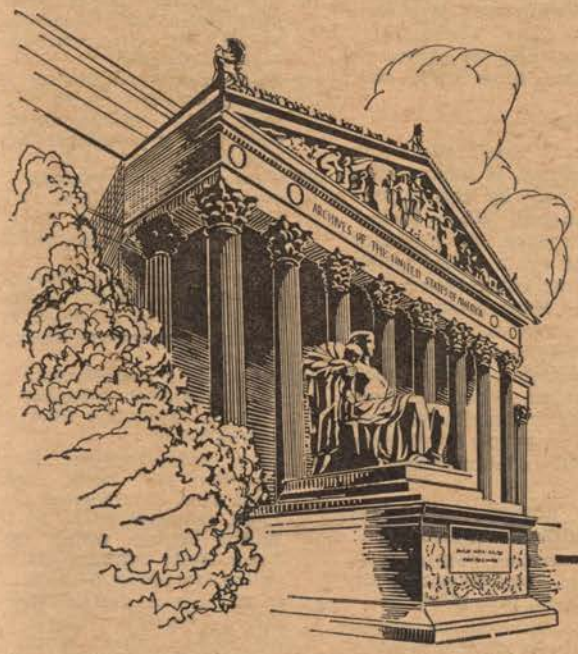
Wednesday, October 2, 1968 • Washington, D.C.

PART II

Department of Transportation

Federal Aviation Administration

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Advisory Circular Checklist and Status of the Federal Aviation Regulations

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[AC 00-2K—Effective Aug. 30, 1968]

ADVISORY CIRCULAR CHECKLIST AND STATUS OF FEDERAL AVIATION REGULATIONS

1. *Purpose.* This notice contains the revised checklist of current FAA advisory circulars as of August 30, 1968, and the "Status of Federal Aviation Regulations" as of September 23, 1968.

2. *Explanation.* The FAA issues advisory circulars to inform the aviation public in a systematic way of nonregulatory material of interest. Unless incorporated into a regulation by reference, the contents of an advisory circular are not binding on the public. Advisory circulars are issued in a numbered-subject system corresponding to the subject areas in the recodified Federal Aviation Regulations (14 CFR Ch. I). This checklist is issued triannually listing all current circulars.

3. *The Circular Numbering System.*

a. *General.* The advisory circular numbers relate to the subchapter titles, and correspond to the parts, and when appropriate, the specific sections of the Federal Aviation Regulations. Circulars of a general nature bear a number corresponding to the number of the general subject (subchapter) in the FAR's.

b. *Subject numbers.* The general subject matter areas and related numbers are as follows:

Subject Number and Subject Matter

00	General.
10	Procedural.
20	Aircraft.
60	Airmen.
70	Airspace.
90	Air Traffic Control and General Operations.
120	Air Carrier and Commercial Operators and Helicopters.
140	Schools and Other Certified Agencies.
150	Airports.
170	Air Navigational Facilities.
180	Administrative.
210	Flight Information.

c. *Breakdown of subject numbers.* When the volume of circulars in a general series warrants a subsubject breakdown, the general number is followed by a slash and a subsubject number. Material in the 150, Airports, series is issued under the following subsubjects:

Number and Subject

150/1900	Defense Readiness Program.
150/4000	Resource Management.
150/5000	Airport Planning.
150/5100	Federal-aid Airport Program.
150/5150	Surplus Airport Property Conveyance Programs.
150/5190	Airport Compliance Program.
150/5200	Airport Safety—General.
150/5210	Airport Safety Operations (Recommended Training, Standards, Manning).
150/5220	Airport Safety Equipment and Facilities.
150/5230	Airport Ground Safety System.
150/5240	Civil Airports Emergency Preparedness.

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150/5300	Design, Construction, and Maintenance—General.
150/5320	Airport Design.
150/5325	Influence of Aircraft Performance on Aircraft Design.
150/5335	Runway, Taxiway, and Apron Characteristics.
150/5340	Airport Visual Aids.
150/5345	Airport Lighting Equipment.
150/5360	Airport Buildings.
150/5370	Airport Construction.
150/5380	Airport Maintenance.
150/5390	Heliports.

d. *Individual circular identification numbers.* Each circular has a subject number followed by a dash and a sequential number identifying the individual circular. This sequential number is not used again in the same subject series. Revised circulars have a letter A, B, C, etc., after the sequential number to show complete revisions. Changes to circulars have CH 1, CH 2, CH 3, etc., after the identification number on pages that have been changed. The date on a revised page is changed to the effective date of the change.

4. *The Advisory Circular Checklist.*

a. *General.* Each circular issued is listed numerically within its subject-number breakdown. The identification number (AC 120-1), the change number of the latest change, if any, to the right of the identification number, the title and the effective date for each circular are shown. A brief explanation of the contents is given for each listing.

b. *Omitted numbers.* In some series sequential numbers omitted are missing numbers, e.g., 00-8 through 00-11 have not been used although 00-7 and 00-12 have been used. These numbers are assigned to advisory circulars still in preparation which will be issued later.

c. *Internal directives for sale.* A list of certain internal directives sold by the Superintendent of Documents is shown at the end of the checklist. These documents are not identified by advisory circular numbers, but have their own directive numbers.

5. *How to get circulars.*

a. When a price is listed after the description of a circular, it means that this circular is for sale by the Superintendent of Documents. When (Sub.) is included with the price, the advisory circular is available on a subscription basis only. After your subscription has been entered by the Superintendent of Documents, supplements or changes to the basic document will be provided automatically at no additional charge until the subscription expires. When no price is given, the circular is distributed free of charge by FAA. Paragraph 5 tells how to get copies of circulars from these two sources.

b. Request free advisory circulars shown without an indicated price from:

Department of Transportation, Federal Aviation Administration, Distribution Unit, TAD 484.3, Washington, D.C. 20590.

NOTE: Persons who want to be placed on FAA's mailing list for future circulars should write to the above address. Be sure to identify the subject matter desired by the subject numbers and titles shown in paragraph 3b because separate mailing lists are maintained for each advisory circular subject series. Checklists and circulars issued in the general series will be distributed to every addressee on each of the subject series lists. Persons requesting more than one subject classification may receive more than one copy of related circulars and this checklist because they will be included on more than one mailing list. Persons already on the distribution list for AC's and changes to FAR's will automatically receive related circulars.

c. Order advisory circulars and internal directives with purchase price given from:

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

Send check or money order with your order to the Superintendent of Documents. Make the check or money order payable to the Superintendent of Documents in the amounts indicated in the list. Orders for mailing to foreign countries should include an additional amount of 25 percent of the price to cover postage. No c.o.d. orders are accepted.

6. *Reproduction of Advisory Circulars.* Advisory circulars may be reproduced in their entirety or in part without permission from the Federal Aviation Administration.

7. *Cancellations.* The following advisory circulars are canceled:

AC 00-2J Advisory Circular Checklist, 4-8-68. Canceled by AC 00-2K, Advisory Circular Checklist, 8-30-68.

AC 00-12 Potential Hazard Associated with the Use of Celluloid Computers in Flight, 6-6-63. Canceled.

AC 00-13A Runway Visibility Measurement, 2-24-65. Canceled. Omitted in last cancellation list.

AC 10-3 Operation of Oxygen System High Pressure Valves, 8-21-64. Canceled.

AC 20-6I U.S. Civil Aircraft Register (1-1-68). Canceled by AC 20-6J, U.S. Civil Aircraft Register, 7-1-68.

AC 20-8 Shifting Flight Control Systems from Boost-On to Boost-Off Operation on All Lockheed Constellation Aircraft, 7-30-63. Canceled.

AC 20-27 Certification and Operation of Amateur-Built Aircraft, 7-31-64. Canceled by AC 20-27A, Certification and Operation of Amateur-Built Aircraft, 8-12-68.

AC 20-30 Airplane Position Lights and Supplementary Lights, 10-19-64. Canceled by AC 20-30A, Aircraft Position Lights and Supplementary Lights, 4-18-68.

AC 25-3A Protection of Transport Aircraft Fuel Systems Against Lightning, 11-10-66. Canceled by AC 20-53, Protection of Aircraft Fuel Systems Against Lightning, 9-12-67.

AC 25.1329-1 Automatic Pilot Systems Approval, 10-1-65. Canceled by AC 25.1329-1A, Automatic Pilot Systems Approval, 7-8-68.

AC 33-1 Turbine-Engine Foreign Object Ingestion and Rotor Blade Containment Type Certification Procedures, 6-24-65. Canceled by AC 33-1A, Turbine-Engine Foreign Object Ingestion and Rotor Blade Containment Type Certification Procedures, 6-19-68.

AC 60-2D Annual Aviation Mechanic Safety Awards Program, 7-3-67. Canceled by AC 60-2E, Annual Aviation Mechanic Safety Awards Program, 6-20-68.

AC 43.11-1A Aircraft Use and Inspection Report (2-15-65). Canceled by AC 43.11-1B, Aircraft Use and Inspection Report, 8-29-68.

AC 61-3A Flight Test Guide—Private Pilot Airplane—Single Engine, 2-17-66. Canceled by AC 61-3B, Private Pilot Airplane Single-Engine Flight Test Guide, 4-2-68.

AC 61-6A Glider Pilot Examination Guide, 5-1-65. Canceled by AC 61-43, Glider Pilot Written Test Guide—Private and Commercial, 11-30-67.

AC 61-11 Airplane Flight Instructor Examination Guide, 1-5-66. Canceled by AC 61-11A, Airplane Flight Instructor Written Test Guide, 9-5-67.

AC 61-20 Integrated Flight Instruction, 5-4-65. Canceled.

AC 77.37-1 Petitioning the Administrator for Review of Hazard Determinations, 10-11-65. Canceled by AC 70/7460-3, Petitioning the Administrator for Discretionary Review; Section 77.37, Federal Aviation Regulations, 8-8-68.

AC 90-1 Using the Instrument Approach Procedure Charts, 2-25-63. Canceled by AC 90-1A, Civil Use of U.S. Government Produced Instrument Approach Charts, 4-10-68.

AC 90-11 Air Traffic Control Radio Frequency Assignment Plan, 9-16-64. Canceled by AC 90-11A, Air Traffic Control Radio Frequency Assignment Plan, 6-7-68.

AC 90-26 Retention of ATC Facility Voice Recordings and Flight Progress Strips Reduced to 15 Days, 7-1-65. Canceled.

AC 90-29 Prescribed IFR Departure Procedures, 9-16-65. Canceled by AC 90-1A, Civil Use of U.S. Government Produced Instrument Approach Charts, 4-10-68.

AC 120-4A Criteria for Turbojet Landing Minima—Air Carriers and Commercial Operators of Large Aircraft, 8-9-65. Canceled by AC 120-4B, Criteria for Turbojet Landing Weather Minima—Air Carriers and Commercial Operators of Large Aircraft, 6-14-68.

AC 120-25 Maintenance Symposium—Maintainability and Reliability of Aircraft Systems, 6-30-67. Canceled.

AC 140-2C List of Certificated Pilot Flight and Ground Schools, 2-20-67. Canceled by AC 140-2D, List of Certificated Pilot Flight and Ground Schools, 3-13-68.

AC 140-3 Approval of Pilot Training Courses Under Subpart D of Part 141, 2-16-68. Canceled by AC 140-3A, Approval of Pilot Training Courses Under Subpart D of Part 141 of the FAR, 6-12-68.

AC 143-2 Ground Instructor—Instrument Examination Guide, 6-23-65. Canceled by AC 143-2A, Ground Instructor—Instrument—Written Test Guide, 9-29-67.

AC 147-2C FAA Certified Mechanic School Directory, 8-1-67. Canceled by AC 147-2D, FAA Certificated Mechanic School Directory, 7-15-68.

AC 149-2C Listing of Federal Aviation Administration Certificated Parachute Lofts 8-4-67. Canceled by AC 149-2D, Listing of Federal Aviation Administration Certificated Parachute Lofts, 8-1-68.

AC 150/5150-1 Federal Surplus Personal Property for Public Airport Purposes, 10-1-62. Canceled by AC 150/5150-2, Federal Surplus Personal Property for Public Airport Purposes, 6-27-68.

AC 150/5200-6 Security of Aircraft at Airports, 12-12-67. Canceled by AC 150/5200-6A, Security of Aircraft at Airports, 6-28-68.

AC 150/5330-2 (Incl. Chg. 1) Runway/Taxiway Widths and Clearances, 8-16-65. Canceled by AC 150/5330-2A, Runway/Taxiway Widths and Clearances for Airline Airports, 7-26-68.

AC 150/5345-3 Specification for L-821 Airport Lighting Panel for Remote Control of Airport Lighting, 11-4-63. Canceled by AC 150/5345-3A, Specification for L-281 Airport Lighting Panel for Remote Control of Airport Lighting, 10-20-67.

AC 150/5345-10A (Incl. Chg. 1) Specification for L-828 Constant Current Regulator With Stepless Brightness Control, 12-8-65. Canceled by AC 150/5345-10B, Specification for L-828 Constant Current Regulator with Stepless Brightness Control, 4-8-68.

AC 150/5370-1 (Incl. Chgs. 1 and 2) Standard Specifications for Construction of Airports, 6-1-59. Canceled by AC 150/5370-1A, Standard Specifications for Construction of Airports, 5-28-68.

AC 150/5370-3 Materials and Tests Required by AC 150/5370-1, Standard Specifications for Construction of Airports, 12-22-65. Canceled by AC 150/5370-1A, Standard Specifications for Construction of Airports, 5-28-68.

AC 170-5 Loss of VHF Navigational Signal During Transmission, 6-18-64. Canceled.

8. *Additions.* The following advisory circulars are added to the list:

AC 00-2K Advisory Circular Checklist, 8-30-68.

AC 00-24 Thunderstorms, 6-12-68.

AC 20-6J U.S. Civil Aircraft Register, 7-1-68.

AC 20-7E General Aviation Inspection Aids—1968 Summary, 7-17-68.

AC 20-7E Supplement 1, 8-2-68.

AC 20-27A Certification and Operation of Amateur-Built Aircraft, 8-12-68.

AC 20-30A Aircraft Position Lights and Supplementary Lights, 4-18-68.

