

204-647
-654
204-3131

FEDERAL REGISTER

VOLUME 34 • NUMBER 34

Wednesday, February 19, 1969 • Washington, D.C.

Pages 2347-2410

PART I

(Part II begins on page 2393)

Agencies in this issue—

Agricultural Research Service
Agricultural Stabilization and
Conservation Service
Alien Property Office
Atomic Energy Commission
Civil Aeronautics Board
Customs Bureau
Emergency Preparedness Office
Federal Aviation Administration
Federal Communications Commission
Federal Maritime Commission
Federal Power Commission
Federal Trade Commission
Food and Drug Administration
Foreign Assets Control Office
Health, Education, and Welfare
Department
Interstate Commerce Commission
Land Management Bureau
Maritime Administration
National Park Service
Securities and Exchange Commission
Treasury Department

Detailed list of Contents appears inside.



Now Available

LIST OF CFR SECTIONS AFFECTED

1949-1963

This volume contains a compilation of the "List of Sections Affected" for all titles of the Code of Federal Regulations for the years 1949 through 1963. All sections of the CFR which have been expressly affected by documents published in the daily Federal Register are enumerated.

Reference to this list will enable the user to find the precise text of CFR provisions which were in force and effect on any given date during the period covered.

Price: \$6.75

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

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



Area Code 202

Phone 962-8626

Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C. Ch. 15), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

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

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended (44 U.S.C. 1510). The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements are listed in the first FEDERAL REGISTER issue of each month.

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

Contents

AGRICULTURAL RESEARCH SERVICE

Rules and Regulations

Overtime services relating to imports and exports; commuted traveltime allowances.....	2351
Witchweed; regulated areas; correction	2351

AGRICULTURAL STABILIZATION AND CONSERVATION SERVICE

Rules and Regulations

Cotton, upland; acreage allotments	2351
--	------

AGRICULTURE DEPARTMENT

See Agricultural Research Service; Agricultural Stabilization and Conservation Service.

ALIEN PROPERTY OFFICE

Notices

Weyhausen, Dorothea Anna; notice of intention to return vested property	2365
---	------

ATOMIC ENERGY COMMISSION

Proposed Rule Making

Installation of foundations and below-grade walls of power reactor facilities prior to issuance of construction permit.....	2357
---	------

CIVIL AERONAUTICS BOARD

Notices

Hearings, etc.:

Additional service to Columbia and Augusta case.....	2368
Austin-West service investigation	2368
International Air Transport Association	2368
Ross Aviation, Inc.....	2369

COMMERCE DEPARTMENT

See Maritime Administration.

CUSTOMS BUREAU

Notices

Customs automated accounting system; effective date of implementing regulations; Region II	2365
--	------

EMERGENCY PREPAREDNESS OFFICE

Notices

California; amendment to notice of major disaster.....	2376
--	------

FEDERAL AVIATION ADMINISTRATION

Proposed Rule Making

Airworthiness directives; Vickers Viscount Models 744, 745D and 810 Series airplanes.....	2356
VOR Federal airways and transition areas; proposed alteration and extension.....	2357

Notices

Advisory circular checklist and status of Federal aviation regulations	2394
--	------

FEDERAL COMMUNICATIONS COMMISSION

Proposed Rule Making

Community antenna relay stations	2361
FM broadcast stations; table of assignments; Albuquerque, N. Mex.....	2358
FM broadcast translator and booster stations; order extending time for filing comments and reply comments.....	2362
VHF television stations; addition of channel to Mount Vernon, Ill	2359

Notices

Improved EBS signalling and public alerting system; deadline extended for submission of proposals	2370
Standard broadcast application ready and available for processing	2371

FEDERAL MARITIME COMMISSION

Proposed Rule Making

Tariff filing requirements for project rates; discontinuance of proceeding	2362
--	------

Notices

City of Oakland and Sea-Land Service, Inc.; notice of agreements filed for approval	2371
Consolidated Forwarding Co.; revocation of license	2371
Ocean common carriers; unprotected passenger agency agreements and container interchange agreements.....	2371

FEDERAL POWER COMMISSION

Notices

Hearings, etc.:

Cities Service Oil Co., et al.....	2371
Koch, Fred C., et al.....	2372
Koch Industries, Inc.....	2374
Southern Union Production Co.....	2374
Union Texas Petroleum et al.....	2373

FEDERAL TRADE COMMISSION

Rules and Regulations

Prohibited trade practices:

Gem Furs, Inc., and Henry Kreidman	2352
Halperin, Jesse S., et al.....	2352
Ledford, Albert A., and Ledford Chenille Co.....	2353
New American Library of World Literature, Inc., et al.....	2353
Reiger, H. R., Co., Inc., and Harry R. Reiger.....	2353

FOOD AND DRUG ADMINISTRATION

Notices

Abbott Laboratories; notice of opportunity for hearing regarding tranvet.....	2365
Drugs for veterinary use; drug efficacy study implementation; announcement regarding:	
Pancreatic dornase.....	2366
Spohn's Udder Aid.....	2366
Sulfisoxazole	2367

FOREIGN ASSETS CONTROL OFFICE

Rules and Regulations

Cassia from India; imports subject to physical examination....	2355
--	------

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

See also Food and Drug Administration.

Notices

Motor vehicle pollution control; California State standards; notice of public hearing; procedures for public hearing.....	2367
---	------

INTERIOR DEPARTMENT

See National Park Service; Land Management Bureau.

INTERSTATE COMMERCE COMMISSION

Rules and Regulations

Chicago and North Western Railway Co.; car service.....	2355
---	------

Notices

Fourth section application for relief	2376
Motor carrier:	
Alternate route deviation notices	2376
Applications and certain other proceedings	2378
Intrastate applications.....	2389
Temporary authority applications	2387
Transfer proceedings (2 documents)	2388

JUSTICE DEPARTMENT

See Alien Property Office.

LAND MANAGEMENT BUREAU

Proposed Rule Making

Idaho; proposed modification of public land order.....	2356
--	------

Notices

Utah; classification of lands for multiple-use management; correction	2365
---	------

(Continued on next page)

MARITIME ADMINISTRATION**Notices**

First National Bank of Oregon; notice of approval of applicant as trustee.....	2365
--	------

NATIONAL PARK SERVICE**Proposed Rule Making**

Amistad Recreation Area, Texas; firearms	2356
---	------

**SECURITIES AND EXCHANGE
COMMISSION****Rules and Regulations**

Exemption of acquisitions pursuant to pre-emptive rights.....	2354
--	------

Proposed Rule Making

Reporting of product and service lines; notice of revision of pro- posed amendments to registra- tion forms.....	2362
---	------

Notices**Hearings, etc.:**

BSF Co.....	2375
Capitol Holding Corp.....	2375
Mitsui & Co., Ltd.....	2375
Mountain States Development Co	2376
Telstar, Inc.....	2376

TRANSPORTATION DEPARTMENT

See also Federal Aviation Ad-
ministration.

Notices

Assistant Administrator, Office of Program Operations, Urban Mass Transportation Adminis- tration; redelegation of author- ity	2370
--	------

TREASURY DEPARTMENT

See Customs Bureau; Foreign As-
sets Control Office.

List of CFR Parts Affected

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1969, and specifies how they are affected.

7 CFR

301.....	2351
354.....	2351
722.....	2351

10 CFR**PROPOSED RULES:**

50.....	2357
115.....	2357

14 CFR**PROPOSED RULES:**

39.....	2356
71.....	2357

16 CFR

13 (5 documents).....	2352, 2353
-----------------------	------------

17 CFR

240.....	2354
----------	------

PROPOSED RULES:

239.....	2362
249.....	2362

31 CFR

500.....	2355
----------	------

36 CFR**PROPOSED RULES:**

7.....	2356
--------	------

43 CFR**PROPOSED RULES:**

Ch. II.....	2356
-------------	------

46 CFR**PROPOSED RULES:**

536.....	2362
----------	------

47 CFR**PROPOSED RULES:**

73 (2 documents).....	2358, 2359
74 (2 documents).....	2361, 2362

49 CFR

1033.....	2355
-----------	------

Rules and Regulations

Title 7—AGRICULTURE

Chapter III—Agricultural Research Service, Department of Agriculture

PART 301—DOMESTIC QUARANTINE NOTICES

Subpart—Witchweed

REGULATED AREAS

Correction

In F.R. Doc. 69-1696 appearing at page 1937 in the issue of Tuesday, February 11, 1969, the following correction should be made: The fourth line from the bottom of the first column on page 1940 should be deleted and "0.9 mile east of the intersection of said road" substituted therefor.

PART 354—OVERTIME SERVICES RELATING TO IMPORTS AND EXPORTS

Commuted Traveltime Allowances

Pursuant to the authority conferred upon the Director of the Plant Quarantine Division by § 354.1 of the regulations concerning overtime services relating to imports and exports, effective July 14, 1968 (7 CFR 354.1), administrative instructions (7 CFR 354.2), effective August 19, 1967, as amended February 9, 1968, April 19, 1968, July 25, 1968, and December 14, 1968 (32 F.R. 11981, 33 F.R. 2757, 5987, 10561, 18580), prescribing the commuted traveltime that shall be included in each period of overtime or holiday duty are hereby amended by adding to and deleting from the "lists" therein as follows:

§ 354.2 Administrative instructions prescribing commuted traveltime.