AC 20-50 Ultrasonic Nondestructive Testing, 11-9-66.

AC 20-58 Acceptable Means of Testing Automatic Altitude Reporting Equipment for Compliance with FAR 91.36(b), 6-10-68.

AC 20-60 Accessibility to Excess Emergency Exits, 7-18-68.

AC 21-2A Chg. 3 Export Airworthiness Approval Procedures, 3-20-68.

AC 25.1329-1A Automatic Pilot Systems Approval, 7-8-68.

AC 33-1A Turbine Engine Foreign Object Ingestion and Rotor Blade Containment Type Certification Procedures, 6-19-68.

AC 43.11-1B Aircraft Use and Inspection Report, 8-29-68.

AC 43.13-1 Chg. 3 Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair—Chap. 14, Engines and Fuel Systems—Sec. 1—Engines, 1-8-68; Chap. 14, Sec. 3—Exhaust Systems, 1-24-68.

AC 43.13-1 Chg. 4 Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair—Chap. 8, Aircraft Equipment—Sec. 1, 1-29-68.

AC 43.13-2 Chg. 6 Acceptable Methods, Techniques, and Practices—Aircraft Alterations—Chap. 4—Anticollision & Supplementary Light System Requirements, 4-12-68.

AC 60-2E Annual Aviation Mechanic Safety Awards Program, 6-20-68.

AC 61-3B Flight Test Guide, Private Pilot Airplane Single-Engine, 4-2-68.

AC 61-4B Flight Test Guide, Multiengine Airplane Class or Type Rating, 4-1-68.

AC 61-11A Airplane Flight Instructor Written Test Guide, 9-5-67.

AC 61-45 Instrument Rating — Helicopter Written Test Guide, 1-24-68.

AC 65-7 1968 Maintenance Symposium—The Man In The Maintenance Reliability System—A Positive Review, 7-18-68.

AC 70/7460-1 Obstruction Marking and Lighting, 2-29-68.

AC 70/7460-2 Proposed Construction or Alteration of Objects That May Affect The Navigable Airspace, 4-5-68.

AC 70/7460-3 Petitioning the Administrator for Discretionary Review; Section 77.37, Federal Aviation Regulations, 8-8-68.

AC 73-1 Establishment of Alert Areas, 3-11-68.

AC 90-1A Civil Use of U.S. Government Produced Instrument Approach Charts, 4-10-68.

AC 90-11A Air Traffic Control Radio Frequency Assignment Plan, 6-7-68.

AC 90-35 Frequency Discipline, 5-17-68.

AC 90-36 The Use of Chaff as an In-Flight Emergency Signal, 5-22-68.

AC 90-37 Flight Operations Near Airports, 6-19-68.

AC 90-38 Use of Preferred IFR Routes, 8-5-68.

AC 90-39 Identification of Civil Aircraft in Radio Communications, 8-5-68.

AC 91-15 Terrain Flying, 2-2-67.

AC 120-4B Criteria for Turbojet Landing Weather Minima—Air Carriers and Commercial Operators of Large Aircraft, 6-14-68.

AC 120-17 Chg. 2 Handbook for Maintenance Control by Reliability Methods, 5-6-68.

AC 120-20 Chg. 2 Criteria for Approval of Category II Landing Weather Minima, 5-21-68.

AC 140-2D List of Certificated Pilot Flight and Ground Schools, 3-13-68.

AC 140-3A Approval of Pilot Training Courses Under Subpart D of Part 141 of the FAR, 6-12-68.

AC 140-4 Use of Audio-Visual Courses in Approved Pilot Ground Schools Certificated Under Part 141, 8-7-68.

AC 143-2A Ground Instructor—Instrument Written Test Guide, 9-29-67.

AC 147-2D FAA Certificated Mechanic School Directory, 7-15-68.

AC 149-2D Listing of Federal Aviation Administration Certificated Parachute Lofts, 8-1-68.

AC 150/5150-2 Federal Surplus Personal Property for Public Airport Purposes, 6-27-68.

AC 150/5200-6A Security of Aircraft at Airports, 6-28-68.

AC 150/5200-8 Use of Chemical Controls to Repel Flocks of Birds at Airports, 5-2-68.

AC 150/5200-9 Bird Reactions and Scaring Devices, 6-26-68.

AC 150/5220-6 Guide Specification for 1000-Gallon Tank Truck, 4-10-68.

AC 150/5310-3 FAA Order 5310.2, Relocating Thresholds Due to Obstructions at Existing Runways, 5-27-68.

AC 150/5320-6A Chg. 1 Airport Paving, 6-11-68.

AC 150/5330-2A Runway/Taxiway Widths and Clearances for Airline Airports, 7-26-68.

AC 150/5340-15A Chg. 1 Taxiway Edge Lighting System, 4-2-68.

AC 150/5345-3A Chg. 1 Specification for L-821 Airport Lighting Panel for Remote Control of Airport Lighting, 6-11-68.

AC 150/5345-10B Specification for L-828 Constant Current Regulator with Stepless Brightness Control, 4-8-68.

AC 150/5345-29 FAA Specification L-852, Light Assembly, Airport Taxiway Centerline, 3-18-68.

AC 150/5370-1A Standard Specifications for Construction of Airports, 5-28-68.

AC 150/5380-3 Cleaning of Runway Contamination, 6-28-68.

AC 150/5390-1 (Incl. Chg. 1) Heliport Design Guide, Reprinted 6-10-68.

AC 210-2 Schedule of Effective Dates for Flight Information, 6-26-68.

ADVISORY CIRCULAR CHECKLIST

General

SUBJECT NO. 00

00–1 The Advisory Circular System (12–4–62).

Describes the FAA Advisory Circular System.

00–2K Advisory Circular Checklist (8–30–68).

Transmits the revised checklist of current FAA advisory circulars as of 8–30–68.

00–3 Realm of Flight (5–1–63).

Presents practical information about weather in relation to the piloting of private aircraft. Published in 1963. ($0.75 GPO.)

00–4 Facts of Flight (5–1–63).

Offers practical information about the operation of private aircraft. Published in 1963. ($0.50 GPO.)

00–5 Path of Flight (2–1–63).

Provides the private pilot with information essential to safe navigation of his aircraft. Published in 1963. ($0.70 GPO.)

00–6 Aviation Weather (5–20–65).

Provides an up-to-date and expanded text for pilots and other flight operations personnel whose interest in meteorology is primarily in its application to flying. Published in 1965. ($2.25 GPO.)

00–7 State and Regional Defense Airlift Planning (4–30–64).

Provides guidance for the development of plans by the FAA and other Federal and State agencies for the use of non-air-carrier aircraft during an emergency.

00–7 CH 1 Provision of Appendix 4 and Addition of New Appendix 9 to State and Regional Defense Airlift Planning (1–5–65).

The title is self-explanatory.

00–7 CH 2 State and Regional Defense Airlift Planning (2–20–67).

Change 2 to basic document.

00–14 Flights by U.S. Pilots Into and Within Canada (4–16–65).

Provides information concerning flights into and within Canada.

00–15 Potential Hazard Associated With Passengers Carrying "Anti-Mugger" Spray Devices (8–20–65).

Advises aircraft operators, crewmembers, and others who are responsible for flight safety, of a possible hazard to flight should a passenger inadvertently or otherwise discharge a device commonly known as an "anti-mugger" spray device in the cabin of an aircraft.

00–17 Turbulence in Clear Air (12–16–65).

Provides information on atmospheric turbulence and wind shear, emphasizing important points pertaining to the common causes of turbulence, the hazards associated with it, and the conditions under which it is most likely to be encountered.

00–19 System Description for a Modernized Weather Teletypewriter Communications System (7–8–66).

Transmits a technical report of the system improvements which the Federal Aviation Agency plans to make in the operation of the Services A, C, and O weather teletypewriter communications network.

00–20 Cancellation of Flight Standards Service Releases (9–7–66).

Cancels all outstanding Flight Standards Service Releases.

00–21 Shoulder Harness (10–5–66).

Provides information concerning the installation and use of shoulder harnesses by pilots in general aviation aircraft.

00–23 Near Midair Collision Study (1–1–68).

Advises that the FAA will make a special one-year study of near midair collisions and invites pilots, controllers or other persons involved in near midair collisions to report all such incidents to the FAA.

00–24 Thunderstorms (6–12–68).

Contains information concerning flights in or near thunderstorms.

Procedural

SUBJECT NO. 10

11–1 Airspace Rule-Making Proposals and Changes to Air Traffic Control Procedures (10–28–64).

Emphasizes the need for the early submission of proposals involving airspace rule-making activity or changes to existing procedures for the control of air traffic.

Aircraft

SUBJECT NO. 20

20–1 Limitations of Self-Locking Castellated Nuts (6–20–63).

Provides information on the limitations of cotter pinned self-locking nuts.

20–3A Status and Availability of Military Handbooks and ANC Bulletins for Aircraft (1–15–64).

Announces the status and availability of Military Handbooks and ANC Bulletins prepared jointly with FAA.

20–5A Plane Sense (4–4–67).

Provides general aviation information for the private aircraft owner.

20–6J U.S. Civil Aircraft Register (7–1–68).

Lists all active U.S. civil aircraft by registration number. Published in 1968. ($8.50 GPO.)

20–7E General Aviation Inspection Aids, Summary (August 1968).

Provides the aviation community with a uniform means for interchanging service experience that may improve the durability and safety of aeronautical products. Of value to mechanics, operators of repair stations, and others engaged in the inspection, maintenance, and operation of aircraft in general. ($2, $2.50 foreign—Sub. GPO.)

20–7E Supplement 1. General Aviation Inspection Aids (September, 1968).

Supplement 1 to 1968 Summary.

20–9 Personal Aircraft Inspection Handbook (12–2–64).

Provides a general guide, in simple, nontechnical language, for the inspection of aircraft. Published in 1964. ($0.50 GPO.)

20–10 Approved Airplane Flight Manuals for Transport Category Airplanes (7–30–63).

Calls attention to the regulatory requirements relating to FAA Approved Airplane Flight Manuals.

20–11 Eligibility and Quality of Aircraft Replacement Parts and Supplies (8–18–63).

Advises the aircraft industry of replacement parts and supplies which may not meet acceptable standards.

20–12 Acceptable Functional and Installation Criteria for Aircraft Type Certification Approval of the Installation of Airborne Communications, Navigation, and Automatic Flight Control Systems (4–6–64).

Advises about the future plans of the FAA regarding the subject matter.

20–13A Surface-Effect Vehicles (8–28–64).

States FAA policy on surface-effect vehicles (vehicles supported by a cushion of compressed air).

20–14 Aircraft Airworthiness; Restricted Category: Certification of Aircraft With Uncertificated Engines or Engines to Which Major Alterations Have Been Made (10–25–63).

Sets forth information needed by FAA for type certification of aircraft in the restricted category with uncertificated engines or engines having major alterations.

20–15A Qualification of Type Certificated Engines and Propellers for Aircraft Installations (3–24–66).

Calls attention to the relationship between both Federal Aviation Regulations, Parts 33 (Aircraft Engine Airworthiness) and 35 (Propeller Airworthiness), and various aircraft airworthiness parts.

20–17 Surplus Military Aircraft (1–6–64).

Informs how to obtain copies of regulations required for certification of surplus military aircraft.

20–18A Qualification Testing of Turbojet Engine Thrust Reversers (3–16–66).

Discusses the requirements for the qualification of thrust reversers and sets forth an acceptable means of compliance with the tests prescribed in Federal Aviation Regulations, Part 3, when run under nonstandard ambient air conditions.

20–19A Identification of Approved Aeronautical Replacement Parts (1–19–66).

Advises the aircraft industry of the FAA methods for identifying aeronautical replacement parts and how to determine that such parts are approved for installation on certificated aircraft.

20–20A Flammability of Jet Fuels (4–9–65).

Gives information on the possibility of combustion of fuel in aircraft fuel tanks.

20–21 Application of Glass Fiber Laminates in Aircraft (12–3–64).

Provides information on the past and present uses of reinforced plastics in aircraft, the engineering and design considerations, and the manufacturing methods insofar as they relate to and affect the strength and durability characteristics of reinforced plastics. Published in 1964. ($0.35 GPO.)

20–23B Interchange of Service Experience—Mechanical Difficulties (12–7–67).

Explains the advantages of a voluntary exchange of service experience data.

20–24A Qualification of Fuels, Lubricants, and Additives (4–1–67).

Establishes procedures for the approval of the use of subject materials in certificated aircraft.

20–25 Identification of Technical Standard Order (TSO) Safety Belts (7–5–64).

Describes the markings which indicate that a safety belt has been manufactured under the FAA TSO system and approved for use in certificated aircraft.

20–26 Turbine and Compressor Rotors Type Certification Substantiation Procedures (7–22–64).

Sets forth acceptable means of complying with Part 13 of the CAR's.

20–26 CH 1 Turbine and Compressor Rotors Type Certification Substantiation Procedures (9–18–64).

Revises the overspeed r.p.m. for testing when the demonstration is made on a complete engine.

20–26 CH 2 Turbine and Compressor Rotors Type Certification Substantiation Procedures (7–8–65).

References to CAR 13 are revised to reflect only Federal Aviation Regulations; and provides clarification of paragraph 4c of the basic advisory circular.

20–27A Certification and Operation of Amateur-Built Aircraft (8–12–68).

Provides information and guidance material for amateur aircraft builders.

20–28 Nationally Advertised Aircraft Construction Kits (8–7–64).

Explains that using certain kits could render the aircraft ineligible for the issuance of an experimental certificate as an amateur-built aircraft.

20–29A Use of Anti-Icing Additive PFA–55MB (6–19–67).

Provides information on the use of anti-icing additive for jet fuels to assure compliance with FAR's that require assurance of continuous fuel flow under icing conditions.

20–30A Airplane Position Lights and Supplementary Lights (4–18–68).

Provides an acceptable means for complying with the position light requirements for airplane airworthiness and acceptable criteria for the installation of supplementary lights on airplanes.

20–32 Carbon Monoxide (CO) Contamination in Aircraft—Detection and Prevention (1–22–65).

Informs aircraft owners, operators, maintenance personnel, and pilots of the potential dangers of carbon monoxide contamination and discusses means of detection and procedures to follow when contamination is suspected.

20–33 Technical Information Regarding Civil Aeronautics Manuals 1, 3, 4a, 4b, 5, 6, 7, 8, 9, 10, 13, and 14 (2–8–65).

Advises the public that policy information contained in the subject Civil Aeronautics Manuals may be used in conjunction with specific sections of the Federal Aviation Regulations.

20–34 Prevention of Retractable Landing Gear Failures (3–8–65).

Provides information and suggested procedures to minimize landing accidents involving aircraft having retractable landing gear.

20–35 Tie-Down Sense (4–29–65).

Provides information of general use on aircraft tie-down techniques and procedures.

20–36A Index of Materials, Parts and Appliances Certified Under the Technical Standard Order System—March 1, 1966 (4–8–66).

Lists the materials, parts, and appliances for which the Administrator has received statements of conformance under the Technical Standard Order system as of March 1, 1966. Such products are deemed to have met the requirements for FAA approval as provided in Part 37 of the Federal Aviation Regulations.

20–37 Aircraft Metal Propeller Blade Failure (6–7–65).

Provides information and suggested procedures to increase service life and to minimize blade failures of metal propellers.

20–38A Measurement of Cabin Interior Emergency Illumination in Transport Airplanes (2–8–66).

Outlines acceptable methods, but not the only methods, for measuring the cabin interior emergency illumination on transport airplanes, and provides information as to suitable measuring instruments.

20–39 Installation Approval of Entertainment Type Television Equipment in Aircraft (7–15–65).

Presents an acceptable method (but not the only method) by which compliance may be shown with Federal Aviation Regulations 23.1431, FAR 25.1309(b), FAR 27.1309(b), or FAR 29.1309(b) as applicable.

20–40 Placards for Battery-Excited Alternators Installed in Light Aircraft (8–11–65).

Sets forth an acceptable means of complying with placarding rules in Federal Aviation Regulations 23 and 27 with respect to battery-excited alternator installations.

20–41 Replacement TSO Radio Equipment in Transport Aircraft (8–30–65).

Sets forth an acceptable means for complying with rules governing transport category aircraft installations in cases involving the substitution of technical standard order radio equipment for functionally similar radio equipment.

20–42 Hand Fire Extinguishers in Transport Category Airplanes and Rotorcraft (9–1–65).

Sets forth acceptable means (but not the sole means) of compliance with certain hand fire extinguisher regulations in FAR 25 and FAR 29, and provides related general information.

20–43 Aircraft Fuel Contamination (9–3–65).

Informs the aviation community of the potential hazards of fuel contamination, its control, and recommended fuel servicing procedures.

20–44 Glass Fiber Fabric for Aircraft Covering (9–3–65).

Provides a means, but not the sole means, for acceptance of glass fiber fabric for external covering of aircraft structure.

20–45 Safetying of Turnbuckles on Civil Aircraft (9–17–65).

Provides information on turnbuckle safetying methods that have been found acceptable by the Agency during past aircraft type certification programs.

20–46 Suggested Equipment for Gliders Operating Under IFR (9–23–65).

Provides quidance to glider operators on how to equip their gliders for operation under instrument flight rules (IFR), including flight through clouds.

20–47 Exterior Colored Band Around Exits on Transport Airplanes (2–8–66).

Sets forth an acceptable means, but not the only means, of complying with the requirement for a 2-inch colored band outlining exits required to be openable from the outside on transport airplanes.

20–48 Practice Guide for Decontaminating Aircraft (5–5–66).

The title is self-explanatory.

20–49 Analysis of Bird Strike Reports on Transport Category Airplanes (7–27–66).

Provides the results of a statistical study on the frequency of collisions of birds with transport aircraft and the resulting damages.

20–50 Ultrasonic Nondestructive Testing (11–9–66).

Provides FAA personnel and the general aviation public with some of the theory and processes of ultrasonic testing which will assist them in the more advanced uses of this system for the inspection of aircraft and aircraft components during manufacture or maintenance. ($0.45 GPO.)

20–51 Procedures for Obtaining FAA Approval of Major Alterations to Type Certificated Products (4–12–67).

Provides assistance to persons who desire to obtain FAA approval of major alterations to type certificated products.

20–52 Maintenance Inspection Notes for Douglas DC–6/7 Series Aircraft (8–24–67).

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of DC–6/7 series aircraft.

20–53 Protection of Aircraft Fuel System Against Lightning (10–6–67).

Sets forth acceptable means, not the sole means, by which compliance may be shown with fuel system lightning protection airworthiness regulations.

20–54 Hazards of Radium-Activated Luminous Compounds Used on Aircraft Instruments (10–24–67).

Provides information concerning health hazards associated with the repair and maintenance of instruments containing luminous markings activated with radium 226 or radium 228 (mesothorium).

20–55 Turbine Engine Overhaul Standard Practices Manual—Maintenance of Fluorescent Penetrant Inspection Equipment (1–22–68).

Advises operators of the necessity for periodic checking of black light lamps and filters used during fluorescent penetrant inspection of engine parts.

20–56 Marking of TSO–C72a Individual Flotation Devices (1–19–68).

Outlines acceptable methods for marking individual flotation devices which also serve as seat cushions.

20–57 Automatic Landing Systems (1–29–68).

Sets forth an acceptable means of compliance but not the only means for the installation approval of automatic landing systems in transport category aircraft which may be used initially in Category II operations.

20–58 Acceptable Means of Testing Automatic Altitude Reporting Equipment for Compliance with FAR 91.36(b) (6–10–68).

Title is self-explanatory.

20–59 Maintenance Inspection Notes for Convair 240, 340/440, 240T, and 340T Series Aircraft (2–19–68).

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of Convair 240, 340/440, 240T, and 340T series aircraft.

20–60 Accessibility to Excess Emergency Exits (7–18–68).

Sets forth acceptable means of compliance with the "readily accessible" provisions in the Federal Aviation Regulations dealing with excess emergency exits.

21–1 Production Certificates (6–15–65).

Provides information concerning Subpart G of Federal Aviation Regulations (FAR) Part 21, and sets forth acceptable means of compliance with its requirements.

21–2A Export Airworthiness Approval Procedures (2–16–67).

Announces the adoption of new regulations and provides guidance to the public regarding the issuance of export airworthiness approvals for aeronautical products to be exported from the United States.

21–2A CH 1 Export Airworthiness Approval Procedures (8–30–67).

Changes to basic document.

21–2A CH 2 Export Airworthiness Approval Procedures (10–30–67).

Changes to basic documents.

21–2A CH 3 Export Airworthiness Approval Procedures (3–20–68).

Changes to basic document.

21–3 Basic Glider Criteria Handbook (1962).

Provides individual glider designers, the glider industry, and glider operating organizations with guidance material that augments the glider airworthiness certification requirements of the Federal Aviation Regulations. ($0.75 GPO.)

21–4A Special Flight Permits for Operation of Overweight Aircraft (9–16–66).

Furnishes guidance concerning special flight permits necessary to operate an aircraft in excess of its usual maximum certificated takeoff weight.

21–5 Summary of Supplemental Type Certificates (2–24–66).

Announces the availability to the public of a new Summary of Supplemental Type Certificates (STC's), Part 21 of the Federal Aviation Regulations.

21–6 Production Under Type Certificate Only (5–29–67).

Provides information concerning Subpart F of FAR Part 21, and sets forth examples, when necessary, of acceptable means of compliance with its requirements.

21–7 Certification and Approval of Import Products (6–13–67).

Provides guidance and information relative to U.S. certification and approval of import aircraft, aircraft engines, propellers manufactured in a foreign country with which the United States has an acceptance agreement of those products for export and import.

21.25–1 Use of Restricted Category Airplanes for Glider Towing (4–20–65).

Announces that glider towing is now considered to be a special purpose for type and airworthiness certification in the restricted category.

21.303–1 Replacement and Modification Parts (3–2–66).

Provides information concerning section 21.303 of Federal Aviation Regulations, Part 21, and sets forth examples of acceptable means of compliance with its requirements.

23–1 Type Certification Spin Test Procedures (4–1–64).

Sets forth an acceptable means by which compliance may be shown with the one-turn spinning requirement in Part 3 of the CAR's.

23.1329–1 Automatic Pilot Systems Approval (Non-Transport) (12–23–65).

Sets forth an acceptable means by which compliance with the automatic pilot installation requirements of FAR 23.1329 may be shown.

25–1 Airplane Flight Manual Procedures Associated with Performance Limitations (9–4–63).

Provides acceptable means for compliance with Special Regulation SR–422B, section 4T.743(c).

25–2 Extrapolation of Takeoff and Landing Distance Data Over a Range of Altitude for Turbine-Powered Transport Aircraft (7–9–64).

Sets forth acceptable means by which compliance may be shown with the requirements in CAR 4b and SR–422B.

25–4 Inertial Navigation Systems (INS) (2–18–66).

Sets forth an acceptable means for complying with rules governing the installation of inertial navigation systems in transport category aircraft.

25.253–1 High-Speed Characteristics (11–24–65).

Sets forth an acceptable means by which compliance may be shown with FAR 25.253 during certification flight tests.

25.253–1 CH 1 High-Speed Characteristics (1–10–66).

Provides amended information for the basic advisory circular.

25.1329–1A Automatic Pilot System Approval (7–8–68).

Sets forth an acceptable means by which compliance with the automatic pilot installation requirements of FAR 25.1329 may be shown.

25.1457–1 Cockpit Voice Recorder Installations (4–7–65).

Sets forth an acceptable means of compliance with provisions in FAR Part 25 pertaining to cockpit voice recorder location and erasure features.

27.1581–1 Sea Rotorcraft Autorotative Landing on Land (8–3–65).

Sets forth acceptable means, not the sole means, with which to provide suitable warning information to crews of float-equipped rotorcraft (pneumatic bag type) when a safe autorotative landing on land may not be possible.

29–1 Approval Basis for Automatic Stabilization Equipment (ASE) Installations in Rotorcraft (12–26–63).

Gives means for compliance with flight requirements in various CAR's.

29–1 CH 1 Approval Basis for Automatic Stabilization Equipment (ASE) Installations in Rotorcraft (3–26–64).

Transmits revised information about the time delay of automatic stabilization equipment.

29.773–1 Pilot Compartment View (1–19–66).

Sets forth acceptable means, not the sole means, by which compliance with FAR 29.773(a)(1), may be shown.

33–1A Turbine-Engine Foreign Object Ingestion and Rotor Blade Containment Type Certification Procedures (6–19–68).

Provides guidance and acceptable means, not the sole means, by which compliance may be shown with the design and construction requirements of Part 33 of the Federal Aviation Regulations.

33–2 Aircraft Engine Type Certification Handbook (3–30–66).

Contains guidance relating to type certification of aircraft engines which will constitute acceptable, although not the sole means, of compliance with the Federal Aviation Regulations.

33–2 CH 1 Aircraft Engine Type Certification Handbook (9–13–67).

Transmits revised material to the basic advisory circular.

39–1 Jig Fixtures; Replacement of Wing Attach Angles and Doublers on Douglas Model DC–3 Series Aircraft (8–1–63).

Describes methods of determining that jig fixtures meet the requirements of Airworthiness Directive 63–4–1.

39–3 Distribution of Airworthiness Directives (3–29–67).

Announces a new procedure for the distribution of airworthiness directives.

39–5 Distribution of Airworthiness Directives (10–3–67).

Announces the availability to the public of a subscription service for airworthiness directives.

43–1 Matching VHF Navigation Receiver Outputs With Display Indicators (8–2–65).

Alerts industry to the possibility of mismatching outputs, both guidance and flag alarm, of certain VHF navigation receivers when used with some types of display indicators causing the receiver to fail without providing a flag alarm.

43–2 Minimum Barometry for Calibration and Test of Atmospheric Pressure Instruments (9–10–65).

Sets forth guidance material which may be used to determine the adequacy of barometers used in the calibration of aircraft static instruments and presents information concerning the general operation, calibration, and maintenance of such barometers.

43.9–1B Instruction for Completion of FAA Form 337 (6–27–66).

Provides instructions for completing revised FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).

43.11–1B Aircraft Use and Inspection Report (8–29–68).

Provides instructions for the completion of FAA Form 8320–3 (11–67), Aircraft Use and Inspection Report, formerly FAA 2350.

43.13–1 Acceptable Methods, Techniques and Practices—Aircraft Inspection and Repair (5–16–66).

Contains methods, techniques, and practices acceptable to the Administrator for inspection and repair to civil aircraft. Published in 1965. ($1.50—Sub. GPO.)

Subscription now includes: Ch. 1 (5–1–67); Ch. 2 (8–9–67); Ch. 3 (1–24–68); Ch. 4 (1–29–68).

43.13–2 Acceptable Methods, Techniques, and Practices—Aircraft Alterations (4–19–66).

Contains methods, techniques, and practices acceptable to the Administrator in altering civil aircraft. Published in 1965. ($1.00—Sub. GPO.)

Subscription now includes: Ch. 1 (1–12–67); Ch. 2 (5–26–67); Ch. 3 (6–26–67); Ch. 4 (9–12–67); Ch. 5 (11–9–67); Ch. 6 (4–12–68).

43–202 Maintenance of Weather Radar Radomes (6–11–65).

Provides guidance material useful to repair facilities in the maintenance of weather radar radomes.

43–203A Altimeter and Static System Tests and Inspections (6–6–67).

Specifies acceptable methods for testing altimeter and static system. Also, provides general information on test equipment used and precautions to be taken.

Airmen

SUBJECT NO. 60

60–1 Know Your Aircraft (6–12–63).

Describes potential hazards associated with operation of unfamiliar aircraft and recommends good operating practices.

60–2E Annual Aviation Mechanic Safety Awards Program (6–20–68).

Provides details of the annual Aviation Mechanic Safety Awards Program which is a joint effort of FAA, The Flight Safety Foundation, and the aviation community.

60–4 Pilot's Spatial Disorientation (2–9–65).

Acquaints pilots flying under visual flight rules with the hazards of disorientation caused by the loss of reference with the natural horizon.