WITHIN METROPOLITAN AREA ONE HOUR

* * * * *

Add: Morehead City, N.C.

OUTSIDE METROPOLITAN AREA ONE HOUR

* * * * *

Add: Cherry Point, N.C. (served from Morehead City, N.C.).

THREE HOURS

Delete: Bradenton, Fla. (served from Tampa, Fla.).

Add: Any undesignated Florida port served from Tampa, Fla.

These commuted traveltime periods have been established as nearly as may be practicable to cover the time necessarily spent in reporting to and returning from the place at which the employee performs such overtime or holiday duty when such travel is performed solely on account of such overtime or holiday duty. Such establishment depends upon facts within

the knowledge of the Plant Quarantine Division. It is to the benefit of the public that these instructions be made effective at the earliest practicable date. Accordingly, pursuant to the provisions of 5 U.S.C. 553, it is found upon good cause that notice and public procedure on these instructions are impracticable, unnecessary, and contrary to the public interest, and good cause is found for making these instructions effective less than 30 days after publication in the FEDERAL REGISTER.

(64 Stat. 561; 7 U.S.C. 2260)

This amendment shall become effective upon publication in the FEDERAL REGISTER.

Done at Hyattsville, Md., this 13th day of February 1969.

[SEAL]

F. A. JOHNSTON,
Director,
Plant Quarantine Division.

[F.R. Doc. 69-2079; Filed, Feb. 18, 1969; 8:46 a.m.]

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

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

[Amdt. 8]

PART 722—COTTON

Subpart—Acreage Allotments for 1968 and Succeeding Crops of Upland Cotton

Basis and purpose. This amendment is issued pursuant to the Agricultural Adjustment Act of 1938, as amended (7 U.S.C. 1281 et. seq.). Included in this amendment are the following:

1. The closing dates for release and reappportionment of farm allotments in Arkansas, North Carolina, and Oklahoma are changed in § 722.412(b) (7).

2. Paragraph (a) (1) of § 722.428 is revised to clarify the eligibility of receiving farms where 1965 history acreage is credited to the farm after 1965.

3. Paragraph (b) (6) of § 722.432 is revised to provide that the closing date for furnishing a bond or other undertaking shall be July 1 of the current year.

Since this amendment is technical in nature and farmers need to know its effect in connection with plans for 1969, it is hereby determined that compliance with the notice, public procedure, and 30-day effective date requirements of 5 U.S.C. 553 is unnecessary.

The Subpart—Acreage Allotments for 1968 and Succeeding Crops of Upland Cotton of Part 722, Subchapter B of Chapter VII, Title 7 (33 F.R. 895, 4451,

5532, 6705, 7654, 17346, 19823, and 34 F.R. 924) is amended as follows:

1. Section 722.412(b) (7) (iv) is amended by changing the closing dates for Arkansas, North Carolina, and Oklahoma in the table to read as follows:

§ 722.412 Release and reappportionment of cotton allotments.

(b) Allotments which may be released and reappportioned.

(7) Closing dates.

(iv) * * *

State	Closing date for release	Closing date for requests for reappportionment	Final date for reappportionment
Arkansas.....	March 21.....	March 21.....	April 4.....
North Carolina.....	March 22.....	April 5.....	April 12.....
Oklahoma.....	March 15.....	March 15.....	April 5.....

2. Paragraph (a) (1) of § 722.428 is revised to read as follows:

§ 722.428 Applications for transfer.

(a) Persons eligible to file applications for transfers—(1) *Sale or lease.* The owner and operator of any old cotton farm, as defined in § 722.404(p), for which an upland cotton allotment is or will be established for the year in which the transfer by sale or lease is to take effect shall be eligible to file an application for sale or lease of all or part of such allotment to any other owner or operator of a farm which received an upland cotton allotment greater than zero for 1965 and which has a current upland cotton allotment for transfer to such farm. If the owner and operator of the farm from which transfer by sale or lease is to be made are different persons, both such persons shall execute the application. The transfer of upland cotton history acreage for 1965 in connection with an owner transfer under subparagraph (2) of this paragraph and rice-cotton exchanges under § 722.426 shall not be considered to create eligibility as a receiving farm where the farm did not have a 1965 allotment greater than zero prior to such transfer or exchange of acreage allotment and history. The transfer of upland cotton history acreage for 1965 in connection with farm reconstitutions involving the designation by owner method under § 719.8(j) or the 10 percent variation under § 719.8(f) of this chapter shall be considered to create eligibility as a receiving farm where the farm did not have a 1965 allotment greater than zero prior to such reconstitution unless the county committee determines that the

primary purpose of such reconstitution was to create eligibility as a receiving farm.