60–5 Advisory Information on Written Test Questions Missed (4–24–67).

Announces a new automated method of reporting written test results to airmen applicants. The applicant will be provided information concerning the subject matter areas in which one or more questions were answered incorrectly on the test.

61–1B Aircraft Type Ratings (12–14–67).

Lists the aircraft type ratings issued to pilots and advises the public of the designations used for the aircraft on which type ratings are issued.

61–2A Private Pilot (Airplane) Flight Training Guide (9–1–64).

Contains a complete private pilot flight training syllabus which consists of 30 lessons. Published in 1964. ($1 GPO.)

61–3B Flight Test Guide—Private Pilot—Airplane—Single Engine (4–2–68).

Assists the private pilot applicant in preparing for his certification flight test. Published in 1968. ($0.20 GPO.)

61–4B Flight Test Guide—Multiengine Airplane Class or Type Rating (4–1–68).

Assists multiengine pilot applicants in preparing for certification or rating flight tests. Published in 1968. ($0.15 GPO.)

61–5A Helicopter Pilot Written Test Guide—Private—Commercial (8–14–67).

Gives guidance to applicants preparing for the aeronautical knowledge requirements for a private or commercial pilot certificate with a helicopter rating.

61–8A Instrument Pilot Examination Guide (1–12–66).

Assists pilots in preparing for the Instrument Pilot Examination. Revised in 1966. ($0.40 GPO.)

61–9 Pilot Transition Courses for Complex Single-Engine and Light Twin-Engine Airplanes (6–16–64).

Provides training syllabuses and checkout standards for pilots who seek to qualify on additional types of airplanes. Published in 1964. ($0.15 GPO.)

61–10 Private and Commercial Pilots Refresher Courses (9–1–64).

Provides a syllabus of ground instruction periods and training lessons. Published in 1964. ($0.15 GPO.)

61–11A Airplane Flight Instructor Written Test Guide (9–5–67).

Provides information to prospective airplane flight instructors about certification requirements, application proce-

dures, and reference study materials; a sample examination is presented with explanations of the correct answers. Published in 1967. ($0.60 GPO.)

61–12B Student Pilot Guide (5–31–67).

Serves as a guide for prospective student pilots and presents general procedures for obtaining student and private pilot certificates. Published in 1967. ($0.15 GPO.)

61–13 Basic Helicopter Handbook (1–20–66).

Provides detailed information to applicants preparing for private, commercial, and flight instructor pilot certificates with a helicopter rating about helicopter aerodynamics, performance, and flight maneuvers. It will also be useful to certificated helicopter flight instructors as an aid in training students. Published in 1965. ($0.75 GPO.)

61–14 Flight Instructor Practical Test Guide (1–19–65).

Provides assistance to the certificated pilot in preparing for the practical demonstration required for the issuance of the flight instructor certificate. Published in 1964. ($0.10 GPO.)

61.15–1 Helicopter or Gyroplane Class Rating Requirement for Rotorcraft Pilots (1–15–63).

Calls the attention of certificated rotorcraft pilots to the fact that helicopter or gyroplane class ratings are required for the operation of rotorcraft after 2–1–63.

61–16 Flight Instructor's Handbook (1–19–65).

Contains study and reference material on the principles of teaching and flight training procedures. Published in 1964. ($0.60 GPO.)

61–17A Flight Test Guide—Instrument Pilot Airplane (6–6–67).

Provides assistance for the instrument pilot applicant in preparing for his instrument rating flight test. Published in 1967. ($0.10 GPO.)

61–18A Airline Transport Pilot (Airplane) Written Examination Guide (4–28–66).

Describes the type and scope of aeronautical knowledge covered by the written examination, lists appropriate references for study, and presents sample examination questions. Published in 1966. ($0.35 GPO.)

61–19 Safety Hazard Associated with Simulated Instrument Flights (12–4–64).

Emphasizes the need for care in the use of any device restricting visibility while conducting simulated instrument flights that may also restrict the view of the safety pilot.

61–21 Flight Training Handbook (1–11–66).

Provides information and direction in the introduction and performance of training maneuvers for student pilots, pilots requalifying or preparing for additional ratings, and flight instructors. Published in 1965. ($0.70 GPO.)

61–22A Pilot Flight Tests in Small Airplanes With Stability/Control Augmentation (3–16–66).

Rescinds the limitation published in AC 61–22 for pilot certificates issued on the basis of flight training and tests in airplane equipped with gyroscopic stability/control augmentation systems.

61–23 Private Pilot's Handbook of Aeronautical Knowledge (5–27–66).

Contains essential, authoritative information used in training and guiding applicants for private pilot certification, flight instructors, and flying school staffs. Published in 1966. ($2.75 GPO.)

61–24 Student Pilot Certificate Endorsements for Solo Flight in Single-Place or Single-Control Aircraft (7–20–65).

Describes a suggested procedure for checking out student pilots for solo flights in single-place or single-control aircraft.

61–25 Flight Test Guide—Helicopter, Private and Commercial Pilot (12–7–65).

Assists the helicopter pilot applicant in preparing for the certification flight tests; provides information concerning applicable procedures and standards. Published in 1965. ($0.10 GPO.)

61–26 Flight Instructor Requalification Program and Increased Student Pilot Operating Requirements (9–23–65).

Informs the public of the procedures which will be used by FAA inspectors in implementing the Flight Instructor Certificate renewal, instructor supervision of student pilots, and other associated requirements instituted by FAR Amendment 61–18.

61–27 Instrument Flying Handbook (12–12–66).

Provides the pilot with basic information needed to acquire an FAA instrument rating. It is designed for the reader who holds at least a private pilot certificate and is knowledgeable in all areas covered in the "Private Pilot's Handbook of Aeronautical Knowledge." Published in 1966. ($1.75 GPO.)

61–28 Commercial Pilot Examination Guide (5–17–66).

Guides prospective applicants toward a clear understanding of the requirements, the reference material, the form of the examination, and the examining procedures. Published in 1966. ($0.75 GPO.)

61–29 Instrument Flight Instructor Written Examination Guide (9–28–66).

Designed to aid those preparing for the Instrument Flight Instructor Written Examination, this guide outlines basic knowledge necessary to an instrument flight instructor, indicates sources helpful in acquiring this knowledge, and provides sample questions and answers for practice. Published in 1966. ($0.50 GPO.)

61–30 Flight Test Guide—Gyroplane, Commercial Pilot (2–8–66).

Assists commercial pilot operator in preparing for certification test. Revised in 1966. ($0.15 GPO.)

61–31 Gyroplane Pilot Examination Guide, Private and Commercial (2–9–66).

Outlines information basic to a gyroplane pilot, lists sources useful in acquiring this knowledge, and presents sample examination questions.

61–32 Private Pilot Written Examination Guide (8–15–67).

A combination workbook, written test guide. Includes 71 exercises covering every section of the Private Pilot's Handbook of Aeronautical Knowledge plus a sample written test presented in a fashion similar to the current Private Pilot Written Examination. Published in 1967. ($1.50 GPO.)

61–33 Gyroplane Flight Instructor Examination Guide (3–25–66).

Assists applicants who are preparing for the Flight Instructor Rotocraft Gyroplane Written Examination. Revised in 1966.

61–34 Federal Aviation Regulations Written Examination Guide (11–17–67).

Outlines the scope of the basic knowledge required of civilian pilots who are studying Regulations as they pertain to cerification of private and commercial pilots. Additionally, it accomplishes the same for military pilots or qualified former military pilots who are applying for FAA private or commercial pilot certificates on the basis of military competency. Published in 1967. ($0.30 GPO.)

61–35 Gold Seal Flight Instructor Certificate (10–4–66).

Announces the issuance of gold seal certificates to persons with outstanding qualifications and performance records as flight instructors.

61–36 Use of Other Than U.S. Coast and Geodetic Survey Charts on Pilot Flight Tests (2–6–67).

Clarifies the requirement governing the use on pilot flight tests of en route and instrument approach charts prepared by other than the U.S. Coast and Geodetic Survey.

61–37 Correction to Koch Chart in AC 61–11 and AC 61–28 (2–14–67).

Informs holders of AC 61–11, Airplane Flight Instructor Examination Guide, (1965) and AC 61–28, Commercial Pilot Written Examination Guide, (1966) of inaccuracies in the Koch Charts for Altitude and Temperature Effects which appear in these publications.

61–38 Rotorcraft Helicopter Written Test Guide (8–16–67).

Gives guidance to applicants preparing for the aeronautical knowledge requirement for a flight instructor certificate with a helicopter rating.

61–39 Flight Test Guide, Private and Commercial Pilot—Glider (8–28–67).

Assists applicants for private and commercial pilot flight tests in gliders.

61–40 Performance of Stalls on Pilot Flight Tests (9–14–67).

Advises flight test applicants and flight instructors of changes in the performance of stalls on flight tests for the issuance of pilot certificates and ratings.

61–41 Glider Flight Instructor Written Test Guide (11–7–67).

Outlines the scope of the basic aeronautical knowledge requirements for a glider flight instructor; acquaints the applicant with source material that may be used to acquire this basic knowledge; and presents a sample test with correct answers and explanations.

61–42 Airline Transport Pilot (Helicopter) Written Test Guide (11–7–67).

Provides guidance to applicants preparing for the Airline Transport Pilot Rotorcraft/Helicopter (VFR and/or IFR) Written Tests. Describes the type and scope of required aeronautical knowledge covered by the written test. ($0.25 GPO.)

61–43 Glider Pilot Written Test Guide—Private and Commercial (11–30–67).

Outlines the scope of the basic aeronautical knowledge requirements for a glider pilot; acquaints the applicant with source material that may be used to acquire this basic knowledge; and presents a sample test with correct answers and explanations.

61–44 Valid Flight Instructor Certificates (11–30–67).

Alerts student pilots, flight instructors, and pilot school operators to the expiration of many flight instructor certificates.

61–45 Instrument Rating (Helicopter) Written Test Guide (1–24–68).

Assists applicants who are preparing for the helicopter instrument rating. Presents a study outline, study materials, and a sample test with answers.

61.117–1B Flight Test Guide—Commercial Pilot, Airplane (4–21–67).

Assists the commercial applicant in preparing for his certification flight test. Published in 1964. ($0.15 GPO.)

63–1 Flight Engineer Written Examination Guide (12–12–66).

Contains information about certification requirements and describes the type and scope of the examination. It also lists appropriate study and reference material and presents sample examinations with test items similar to those found in the official examinations. Published in 1966. ($0.30 GPO.)

63–2 Flight Navigator Written Examination Guide (10–26–66).

This circular: (1) Outlines the scope of the basic aeronautical knowledge requirements for a Flight Navigator; (2) acquaints the applicant with source material that may be used to acquire this basic knowledge; and (3) presents a sample examination, answers and explanations to the sample examination test items, and other data used in the current Flight Navigator Written Examinations. Published in 1967. ($0.25 GPO.)

65–2A Airframe and Powerplant Mechanics Examination Guide (10–12) 67).

Provides information to prospective airframe and powerplant mechanics and other persons interested in FAA certification of aviation mechanics. Published in 1967. ($0.40 GPO.)

65–4 Aircraft Dispatcher Examination Guide (5–27–66).

Describes the type and scope of aeronautical knowledge covered by the aircraft dispatcher written examination, lists reference materials, and presents sample questions. Published in 1966. ($0.40 GPO.)

65–5 Parachute Rigger Certification Guide (6–19–67).

Provides information on how to apply for a parachute rigger certificate or rating and assists the applicant in preparing for the written, oral, and practical tests. Published in 1968. ($0.15 GPO.)

65–6A Change in Airframe and Powerplant Mechanic Tests (12–8–67).

Provides a new effective date for the changeover to a new format for the Airframe and Powerplant mechanic written, oral, and practical tests announced by the earlier circular.

65–7 1968 Maintenance Symposium—The Man In The Maintenance Reliability System—A Positive Review (7–18–68).

Announces the 1968 FAA annual maintenance symposium at Oklahoma City, Oklahoma.

65.33–1 List of Study References for the ATC Tower Operator Examination (5–25–66).

The title is self-explanatory.

65.95–2 Handbook and Study Guide for Aviation Mechanics' Inspection Authorization (5–3–67).

Gives guidance to persons conducting annual and progressive inspection and approving major repairs or alterations of aircraft. While the handbook is primarily intended for mechanics holding or preparing for an Inspection Authorization, it may be useful to aircraft manufacturers and certificated repair stations who have these privileges.

Airspace

SUBJECT No. 70

70/7460–1 Obstruction Marking and Lighting (2–29–68).

Describes the agency standards on obstruction marking and lighting and establishes the methods, procedures, and equipment types as official FAA policy. ($0.40 GPO.)

70/7460–2 Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace (4–5–68).

Alerts those persons proposing to erect or alter an object that may affect the navigable airspace of the requirement to submit a notice to the Administrator of the FAA.

70/7460–3 Petitioning the Administrator for Discretionary Review; Section 77.37, FAR, (8–8–68).

Revises and updates information concerning the submission of petitions to the Administrator for review, extension, or revision of determinations issued by regional directors or their designees.

73–1 Establishment of Alert Areas (3–11–68).

Announces the establishment of alert areas and sets forth the procedures which FAA will follow in establishing such areas.

77–1 Objects Affecting Navigable Airspace (7–2–65).

Announces the availability of the revised Part 77 of the Federal Aviation Regulations (FAR), dated May 1, 1965. This revised Part 77 supersedes the edition dated December 12, 1962.

Air Traffic Control and General Operations

SUBJECT No. 90

90–1A Civil Use of U.S. Government Produced Instrument Approach Charts (4–10–68).

Clarifies landing minimums requirements and revises instrument approach charts.

90–5 Coordination of Air Traffic Control Procedures and Criteria (6–13–63).

States Air Traffic Service policy respecting coordination of air traffic procedures and criteria with outside agencies and/or organizations.

90–8 Radio Identification of Student Pilots (8–15–63).

Encourages student pilots to identify themselves when communicating with FAA facilities.

90–10 Holding Pattern (3–1–64).

Advises pilots that revised IFR aircraft holding pattern procedures, implemented by FAA in January 1, 1962, will be the sole basis for providing protected airspace for holding patterns, beginning March 1, 1964.

90–11A Air Traffic Control Radio Frequency Assignment Plan (6–7–68).

Describes the civil air traffic control very high frequency assignment plan and the allocation of frequencies in the 118–136 MHz band.

90–12 Severe Weather Avoidance (4–15–64).

Provides information regarding air traffic control assistance in avoiding severe weather conditions.

90–13 Turbojet Training Program—General Aviation (4–22–64).

Recommends areas of coverage for initial and recurrent training of general aviation pilots in turbojet aircraft.

90–13 CH 1 Turbojet Training Program—General Aviation (12–23–65).

Transmits a page change to Attachment 1 of AC 90–13 to provide suggested minimum hours of pilot training for general aviation turbojet aircraft certificated subsequent to the issuance of AC 90–13.

90–14A Altitude—Temperature Effect on Aircraft Performance (1–26–68).

Introduces the Denalt Performance Computer and reemphasizes the hazardous effects density altitude can have on aircraft.

90–15 Pilot's Response to ATC Clearances and Instructions (7–2–64).

States Agency philosophy concerning expected pilot response to air traffic control clearances and instructions.

90–18 Large Propeller-Driven Aircraft Training Program—General Aviation (10–21–64).

Recommends areas of coverage for initial and recurrent training of general aviation pilots in large propeller-driven aircraft.

90–19 Use of Radar for the Provision of Air Traffic Control Services (10–29–64).

Advises the aviation community of the Agency's practice in the use of radar information to provide air traffic control services.

90–20 Weather Radar Radomes (11–12–64).

Highlights some important points to consider in the selection and maintenance of weather radar radomes.

90–21 Dualing of Service O Circuits 8273, 8275 and 8276 (3–1–65).

Provides revised weather schedules by circuit to enable users to determine which circuit(s) will be required to meet their needs.

90–22 Automatic Terminal Information Service (ATIS) (2–17–65).

Provides information concerning the establishment and operation of Automatic Terminal Information Service (ATIS).

90–23A Wake Turbulence (12–21–65).

Provides information on the subject of wake turbulence and suggests techniques that may help pilots avoid the hazards associated with wing tip vortex turbulence.

90–24 Service A Weather Teletypewriter Circuit Loading Adjustment (3–15–65).

Advises Service A weather teletypewriter system subscribers of a pending transfer of certain data from Area to Supplemental Circuits and provides lead time for obtaining extension service on the latter where necessary to continue receiving such data.

90–27 Operation of Pictorial Display/Course Line Computer Equipment in the National Airspace System (8–20–65).

Sets forth the advantages to be gained by the utilization of airborne Pictorial Display/Course Line Computer (PD/CLC) equipment in conjunction with VOR/DME/TACAN ground facilities.

90–28 Course Changes While Operating Under Instrument Flight Rules Below 18,000 Feet Mean Sea Level (9–2–65).

Reminds pilots making course changes that routings prescribed in air traffic control clearances must be adhered to as closely as possible in order that flight paths will remain within airway/route boundaries during en route and terminal flight operations.

90–30A Precision Approach Radar (PAR) Service (11–21–67).

Provides information concerning the provision of Precision Approach Radar (PAR) service at FAA operated air traffic control facilities.

90–31 Retention of Flight Service Station (FSS) Civil Flight Plans and Related Records (7–1–67).

Establishes new retention periods for flight plans, preflight briefing logs, visual flight rule flight progress strips, and related records with FSSs.

90–32 Radar Capabilities and Limitations (8–15–67).

Advises the aviation community of the inherent capabilities and limitations of radar systems and the effect of these factors on the service provided by air traffic control (ATC) facilities.

90–33 VFR Communications for General Aviation (11–20–67).

Describes VHF (118–136 MHz band) air/ground communications channel utilization for general aviation aircraft in the VFR environment and includes information on the use of channels in the private aircraft (122–123 MHz) band recently made available by the Federal Communications Commission (Docket 17177).

90–34 Accidents Resulting from Wheelbarrowing in Tricycle Gear Equipped Aircraft (2–27–68).

Explains "wheelbarrowing", the circumstances under which it is likely to occur, and recommended corrective action.

90–35 Frequency Discipline (5–17–68).

Reemphasizes the need for pilots to be constantly aware of the importance of practicing frequency discipline in normal conduct of operations.

90–36 The Use of Chaff as an In-Flight Emergency Signal (5–22–68).

Advises of the value and proper usage of chaff to alert radar controllers to the presence of an aircraft in distress which has a two-way radio failure.

90–37 Flight Operations Near Airports (6–19–68).

Emphasizes to pilots the necessity of adhering to good operating practices and procedures, particularly when operating at or near airports.

90–38 Use of Preferred IFR Routes (8–4–68).

Outlines the background, intent, and requested actions pertaining to the use of preferred IFR routes.

90–39 Identification of Civil Aircraft in Radio Communications (8–5–68).

Outlines an important change in the Federal Communications Commission (FCC) rules for the aviation services concerning the methods of identifying aircraft in radio transmissions.

91–1B Operation of Civil Aircraft With One Cabin Door Removed for Parachuting, Sky Diving, or Other Special Operations (3–24–67).

Provides a revised list of aircraft which may be operated with one cabin door removed and procedures for obtaining FAA authorization for such operation.

91–3 Acrobatic Flight (9–30–63).

Sets safe operating practices for the conduct of acrobatic flight operations.

91–5 Waivers Part 91, Federal Aviation Regulations (2–27–64).

Provides information on submission of applications and issuance of waivers to FAR Part 91.

91–6 Water, Slush, and Snow on the Runway (1–21–65).

Provides background and guidelines concerning the operation of turbojet aircraft with water, slush, and/or snow on the runway.

91–7 Hazards Associated With In-Flight Use of "Visible-Fluid" Type Cigarette Lighters (3–16–65).

Discusses the potential hazards associated with in-flight use of "visible-fluid" type cigarette lighters.

91–8 Use of Oxygen by General Aviation Pilots/Passengers (5–16–65).

Provides general aviation personnel with information concerning the use of oxygen.

91–9 Potential Hazards Associated With Turbojet Ground Operations (6–19–65).

Alerts turbojet operators and flight crews to potential hazards involving turbojet operations at airports.

91–10A Suggestions for Use of ILS Minima by General Aviation Operators of Turbojet Airplanes (10–8–65).

Provides general aviation operators of turbojet airplanes with information on practices and procedures to be considered before utilizing the lowest published IFR minima prescribed by FAR Part 97 and provides information on pilot-in-com-

mand experience, initial and recurrent pilot proficiency, and airborne airplane equipment.

91-11 Periodic Inspection Reminder (8-10-65).

Provides the aviation community with a uniform visual reminder of the date a periodic inspection becomes due.

91.11-1 Guide to Drug Hazards in Aviation Medicine (7-19-63).

Lists all commonly used drugs by pharmacological effect on airmen with side effects and recommendations. Published in 1962. ($0.35 GPO.)

91-12 Required Inspection for Air Carrier Aircraft Reverting to General Operation Under FAR 91 (5-24-66).

Describes acceptable methods for complying with the required inspections established by FAR Part 91.

91-13 Cold Weather Operation of Aircraft (11-16-66).

Emphasizes factors to be considered for the effective preparation, maintenance, and operation of aircraft in cold weather.

91-14 Altimeter Setting Sources (2-15-67).

Provides the aviation public, industry, and FAA field personnel with guidelines for setting up reliable altimeter setting sources.

91-15 Terrain Flying (2-2-67).

A pocket-size booklet designed as a tool for the average private pilot. Contains a composite picture of the observations, opinions, warnings, and advice from veteran pilots who have flown this vast land of ours that can help to make flying more pleasant and safer. Tips on flying into Mexico, Canada, and Alaska. ($0.55 GPO.)

91-16 Category II Operations—General Aviation Airplanes (8-7-67).

Sets forth acceptable means by which Category II operations may be approved in accordance with FAR Parts 23, 25, 61, 91, 97 and 135.

91-17 The Use of View Limiting Devices on Aircraft (2-20-68).

Alerts pilots to the continuing need to make judicious and cautious use of all view limiting devices on aircraft.

91.29-1 Special Structural Inspections (1-8-68).

Discusses occurrences which may cause structural damage affecting the airworthiness of aircraft.

91.83-1 Canceling or Closing Flight Plans (3-12-64).

Outlines the need for canceling or closing flight plans promptly to avoid costly search and rescue operations.

91.83-2 IFR Flight Plan Route Information (2-16-66).

Clarifies the air traffic control needs for the filing of route information in an IFR (Instrument Flight Rules) flight plan.

95-1 Airway and Route Obstruction Clearance (6-17-65).

Advises all interested persons of the airspace areas within which obstruction clearance is considered in the establishment of Minimum En Route Instrument Altitudes (MEAs) for publication in FAR Part 95.

99.11-1 Flight Plan Requirements: Coastal or Domestic ADIZ (11-15-63).

Provides recommended flight plan filing procedures for operation within or into an Air Defense Identification Zone (ADIZ).

99.27-1 Flight Plan Tolerances for Air Defense Identification Zones (9-30-63).

Provides recommended flight plan tolerances for operations within or into the ADIZ.

101-1 Waivers of Part 101, Federal Aviation Regulations (1-13-64).

Provides information on submission of applications and issuances of waivers to FAR Part 101.

103-1 Hazard Associated with Sublimation of Solid Carbon Dioxide (Dry Ice) Aboard Aircraft (12-16-63).

Discusses potential hazards of dry ice and gives precautionary measures.

105-1 Intentional Parachute Jumping (11-19-63).

Provides information and guidance on intentional parachute jumping and parachute equipment.

Air Carrier and Commercial Operators and Helicopters

SUBJECT NO. 120

120-1 Reporting Requirements of Air Carrier and Commercial Operators (6-6-63).

Advises all Parts 40, 41, 42, and 46 operators that the mechanical reliability reporting requirements contained in those respective parts of the regulations have not been altered.

120-2A Precautionary Propeller Feathering To Prevent Runaway Propellers (8-20-63).

Emphasizes the need for prompt feathering when there is an indication of internal engine failure.

120-4B Criteria for Turbojet Landing Weather Minima—Air Carriers and Commercial Operators of Large Aircraft (6-14-68).

Sets forth the criteria for approval of landing weather minima for turbojet aircraft below ¾-mile visibility or RVR 4000 but above Category II minima.

120-5 High Altitude Operations in Areas of Turbulence (8-26-63).

Recommends procedures for use by jet pilots when penetrating areas of severe turbulence.

120-7 Minimum Altitudes for Conducting Certain Emergency Flight Training Maneuvers and Procedures (9-4-63).

Recommends minimum altitudes for conducting simulated emergency flight training maneuvers be established.

120-11 Section 42.52(b) of Civil Air Regulations Part 42 Effective November 11, 1963 (11-11-63).

Gives an acceptable method for air carriers to comply with CAR Part 42.

120-12 Private Carriage Versus Common Carriage by Commercial Operators Using Large Aircraft (6-24-64).

Provides guidelines for determining whether current or proposed transportation operations by air constitute private or common carriage.

120-13 Jet Transport Aircraft Attitude Instrument Systems (6-26-64).

Provides information about the characteristics of some attitude instrument systems presently installed in some jet transport aircraft.

120-14 Air Taxi Operators and Commercial Operators of Small Aircraft (7-6-64).

Clarifies the requirements of Part 135 of the FAR's and provides additional information not readily available.

120-16 Continuous Airworthiness Program (10-19-64).

Provides air carriers and commercial operators with guidance and information pertinent to the regulatory amendments concerned with requirements for air carrier continuous airworthiness program.

120-17 Handbook for Maintenance Control by Reliability Methods (12-31-64).

Provides information and guidance material which may be used to design or develop maintenance reliability programs which include a standard for determining time limitations.

120-17 CH 1 Handbook for Maintenance Control by Reliability Methods (6-24-66).

Transmits new material to the subject handbook.

120-17 CH 2 Handbook for Maintenance Control by Reliability Methods (5-6-68).

Transmits new material to the subject handbook.

120-18 Preservation of Maintenance Records (5-10-65).

Provides information and guidance relative to the microfilming of maintenance records.

120-20 Criteria for Approval of Category II Landing Weather Minima (6-6-66).

Sets forth criteria, guidelines, and procedures which provide an acceptable

basis for the approval of Category II ILS minima and the installation approval of the associated airborne systems.

120–20 CH 1 Criteria for Approval of Category II Landing Weather Minima (1–12–68).

Transmits a revised Appendix 3 of the Advisory Circular.

120–20 CH 2 Criteria for Approval of Category II Landing Weather Minima (5–21–68).

Clarifies use of minimum glide slope threshold crossing height in Par. 11, Appendix 3.

120–21 Aircraft Maintenance Time Limitations (6–24–66).

Provides method and procedures for the initial establishment and revision of time limitations on inspections, checks, maintenance or overhaul.

120–22 Systems Worthiness Analysis Program 7–29–66).

Gives information on the implementation, operation, and reasons for the Agency's Systems Worthiness Analysis Program.

120–24 Establishment and Revision of Aircraft Engine Overhaul and Inspection Periods (9–1–66).

Describes methods and procedures used by the Federal Aviation Agency in the establishment and revision of aircraft engine overhaul periods.

120–26 Civil Aircraft Operator Designators (1–25–68).

States the criterial and the procedures for the assignment of a designator and a corresponding air/ground call sign to civil aircraft operators engaged in domestic services on a repetitive basis.

121–1 Standard Maintenance Specifications Handbook (12–15–62).

Provides procedures acceptable to FAA which may be used by operators when establishing inspection intervals and overhaul times.

121–1 CH 1 Standard Maintenance Specifications Handbook (7–1–63).

Provides amended information for the basic advisory circular.

121–1 CH 2 Standard Maintenance Specifications Handbook (6–16–64).

Provides amended information for the basic advisory circular.

121–1 CH 3 Standard Maintenance Specifications Handbook (8–26–64).

Provides amended information for the basic advisory circular.

121–1 CH 4 Standard Maintenance Specifications Handbook (12–14–64).

Provides amended information for the basic advisory circular.

121–1 CH 5 Standard Maintenance Specifications Handbook (11–8–65).