3. Paragraph (b) (6) of § 722.432 is revised to read as follows:

§ 722.432 Export market acreage for 1968, 1969, and 1970.

(b) Applications for export market acreage.

(6) Closing date for furnishing bond or other undertaking. The bond or other undertaking required to be furnished under this section shall be furnished to the county committee on or before July 1 of the current year. However, any failure to furnish the bond or other undertaking by the closing date shall not operate to extend the closing date for withdrawal of applications as provided under subparagraph (5) of this paragraph.

(Secs. 344, 344a, 346, 375, 63 Stat. 670, as amended; 79 Stat. 1197, as amended; 63 Stat. 674, as amended; 52 Stat. 66, as amended; 7 U.S.C. 1344, 1344b, 1346, 1375)

Effective date: Date of publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on February 13, 1969.

LIONEL C. HOLM,
Acting Administrator, Agricultural Stabilization and Conservation Service.

[F.R. Doc. 69-2112; Filed, Feb. 18, 1969; 8:49 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

SUBCHAPTER A—PROCEDURES AND RULES OF PRACTICE

[Docket No. C-1480]

PART 13—PROHIBITED TRADE PRACTICES

Gem Furs, Inc., and Henry Kreidman

Subpart—Furnishing false guaranties: § 13.1053 *Furnishing false guaranties*: 13.1053-35 Fur Products Labeling Act. Subpart—Invoicing products falsely: § 13.1108 *Invoicing products falsely*: 13.1108-45 Fur Products Labeling Act. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: 13.1185-30 Fur Products Labeling Act; § 13.1212 *Formal regulatory and statutory requirements*: 13.1212-30 Fur Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*: 13.1852-35 Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Gem Furs, Inc., et al., New York N.Y., Docket C-1480, Jan. 21, 1969]

In the Matter of Gem Furs, Inc., a Corporation, and Henry Kreidman, individually and as an Officer of Said Corporation

Consent order requiring a New York City manufacturing furrier to cease misbranding, falsely invoicing, and deceptively guaranteeing its fur products.

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

It is ordered, That respondents Gem Furs, Inc., a corporation, and its officers, and Henry Kreidman, individually and as an officer of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction, or manufacture for introduction, into commerce, or the sale, advertising, or offering for sale in commerce, or the transportation or distribution in commerce, of any fur product; or in connection with the manufacture for sale, sale, advertising, offering for sale, transportation or distribution of any fur product which is made in whole or in part of fur which has been shipped and received in commerce, as the terms "commerce," "fur," and "fur product" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Misbranding fur products by:

1. Representing, directly or by implication, on labels that the fur contained in any such fur product is natural when the fur contained therein is pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.

2. Failing to affix labels to fur products showing in words and in figures plainly legible all of the information required to be disclosed by each of the subsections of section 4(2) of the Fur Products Labeling Act.

B. Falsely or deceptively invoicing fur products by:

1. Failing to furnish invoices, as the term "invoice" is defined in the Fur Products Labeling Act, showing in words and figures plainly legible all the information required to be disclosed by each of the subsections of section 5(b) (1) of the Fur Products Labeling Act.

2. Representing, directly or by implication, on invoices that the fur contained in the fur products is natural when such fur is pointed, bleached, dyed, tip-dyed, or otherwise artificially colored.

It is further ordered, That respondent Gem Furs, Inc., a corporation, and its officers, and Henry Kreidman, individually and as an officer of said corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, do forthwith cease and desist from furnishing a false guaranty that any fur product is not misbranded, falsely invoiced, or falsely advertised when the respondents have reason to believe that such fur product may be introduced, sold, transported, or distributed in commerce.

It is further ordered, That the respondent corporation shall forthwith dis-

tribute a copy of this order to each of its operating divisions.

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

Issued: January 21, 1969.

By the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-2059; Filed, Feb. 18, 1969; 8:45 a.m.]

[Docket No. C-1483]

PART 13—PROHIBITED TRADE PRACTICES

Jesse S. Halperin et al.