Provides new information for the basic advisory circular.

121–1 CH 6 Standard Maintenance Specifications Handbook (12–6–65).

Provides new information for the basic advisory circular.

121–1 CH 7 Standard Maintenance Specifications Handbook (12–29–65).

Provides new information for the basic advisory circular.

121–1 CH 8 Standard Maintenance Specifications Handbook (3–31–66).

Provides new and revised material for the basic advisory circular.

121–1 CH 9 Standard Maintenance Specifications Handbook (10–13–66).

Transmits new and revised material to the subject handbook.

121–1 CH 10 Standard Maintenance Specifications Handbook (10–24–66).

Transmits revised material to the subject handbook.

121–1 CH 11 Standard Maintenance Specifications Handbook (2–8–67).

Transmits revised material to the subject handbook.

121–1 CH 12 Standard Maintenance Specifications Handbook (5–16–67).

Presents additions to the basic handbook.

121–1 CH 13 Standard Maintenance Specifications Handbook (10–18–67).

Adds new material to the subject handbook.

121–1 CH 14 Standard Maintenance Specifications Handbook (1–25–68).

Adds new material to the subject handbook.

121–2 FAA Airborne Vibration Monitoring Program for Turbine Engines (1–15–63).

Describes conditions under which air carrier operators of turbine-powered aircraft may apply for and obtain approval for operation of engines and specific accessories, equipment and components beyond their currently approved overhaul time limitations when airborne vibration monitoring equipment is used.

121–2 CH 1 FAA Airborne Vibration Monitoring Program for Turbine Engines (5–20–63).

Provides guidance material for FAA Air Carrier Operations Inspectors and air carriers with respect to flight crewmember training in the use of airborne vibration monitoring equipment on turbine engines.

121–3H Maintenance Review Board Reports (2–7–68).

Adds the Boeing 727, Supplement No. 1; Boeing 737; Fairchild-Hiller FH–227; and Fairchild-Hiller FH–227, Revision 1 to the list of available Maintenance Review Board Reports.

121–5 Aircraft Weight and Balance Control (1–8–65).

Provides a method and procedures for weight and balance control.

121–6 Portable Battery-Powered Megaphones (1–5–66).

Sets forth an acceptable means for complying with rules (applicable to various persons operating under Part 121 of the Federal Aviation Regulations) that prescribe the installation of approved megaphones.

121–7 Use of Seat Belts by Passengers and Flight Attendants To Prevent Injuries (7–14–66).

Concerned with the prevention of injury due to air turbulence.

121–8 Additional Airport Aids—Runway Marking and Lighting—Air Carrier Turbojet Operations (9–19–66).

Emphasizes the importance of runway markings and approach slope guidance in assisting turbojet airplane pilots to touchdown at the proper runway point.

121–9 Maintenance of Evacuation Slides (9–22–66).

Provides information and guidance to air carriers and commercial operators in the maintenance of emergency evacuation slides.

121–10 Doppler Radar Navigational Aids (3–23–67).

States an acceptable means, not the only means, of compliance with the referenced sections of the FAR as they apply to persons operating under Part 121 who desire approval of Doppler RADAR navigation systems for use in their operations.

121–10 CH 1 Doppler Radar Navigational Aids (1–10–68).

Transmits a page change to the subject advisory circular.

121–11 Approval of Inertial Navigation Systems (INS) (3–23–67).

States an acceptable means, not the only means, of compliance with the referenced sections of the FAR as they apply to persons operating under Part 121 who desire approval of inertial navigation systems as the sole means of navigation in their operations.

121–11 CH 1 Approval of Inertial Navigation Systems (1–10–68).

Transmits a page change to the subject advisory circular.

121–12 Wet or Slippery Runways (8–17–67).

Provides uniform guidelines in the application of the "wet runway" rule by certificate holders operating under FAR 121 (8–17–67).

121.195(d)–1 Alternate Operational Landing Distances for Wet Runways; Turbojet Powered Transport Category Airplanes (11–19–65).

Sets forth an acceptable means, but not the only means, by which the alter-

nate provision of section 121.195(d) may be met.

127.13–2 Helicopter Weight and Balance Control (11–2–64).

Provides a method and procedures for weight and balance control.

135.155–1 Alternate Static Source for Altimeters and Airspeed and Vertical Speed Indicators (2–16–65).

Sets forth an acceptable means of compliance with provisions in FAR Part 135 and Part 23 dealing with alternate static sources.

137–1 Agricultural Aircraft Operations (11–29–65).

Explains and clarifies the requirements of FAR Part 137 and provides additional information, not regulatory in nature, which will assist interested persons in understanding the operating privileges and limitations of this Part.

Schools and Other Certificated Agencies

SUBJECT NO. 140

140–1C Consolidated Listing of FAA Certificated Repair Stations (8–1–67).

Gives the name, address, certificate number, and ratings of repair stations.

140–2D List of Certificated Pilot Flight and Ground Schools (3–13–68).

Lists FAA certificated schools as of March 1968.

140–3A Approval of Pilot Training Courses Under Subpart D of Part 141 of the FAR (6–12–68).

The title is self-explanatory.

140–4 Use of Audio-Visual Courses in Approved Pilot Ground Schools Certificated Under Part 141 (8–7–68).

Informs operators of certificated pilot schools on the use of audio-visual training aids for instruction in approved ground school courses conducted under the FARs.

143–1B Ground Instructor Examination Guide—Basic—Advanced (4–18–67).

Designed to assist applicants preparing for the Basic or Advanced Ground Instructor Written Examination by outlining the required knowledge and by providing sample questions for practice. Revised in 1967. ($1.00 GPO.)

143–2A Ground Instructor—Instrument—Written Test Guide (9–29–67).

Provides information to applicants for the instrument ground instructor rating about the subject areas covered in the examination and illustrated by a study outline, a list of study materials, and a sample examination with answers. Published in 1968. ($0.55 GPO.)

145.101–1 Application for Air Agency Certificate—Manufacturer's Maintenance Facility (7–12–66).

Explains how to obtain a repair station certificate.

147–2D Federal Aviation Administration Certificated Mechanic School Directory (7–15–68).

Provides a revised listing of all FAA certificated mechanic schools as of July 15, 1968.

149–2D Listing of Federal Aviation Administration Certificated Parachute Lofts (8–1–68).

Provides a revised list of all FAA certificated parachute lofts.

149.9–1A Military Surplus Parachutes (9–24–64).

Advises of the release of military surplus parachutes to the public by the Department of Defense.

Airports

SUBJECT NO. 150

DEFENSE READINESS PROGRAM

150/1930–1 Radiological Decontamination of Civil Airports (8–19–66).

Offers guidance in preattack preparations, emergency action and decontamination methods.

RESOURCE MANAGEMENT

150/4290–1 Assistance in Obtaining Copper Products for Airport Lighting (10–6–66).

Describes problems currently involved in obtaining copper products necessary for airport lighting and offers some possible solutions.

AIRPORT PLANNING

150/5040–1 Announcement of Report—Aviation Demand and Airport Facility Requirement Forecasts for Large Air Transportation Hubs Through 1980 (9–21–67).

The title is self-explanatory.

150/5050–1 Airport Planning as a Part of Comprehensive State Planning Programs (4–25–66).

Encourages states to include airport planning in their comprehensive planning program and provides guidance and general methodology for developing a statewide airport planning program as part of the state's comprehensive planning program.

150/5050–2 Compatible Land Use Planning in the Vicinity of Airports (4–13–67).

Advises Federal Aviation Administration personnel, local government officials and the public of the availability of the following two reports prepared under the auspices of the FAA by the firm of Transportation Consultants, Inc. *Compatible Land Use Planning On and Around Airports*, and *Aids Available for Compatible Land Use Planning Around Airports.*

150/5060–1 Airport Capacity Criteria Used in Preparing the National Airport Plan (11–10–66).

Presents the method used by the Federal Aviation Agency for determining when additional runways, taxiways, and aprons should be recommended in the National Airport Plan. The material is also useful to sponsors and engineers in developing Airport Layout Plans and for determining when additional airport pavement facilities should be provided to increase aircraft accommodation capacity at airports.

150/5060–2 Airport Site Selection (7–19–67).

Recommends procedures and provides guidance for analyzing potential airport sites.

150/5070–1 Rapid Transit Service for Metropolitan Airports (8–26–65).

Informs airport officials of a Federal assistance program for rapid transit.

150/5070–2 Planning the Metropolitan Airport (9–17–65). (Consolidated reprint 6–30–66 includes change 1.)

Provides guidance and methodology for planning the metropolitan airport system as a part of the comprehensive metropolitan planning program.

150/5070–3 Planning the Airport Industrial Park (9–30–65).

Provides guidance to communities, airport boards, and industrial developers for the planning and development of Airport Industrial Parks.

150/5070–4 Planning for Rapid Urbanization Around Major Metropolitan Airports (3–31–66).

Alerts planning agencies to the need for developing appropriate planning programs to guide rapid urbanization in the vicinity of major metropolitan airports and suggests procedures for such planing programs.

150/5090–1 Regional Air Carrier Airport Planning (2–2–67).

This circular: (1) Informs local and state governments, airport operators, and area planners of a Federal policy concerning the development of a single airport to serve two or more cities and their environs; and (2) provides such planners with guidance for evaluating the feasibility of establishing such regional airports.

FEDERAL-AID AIRPORT PROGRAMS

150/5100–2 Priorities Under the Federal-aid Airport Program for Fiscal Year 1967 (5–9–66).

Provides information of priorities used in the allocation of Federal funds for airport development under the Federal-aid Airport Program.

150/5100–3 Federal-aid Airport Program-Procedures Guide for Sponsors (6–30–66).

Advises sponsors who apply for Federal funds for airport development under the Federal-aid Airport Program.

150/5100–3 CH 1 Federal-aid Airport Program-Procedures Guide for Sponsors (8–23–66).

Corrects transposal of Figures 1 and 3 in Appendix I of AC 150/5100–3.

150/5100–4 Airport Advance Planning (1–12–68).

Provides an explanation of the FAA advance planning program.

SURPLUS AIRPORT PROPERTY CONVEYANCE PROGRAMS

150/5150–2 Federal Surplus Personal Property for Public Airport Purposes (6–27–68).

Outlines policies and procedures for State and local agencies applying for and acquiring surplus Federal personal property for public airport purposes.

AIRPORT COMPLIANCE PROGRAM

150/5190–1 Minimum Standards for Commercial Aeronautical Activities on Public Airports (8–18–66).

Gives to owners of public airports information helpful in the development and application of minimum standards for commercial aeronautical activities.

150/5190–2 Exclusive Rights at Airports (9–2–66).

Provides basic information and guidance on the Federal Aviation Agency's policy concerning exclusive rights at public airports on which Federal funds, administered by the Agency, have been expended.

150/5190–3 Model Airport Zoning Ordinance (1–16–67).

Provides a guide to be used in preparing airport zoning ordinances. This model will require modification and revision to suit circumstances and fulfill state and local law.

AIRPORT SAFETY—GENERAL

150/5200–1 Bird Hazards to Aviation (3–1–65).

Discusses certain steps that can be taken toward reducing or solving the bird strike problem on and near airports.

150/5200–2 Bird Strike/Incident Report Form (11–27–65).

Informs military and civil aviation organizations that FAA Form 3830, "Bird Strike/Incident Report Form," is available for use in reporting bird hazards and accidents/incidents to aircraft.

150/5200–3 Bird Hazards to Aircraft (10–7–66).

Transmits the latest published information concerning the reduction of bird strikes on aircraft.

150/5200–4 Foaming of Runways (12–21–66).

Discusses runway foaming and suggests procedures for providing this service.

150/5200–5 Considerations for the Improvement of Airport Safety (2–2–67).

Emphasizes that, in the interest of accident/incident prevention, airport management should conduct self-evaluations and operational safety inspections. An exchange of information and suggestions for the improvement of airport safety is also suggested.

150/5200–6A Security of Aircraft at Airports (6–28–68).

Directs attention to the problem of pilferage from aircraft on airports and suggests action to reduce pilferage and the hazards that may result therefrom.

150/5200–7 Safety on Airport During Maintenance of Runway Lighting (1–24–68).

Points the possibility of an accident occurring to airport employees caused by electrocution.

150/5200–8 Use of Chemical Controls to Repel Flocks of Birds at Airports (5–2–68).

Acquaints airport operators with new recommendations on the use of chemical methods for dispersing flocks of birds.

150/5200–9 Bird Reactions and Scaring Devices (6–26–68).

Transmits a report on bird species and their responses and reactions to scaring devices.

150/5210–1 Airport Emergency Planning (8–15–63).

Presents general guidance for airport emergency operation planning.

150/5210–2 Airport Emergency Medical Facilities and Services (9–3–64).

Provides information and advice so that airports may take specific voluntary preplanning actions to assure at least minimum first-aid and medical readiness appropriate to the size of the airport in terms of permanent and transient personnel.

150/5210–3 Airport Emergency Operations—Aircraft Emergency (7–17–64).

Discusses measures that should be taken by airport management to establish and improve aircraft emergency procedures.

150/5210–4 FAA Aircraft Fire and Rescue Training Film, "Blanket for Survival" (10–27–65).

Provides information on the purpose, content, and availability of the subject training film.

150/5210–5 Painting, Marking, and Lighting of Vehicles Used on an Airport (8–31–66).

Makes recommendations concerning safety, efficiency, and uniformity in the interest of vehicles used on the aircraft operational area of an airport.

150/5210–6 Aircraft Fire and Rescue Facilities and Extinguishing Agents (9–7–66).

Furnishes guidance for estimating the facilities necessary to provide adequate aircraft fire and rescue service at civil airports.

150/5210–7 Aircraft Fire and Rescue Communications (10–28–66).

Provides airport management with information helpful in the establishment of communication and alarm facilities. Such facilities alert and guide those personnel who must deal with aircraft ground emergencies.

150/5210–8 Aircraft Firefighting and Rescue Personnel and Personnel Clothing (1–13–67).

Provides guidance concerning the manning of aircraft fire and rescue trucks, the physical qualifications that personnel assigned to these trucks should meet, and the protective clothing with which they should be equipped.

150/5210–9 Airport Fire Department Operating Procedures During Periods of Low Visibility (10–27–67).

Suggests training criteria which airport management may use in developing minimum response times for aircraft fire and rescue trucks during periods of low visibility.

150/5210–10 Airport Fire and Rescue Equipment Building Guide (12–7–67).

The title is self-explanatory.

150/5220–1 Guide Specification for a Light-Weight Airport Fire and Rescue Truck (7–24–64).

Describes a vehicle with performance capabilities considered as minimum for an acceptable light rescue truck.

150/5220–2 Guide Specification for 1,800-Gallon Aircraft Fire and Rescue Truck (7–24–64).

Describes a vehicle possessing the minimum performance capabilities recommended for an acceptable aircraft fire and rescue truck.

150/5220–3 Guide Specification for 1,000-Gallon Aircraft Fire and Rescue Truck (3–9–67).

The title is self-explanatory.

150/5220–4 Water Supply Systems for Aircraft Fire and Rescue Protection (12–7–67).

The title is self-explanatory.

150/5220–5 Guide Specification for a Combination Foam and Dry Chemical Aircraft Fire and Rescue Truck (12–29–67).

Specification requirements developed by FAA to assist airport management in developing local procurement specifications for fire and rescue trucks.

150/5220–6 Guide Specification for 1,000-Gallon Tank Truck (4–10–68).

Assists airport management in the development of local procurement specifications.

150/5230–1 Suggestions for Airport Safety Self-Inspection (3–30–64).

Summarizes the functional statements, procedures, forms, and schedules on safety self-inspection now in use at many U.S. civil airports.

150/5230–2 Guide Specification for Fire Extinguishing System (Foam) for Heliports (4–14–65).

Contains guidance material which may be used by airport management in the development of local procurement specifications.

CIVIL AIRPORTS EMERGENCY PREPAREDNESS

150/5240–1A Airport Disaster Control Guide (10–31–67).

Acts as a guide to reducing or avoiding problems imposed by enemy nuclear attack.

150/5240–6A Radiation Safety for Civil Airports (12–27–65).

Provides information and technical criteria needed to cope with accidents involving nuclear materials. Published in 1965. ($0.30 GPO.)

DESIGN, CONSTRUCTION, AND MAINTENANCE—GENERAL

150/5300–2 Airport Design Requirements for Terminal Navigational Aids (3–30–64).

Provides information regarding location, functions, and citing requirements of air navigation aids on and in the immediate vicinity of airports.

150/5300–3 Adaptation of TSO–N18 Criterion to Clearways and Stopways (10–18–64).

Sets forth standards recommended by the FAA for guidance of the public for the adaptation of TSO–N18 criterion to clearways and stopways.

150/5300–4 Utility Airports—Design Criteria and Dimensional Standards (5–19–67).

Presents recommendations of the Federal Aviation Administration for the design of utility airports. These airports are developed for general aviation operations of small airplanes of 12,500 pounds or less of gross weight.

150/5310–1 Preparation of Airport Layout Plans (9–9–65).

Presents guidance material on the preparation of airport layout plans. Acceptable for the eligibility requirements of FAAP.

150/5310–3 FAA Order 5310.2, Relocating Thresholds Due to Obstructions at Existing Runways (5–27–68).

Announces the issuance of instructions to FAA field personnel on the displacement or relocation of thresholds.

150/5320–5A Airport Drainage (1–28–66).

Provides guidance for airport managers, engineers, and the public in the design and maintenance of airport drainage systems. Published in 1965. ($0.45 GPO.)

150/5320–6A Airport Paving (5–9–67).

Provides data for the design and construction of pavements at civil airports.

150/5320–6A CH 1 Airport Paving (6–11–68).

Transmits page changes and adds new chapter 6 to basic AC.

150/5325–2A Airport Surface Areas Gradient Standards (5–12–66).

Sets forth standards recommended by the Federal Aviation Agency for guidance of the public in establishing the gradient of airport surface areas used for landing, takeoff, and other aircraft ground movement.

150/5325–3 Background Information on the Aircraft Performance Curves for Large Airplanes (1–26–65).

Provides airport designers with information on aircraft performance curves for design which will assist them in an objective interpretation of the data used for runway length determination.

150/5325–3 CH 1 Background Information on the Aircraft Performance Curves for Large Airplanes (5–12–66).

Transmits a revision to the effective runway gradient standards.

150/5325–4 Runway Length Requirements for Airport Design (4–5–65).

Presents aircraft performance curves and sets forth standards for the determination of runway lengths to be provided at airports. The use of these standards is required for project activity under the Federal-aid Airport Program when a specific critical aircraft is considered as the basis for the design of a runway.

150/5325–4 CH 1 Runway Length Requirements for Airport Design (8–5–65).

Provides amended information for the basic advisory circular and includes aircraft performance curves for the BAC 1–11.

150/5325–4 CH 2 Runway Length Requirements for Airport Design (9–21–65).

Transmits aircraft performance curves for the Boeing 707–300C and the Fairchild F–27 and F–27B.

150/5325–4 CH 3 Runway Length Requirements for Airport Design (4–25–66).

Transmits aircraft performance curves for the Douglas DC–8–55, DC–8F–55, and DC–9–10 Series, the Fairchild F–27J, and the Nord 262.

150/5325–4 CH 4 Runway Length Requirements for Airport Design (5–12–66).

Transmits a revision to the effective runway gradient standards.

150/5325–4 CH 5 Runway Length Requirements for Airport Design (7–13–66).

Transmits aircraft performance curves for the Douglas DC–9–10 Series equipped with Pratt & Whitney JT8D–1 Engines.

150/5325–4 CH 6 Runway Length Requirements for Airport Design (12–8–66).

It is recommended that turbojet powered aircraft use more runway length when landing under wet or slippery, rather than under dry conditions. This change furnishes a basis for estimating the additional recommended length.

150/5325–4 CH 7 Runway Length Requirements for Airport Design (2–7–67).

Presents design curves for landing and takeoff requirements of airplanes in common use in the civil fleet. Also presented are instructions on the use of these design curves and a discussion of the factors considered in their development.

150/5325–4 CH 8 Runway Length Requirements for Airport Design (11–8–67).

Transmits aircraft performance curves for the Boeing 747, Convair 640 (340D or 440D), and Douglas DC–9–30 Series.

150/5325–5A Aircraft Data (1–12–68).

Presents a listing of principal dimensions of aircraft affecting airport design for guidance in aircraft development.

150/5325–6 Effects of Jet Blast (4–15–65).

Presents the criteria for treatment of jet blast effects which are acceptable in accomplishing a project meeting the eligibility requirements of the Federal-aid Airport Program.

150/5325–7 Is Your Airport Ready for the Boeing 747 (1–23–68).

Presents a preliminary condensed survey of today's airport design criteria and their suitability to the presently known characteristics of the Boeing 747 airplane.

150/5330–2A Runway/Taxiway Widths and Clearances for Airline Airports (7–26–68).

Presents the Federal Aviation Agency recommendations for landing strip, runway, and taxiway widths and clearances at airports served by certificated air carriers.

150/5330–3 Wind Effect on Runway Orientation (5–5–66).

Provides guidance for evaluating wind conditions and determining their effect on the orientation of runways.

150/5335–1 Airport Taxiways (1–28–65).

Provides the criteria for airport taxiways which are acceptable in accomplishing a project meeting the eligibility requirements of the Federal-aid Airport Program.

150/5335–1 CH 1 Airport Taxiways (11–15–66).

Taxiways designed for two- and three-engine jet powered air carrier airplanes may have a minimum width of 60 feet. This change provides guidance for the design of such taxiway design widths.

150/5335–2 Airport Aprons (1–27–65).

Provides the criteria for airport aprons which are acceptable in accomplishing a project meeting the eligibility requirements of the Federal-aid Airport Program.

150/5340–1A Marking of Serviceable Runways and Taxiways (6–30–66).

Required for FAAP project activity.

150/5340–1A CH 1 Change 1 to Marking of Serviceable Runways and Taxiways (9–15–66).

Transmits page change to the subject advisory circular.

150/5340–4A Installation Details for Runway Centerline and Touchdown Zone Lighting Systems (8–4–66).

Describes standards for the design and installation of runway centerline and touchdown zone lighting systems.

150/5340–5 Segmented Circle Airport Marker System (8–1–63).

Recommends an airport marking system of pilot aids and traffic control devices. Required for FAAP project activity.

150/5340–7A Marking and Lighting of Deceptive, Closed, and Hazardous Areas on Airports (1–10–68).

Describes standards for marking deceptive, closed, and hazardous areas on airports.

150/5340–8 Airport 51-foot Tubular Beacon Tower (6–11–64).

Provides design and installation details on the subject tower.

150/5340–9 Prefabricated Metal Housing for Electrical Equipment (8–18–64).

Provides design and installation details on the subject metal housing.

150/5340–13A High Intensity Runway Lighting System (4–14–67).

Provides corrected curves for estimating loads in high intensity series circuits.

150/5340–14A Economy Approach Lighting Aids (3–7–67).

Describes standards for the design, installation, and maintenance of economy approach lighting aids.

150/5340–15A Taxiway Edge Lighting System (11–1–67).

Describes standards for the design, installation, and maintenance of a taxiway edge lighting system.

150/5340–15A CH 1 Taxiway Edge Lighting System (4–2–68).

Transmits change to basic AC.

150/5340–16A Medium Intensity Runway Lighting System (12–19–67).

Describes standards for the design, installation, and maintenance of a medium intensity runway lighting system.

150/5340–17 Standby Power for Non-FAA Airport Lighting Systems (1–25–68).

Describes standards acceptable for the design, installation, and maintenance of standby power for non-agency owned airport visual aids associated with the National Airspace System.

150/5345–1A Approved Airport Lighting Equipment (8–9–66).

Contains lists of approved airport lighting equipment and manufacturers qualified to supply such equipment.

150/5345–2 Specification for L–810 Obstruction Light (11–4–63).

Required for FAAP project activity.

150/5345–2 CH 1 Specification for L–810 Obstruction Light (10–28–66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345–3A Specification for L–821 Airport Lighting Panel for Remote Control of Airport Lighting (10–20–67).

Required for FAAP project activity.

150/5345–3A CH 1 Specification for L–821 Airport Lighting Panel for Remote Control of Airport Lighting (6–11–68).

Corrects case dimensions for the size 4 panel and other page changes.

150/5345–4 Specification for L–829 Internally Lighted Airport Taxi Guidance Sign (10–15–63).

Required for FAAP project activity.

150/5345–4 CH 1 Specification for L–829 Internally Lighted Airport Taxi Guidance Sign (10–28–66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345–5 Specification for L–847 Circuit Selector Switch, 5000 Volt 20 Ampere (9–3–63).

Required for FAAP project activity.

150/5345–6 Specification for L–809 Airport Light Base and Transformer Housing (9–3–63).

Required for FAAP project activity.

150/5345–7 Specification for L–824 Underground Electrical Cables for Airport Lighting Circuits (11–4–63).

Required for FAAP project activity.

150/5345–9B Specification for L–819 Fixed Focus Bidirectional High Intensity Runway Lights (6–27–67).

Describes the subject specification requirements.

150/5345–10B Specification for L–828 Constant Current Regulator with Stepless Brightness Control (4–8–68).

Required for FAAP project activity.

150/5345–11 Specification for L–812 Static Indoor Type Constant Current Regulator Assembly, 4 Kw and 7½ Kw, with Brightness Control for Remote Operation (3–2–64).

Required for FAAP project activity.

150/5345–12A Specification for L–801 Beacon (5–12–67).

Describes the subject specification requirements.

150/5345–13 Specification for L–841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits (1–6–64).

Required for FAAP project activity.

150/5345–14 Specification for L–827 "A" Frame Hinged Support for 12-Foot Wind Cone (2–13–64).

Required for FAAP project activity.

150/5345–14 CH 1 Specification for L–827 "A" Frame Hinged Support for 12-Foot Wind Cone (10–28–66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345–15 Specification for L–842 Airport Centerline Light (1–6–64).

Required for FAAP project activity.

150/5345–16 Specification for L–843 Airport In-Runway Touchdown Zone Light (1–20–64).

Required for FAAP project activity.

150/5345–17 Specification for L–845 Semiflush Inset Prismatic Airport Light (3–3–64).

Describes the subject specification requirements.

150/5345–18 Specification for L–811 Static Indoor Type Constant Current Regulator Assembly, 4 Kw; with Brightness Control and Runway Selection for Direct Operation (3–3–64).

Required for FAAP project activity.

150/5345–18 CH 1 Specification for L–811 Static Indoor Type Constant Current Regulator Assembly, 4 Kw; with Brightness Control and Runway Selection for Direct Operation (5–28–64).

Advises that a detail requirement is not applicable to the circular.

150/5345–19 Specification for L–838 Semiflush Prismatic Airport Light (5–11–64).

Describes the subject specification requirements.

150/5345–20 Specification for L–802 Runway and Strip Light (6–24–64).

Describes the subject specification requirements.

150/5345–20 CH 1 Specification for L–802 Runway and Strip Light (8–31–64).

Provides amended information for the basic advisory circular.

150/5345–20 CH 2 Specification for L–802 Runway and Strip Light (1–14–66).

Provides new dimensions for the thickness of the metal stake and an organizational change.

150/5345–20 CH 3 Specification for L–802 Runway and Strip Light (10–28–66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345–21 Specification for L–813 Static Indoor Type Constant Current Regulator Assembly; 4 Kw and 7½ Kw; for Remote Operation of Taxiway Lights (7–28–64).

Describes the subject specification requirements.

150/5345–22 Specification for L–834 Individual Lamp Series-to-Series Type Insulating Transformer for 5,000 Volt Series Circuit (10–8–64).

Describes the subject specification requirements.

150/5345–23 Specification for L–822 Taxiway Edge Light (10–13–64).

Describes the subject specification requirements.

150/5345–23 CH 1 Specification for L–822 Taxiway Edge Light (1–14–66).

Provides new dimensions for the thickness of the metal stake and an organizational change.

150/5345–23 CH 2 Specification for L–822 Taxiway Edge Light (10–28–66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345–24 Specification for L–849 Condenser Discharge Type Flashing Light (6–30–65).

Describes the subject specification requirements for a condenser discharge type flashing light.

150/5345–24 CH 1 Change 1 to Specification for L–849 Condenser Discharge Type Flashing Light (6–14–66).

Deletes a detail requirement.

150/5345–25 Specification for L–848 Medium Intensity Approach Light Bar Assembly (6–30–65).

Describes the subject specification requirements for a medium intensity approach light bar assembly.

150/5345–26 Specification for L–823 Plug and Receptacle, Cable Connectors (10–5–64).

Describes the subject specification requirements.

150/5345–27 Specification for L–807 8-Foot Illuminated Wind Cone (2–10–65).

Describes the subject specification requirements for an illuminated wind cone for the guidance of the public. Required for FAAP project activity.

150/5345–27 CH 1 Specification for L–807 8-Foot Illuminated Wind Cone (10–28–66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345–28 Specification for L–851 Abbreviated Visual Approach Slope Indicator System (10–28–66).

Describes the subject specification requirements for abbreviated visual approach slope indicator system (AVASI) equipment.

150/5345–29 FAA Specification L–852, Light Assembly, Airport Taxiway Centerline (3–18–68).

Describes, for public guidance, FAA Specification L–852 which establishes the performance requirements and pertinent construction details for bidirectional semiflush inset light assemblies for lighting airport taxiway centerlines.

150/5345–30A Specification for L–846 Electrical Wire for Lighting Circuits to be Installed in Airport Pavements (2–3–67).

Describes, for the guidance of the public, subject specification requirements for electrical wire.

150/5345–31 Specification for L–833 Individual Lamp Series-to-Series Type Insulating Transformer for 600 Volt or 3,000 Volt Series Circuits (12–3–64).

Describes the subject specification requirements.

150/5345–32 Specification for L–837 Large-Size Light Base and Transformer Housing (1–13–65).

Describes the subject specification requirements.

150/5345–33 Specification for L–844 Individual Lamp Series-to-Series Type Insulating Transformer for 5000 Volt Series Circuit 20/6.6 Amperes 200 Watt (1–13–65).

Describes the subject specification requirements.

150/5345–34 Specification for L–839 Individual Lamp Series-to-Series Type Insulating Transformer for 5000 Volt Series Circuit 6.6/20 Amperes 300 Watt (1–13–65).

Describes the subject specification requirements.

150/5345–35 Specification for L–816 Circuit Selector Cabinet Assembly for 600 Volt Series Circuits (1–28–65).

Describes the subject specification requirements.

150/5345–36 Specification for L–808 Lighted Wind Tee (2–3–65).

Describes the subject specification requirements.

150/5345–37B FAA Specification L–850, Light Assembly Airport Runway Centerline and Touchdown Zone (1–8–68).

Revises subject light assembly.

150/5345–38 Changes to Airport Lighting Equipment (3–23–67).

The title is self-explanatory.

150/5360–1 Airport Service Equipment Buildings (4–6–64).

Provides guidance on design of buildings for housing equipment used in maintaining and repairing operational areas.

150/5360–2 Airport Cargo Facilities (4–6–64).

Provides guidance material on air cargo facilities.

150/5360–3 Federal Inspection Service Facilities at International Airports (4–1–66).

Describes and illustrates recommended facilities for inspection of passengers, baggage, and cargo entering the United States through international airport terminals. The material is for the guidance of architect-engineers and others interested in the planning and design of these airport facilities.

150/5370–1A Standard Specifications for Construction of Airports (5–28–68).

Contains specification items for construction of airports and other related information. Acceptable for FAAP project activity. Published in 1968. ($3.50 GPO.)

150/5370–2 Safety on Airports During Construction Activity (4–22–64).

Provides guidelines concerning safety at airports during periods of construction activity.

150/5380–1 Airport Maintenance (4–14–63).

Provides a basic checklist and suggestions for an effective airport maintenance program.

150/5380–2A Snow Removal Techniques Where In-Pavement Lighting Systems are Installed (12–24–64).

Provides information on damage to inpavement lighting fixtures by snow removal equipment and recommends procedures to avoid such damage.

150/5380–3 Cleaning of Runway Contamination (6–28–68).

Provides information to the aviation industry relative to cleaning rubber deposits, oil, grease, and jet aircraft exhaust deposits from runway surfaces.

150/5390–1 Heliport Design Guide (11–3–64). (Consolidated reprint 6–10–68 includes Change 1.)

Contains design guidance material for the development of heliports, both surface and elevated, to serve single- and multi-engine helicopters operating under visual flight rules.

Air Navigational Facilities

SUBJECT NO. 170

170–1 Operation and Use of Approved Lights (ALS) and Sequenced Flashing Lights (SFL) Systems (1–14–63).

Advises airspace users of the operation and use of the ALS and SFL systems.

170–2 Implementation of ILS Channels 11 Through 20 (10–16–63).

Advertises that ILS Channels 11 through 20 are now being used in the United States and encourages owners to equip their aircraft with 20-channel capability.

170–3B Distance Measuring Equipment (DME) (11–8–65).

Presents information on DME and some of its uses to pilots unfamiliar with this navigational aid.

170–4 Emergency Signaling Device for Aircraft in Distress (1–9–64).

Informs of the use of crash locator beacon systems and their potential as an emergency signaling device.

170–6A Use of Radionavigation Test Generators (3–30–66).

Gives information received from the Federal Communications Commission as

to the frequencies on which the FCC will license test generators (used to radiate a radionavigation signal) within the scope of its regulations and gives additional information to assist the user when checking aircraft navigation receivers.

170–7 Decommissioning of ILS Middle Compass Locators (10–29–65).

Disseminates information regarding the Agency program for decommissioning of compass locators associated with ILS middle markers.

170–8 Use of Common Frequencies for Instrument Landing Systems Located on Opposite Ends of the Same Runway (11–7–66).

In the future, when common frequencies are installed to serve opposite ends of the same runway these frequencies will be assigned to two instrument landing systems (ILS). These systems will include their associated outer and middle marker compass locators (LOM and LMM).

171–1 Estimating Packing and Shipping Costs for Export Shipments for ATC and Navaid Equipments (2–18–66).

Assists personnel engaged in preparing packing and shipping estimates of air navigation and traffic control equipments for overseas shipment.

Administrative

SUBJECT NO. 180

183.29–1C Designated Engineering Representatives (4–25–67).

Lists the Designated Engineering Representatives available for consulting work. Designated Engineering Representatives, as direct representatives of the Federal Aviation Administration, are authorized to approve certain types of data as complying with the Federal Aviation Regulations within particular categories; such as structural, systems and equipment, powerplant, flight analyst, flight test pilot, and engine.

Flight Information

SUBJECT NO. 210

210–1 National Notice To Airmen System (2–8–64).

Announces FAA policy for the preparation and issuance of essential flight information to pilots and other aviation interests.

210–2 Schedule of Effective Dates for Flight Information (6–26–68).

Announced a 1-week shift in the U.S. schedule for effective dates for flight information.

211–1 Content Criteria for Airman's Information Manual (3–15–66).

Announces the Federal Aviation Agency policy for inclusion of aeronautical data in the Airman's Information Manual (AIM).

211–2 Recommended Standards for IFR Aeronautical Charts (3–20–67).

Sets forth standards recommended by the Federal Aviation Administration for the guidance of the public in the issuance of IFR, aeronautical charts for use in the National Airspace System (NAS).

211–3 Aviation Fuel Codes Used in Flight Information Publications (5-19–67).

Transmits information concerning the change in aviation fuel codes used in FAA reports and publications, NATO symbols to be used.

211–4 New Series of Sectional Aeronautical Charts—Scale 1: 500,000 (11–9–67).

Provides information concerning a new series of Sectional Aeronautical Charts designed and developed by the FAA.

Internal Directives

Contractions Handbook, 7340.1 ($0.60 GPO).

Gives approved word and phrase contractions used by personnel connected with air traffic control, communications, weather, charting and associated services. Published in 1965. Previous edition, AT P 7340.1A dated March 15, 1963 is canceled. ($0.60 GPO.)

Location Identifiers, 7350.1H.

Incorporates all authorized 3-letter location identifiers for special use in United States, worldwide, and Canadian assignments. Published in 1968. ($3 GPO.)

Aeronautical Communications and Pilot Services, 7300.7 (3–3–66).

Prescribes uniform instructions and practices, with accompanying phraseologies and examples, to be used by personnel of all facilities of the Federal Aviation Agency who provide aeronautical and flight assistance services. Published in 1965. Supersedes Communications Procedures, AT P 7300.1A dated July 1, 1964. ($3.25 GPO.)

STATUS OF THE FEDERAL AVIATION REGULATIONS

As of September 23, 1968

The Federal Aviation Regulations (FARs) are issued by the FAA and are sold by the U.S. Government Printing Office at the prices shown below. Mailing list service for subsequent changes to the FARs is available free of charge from the FAA on request. An order form for this service is included in the front of each FAR for your convenience.

FAR part No.	Title	Effective date	Price	Changes
1	Definitions and Abbreviations	5–15–62	$0.35	15
11	General Rule-Making Procedures	11–10–62	.20	8
13	Enforcement Procedures	11–10–62	.25	6
15	Nondiscrimination in Federally Assisted Programs of the Federal Aviation Agency	1–30–65	.20	
21	Certification Procedures for Products and Parts	2– 1–65	.60	18
23	Airworthiness Standards: Normal, Utility, and Acrobatic Category Airplanes	2– 1–65	1.25	6
25	Airworthiness Standards: Transport Category Airplanes	2– 1–65	2.25	16
27	Airworthiness Standards: Normal Category Rotorcraft	2– 1–65	.70	3
29	Airworthiness Standards: Transport Category Rotorcraft	2– 1–65	.75	3
31	Airworthiness Standards: Manned Free Balloons	7– 1–64	.20	2
33	Airworthiness Standards: Aircraft Engines	2– 1–65	.40	3
35	Airworthiness Standards: Propellers	2– 1–65	.30	2
37	Technical Standard Order Authorizations	1– 4–65	1.00	5
39	Airworthiness Directives	11–20–64	.10	1
43	Maintenance, Preventive Maintenance, Rebuilding, and Alteration	7– 6–64	.30	7
45	Identification and Registration Marking	4–20–64	.20	5
47	Aircraft Registration	5– 1–66	.25	5
49	Recording of Aircraft Titles and Security Documents	8–18–64	.20	4
61	Certification: Pilots and Flight Instructors	11– 1–62	.70	29
63	Certification: Flight Crewmembers Other Than Pilots	11– 1–62	.35	12
65	Certification: Airmen Other Than Flight Crewmembers	11– 1–62	.35	6
67	Medical Standards and Certification	11– 1–62	.25	9
71	Designation of Federal Airways, Controlled Airspace, and Reporting Points	12–12–62	.20	4
*73	Special Use Airspace	12–12–62	.20	1
*75	Establishment of Jet Routes	12–12–62	.20	2
*77	Objects Affecting Navigable Airspace	5– 1–65	.35	5
91	General Operating and Flight Rules	9–30–63	.70	34
93	Special Air Traffic Rules and Airport Traffic Patterns	9–30–63	.35	12
**95	IFR Altitudes	9–30–63	.20	
**97	Standard Instrument Approach Procedures	9–30–63	.20	1
99	Security Control of Air Traffic	9–30–63	.25	6
101	Moored Balloons, Kites, Unmanned Rockets and Unmanned Free Balloons.	9–30–63	.20	2
103	Transportation of Dangerous Articles and Magnetized Materials	9–30–63	.20	4
105	Parachute Jumping	2–26–63	.20	4
121	Certification and Operations: Air Carriers and Commercial Operators of Large Aircraft.	4– 1–65	1.50	29
127	Certification and Operations of Scheduled Air Carriers with Helicopters	11– 2–64	.35	9
129	Operations of Foreign Air Carriers	4– 1–64	.20	4
133	Rotorcraft External-Load Operations	5–17–64	.20	3
135	Air Taxi Operators and Commercial Operators of Small Aircraft	4– 7–64 and 9– 7–64	.35	5
137	Agricultural Aircraft Operations	1– 1–66	.25	3
141	Pilot Schools	9–17–62	.35	6
143	Ground Instructors	9–17–62	.20	3
145	Repair Stations	9–17–62	.40	8
147	Mechanic Schools	9–17–62	.20	1
149	Parachute Lofts	9–17–62	.20	1
151	Federal Aid to Airports	2–11–63	.40	21
153	Acquisition of U.S. Land for Public Airports	2–11–63	.20	2
155	Release of Airport Property from Surplus Property Disposal Restrictions	2–11–63	.20	
157	Notice of Construction, Alteration, Activation, and Deactivation of Airports.	3– 2–66	.15	
159	National Capital Airports	10– 1–62	.30	9
161	(Deleted effective 6–1–66)			
163	(Deleted effective 7–1–65)			

FAR part No.	Title	Effective date	Price	Changes
165	Wake Island Code	9- 4-62	$0.30	1
167	Annette Island, Alaska, Airport	8-21-66	.15	
171	Non-Federal Navigation Facilities	10- 1-64	.25	3
181	(Rescinded 4-1-67)			
183	Representatives of the Administrator		.20	Reissued March 1968
185	Testimony by Employees and Production of Records in Legal Proceedings		.20	
187	Fees for Copying and Certifying Federal Aviation Agency Records		.20	
189	Use of Federal Aviation Agency Communications Systems		.15	

*Changes to individual airspace designations and airways descriptions, individual restricted areas, and individual jet route descriptions are not included in the basic Parts 71, 73, and 75 respectively because of their length and complexity. Such changes are published in the FEDERAL REGISTER and are included on appropriate aeronautical charts.

**Due to the complexity, length, and frequency of issuance, enroute IFR altitudes and instrument approach procedures are published in the FEDERAL REGISTER, the Airman's Information Manual, and are depicted on the aeronautical charts. Therefore, they are not included in the basic Parts 95 and 97.

Instructions for ordering. Orders for the FARs should include remittance by check or money order made payable to the Superintendent of Documents, and should be addressed to:

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Manager, Headquarters Operations.

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