Subpart—Furnishing false guaranties: § 13.1053 *Furnishing false guaranties*: 13.1053-90 Wool Products Labeling Act. Subpart—Misbranding or mislabeling: § 13.1185 *Composition*: 13.1185-90 Wool Products Labeling Act; § 13.1212 *Formal regulatory and statutory requirements*: 13.1212-90 Wool Products Labeling Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 *Formal regulatory and statutory requirements*: 13.1852-80 Wool Products Labeling Act. Subpart—Using misleading name—Goods: § 13.2280 *Composition*: 13.2280-80 Wool Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, secs. 2-5, 54 Stat. 1128-1130; 15 U.S.C. 45, 68) [Cease and desist order, Jesse S. Halperin et al., Gastonia, N.C., Docket C-1483, Jan. 27, 1969]

In the Matter of Jesse S. Halperin, Jack Altman, and Felix Gabel, individually and as Former Officers of Reliable Mills, Inc.

Consent order requiring three former officials of a Gastonia, N.C., sweater manufacturing mill to cease misbranding the fiber content of goods and furnishing false guaranties.

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

It is ordered, That respondents Jesse S. Halperin, Jack Altman, and Felix Gabel, individually and as former officers of Reliable Mills, Inc., a corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the introduction, or the manufacture for introduction, into commerce, or the offering for sale, sale, transportation, distribution, delivery for shipment or shipment, in commerce, of wool products, as "commerce" and "wool product" are defined in the Wool Products Labeling Act of 1939, do forthwith cease and desist from misbranding such products by:

1. Falsely or deceptively stamping, tagging, labeling, or otherwise identifying such products as to the character or

amount of the constituent fibers contained therein.

2. Failing to securely affix to or place on, each such product a stamp, tag, label, or other means of identification correctly showing in a clear and conspicuous manner each element of information required to be disclosed by section 4(a) (2) of the Wool Products Labeling Act of 1939.

3. Using the term "alpaca" in lieu of the word "wool" in setting forth the required information on labels affixed to wool products unless the fibers described as "alpaca" are entitled to such designation and are present in the said wool product in at least the amount stated.

It is further ordered, That respondents Jesse S. Halperin, Jack Altman, and Felix Gabel, individually and as former officers of Reliable Mills, Inc., a corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, do forthwith cease and desist from furnishing a false guaranty that any wool product is not misbranded, when the respondents have reason to believe that such wool product may be introduced, sold, transported or distributed in commerce.

It is further ordered, That respondents Jesse S. Halperin, Jack Altman, and Felix Gabel, individually and as former officers of Reliable Mills, Inc., a corporation, and respondents' representatives, agents, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, or distribution of sweaters or any other textile products in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from misrepresenting the character or amount of constituent fibers contained in sweaters or any other textile products on invoices or shipping memoranda applicable thereto or in any other manner.

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

Issued: January 27, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-2060; Filed, Feb. 18, 1969;
8:45 a.m.]

[Docket No. C-1481]

PART 13—PROHIBITED TRADE PRACTICES

Albert A. Ledford and Ledford Chenille Co.

Subpart—Importing, selling, or transporting flammable wear: § 13.1060 *Importing, selling, or transporting flammable wear.*

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended, 67 Stat. 111, as amended; 15 U.S.C. 45, 1191) [Cease and desist order, Albert A. Ledford trading as Ledford Chenille Co., Dalton, Ga., Docket C-1481, Jan. 21, 1969]

In the Matter of Albert A. Ledford, an Individual Trading as Ledford Chenille Co.

Consent order requiring a Dalton, Ga., manufacturer of chenille bedspreads, bath sets, robes, and rugs to cease marketing dangerously flammable products.

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

It is ordered, That the respondent Albert A. Ledford, individually, and trading as Ledford Chenille Co., or under any other name, and respondent's representatives, agents, and employees, directly or through any corporate or other device, do forthwith cease and desist from manufacturing for sale, selling, offering for sale, in commerce, or importing into the United States, or introducing, delivering for introduction, transporting, or causing to be transported in commerce, or selling or delivering after sale or shipment in commerce, any product, as "commerce" and "product" are defined in the Flammable Fabrics Act, as amended, which fails to conform to an applicable standard or regulation continued in effect, issued or amended under the provisions of the aforesaid Act.

It is further ordered, That respondent herein shall, within ten (10) days after service upon him of this order, file with the Commission an interim special report in writing setting forth the respondent's intention as to compliance with this order. This interim special report shall also advise the Commission fully and specifically concerning the identity of the product which gave rise to the complaint, (1) the amount of such product in inventory, (2) any action taken to notify customers of the flammability of such product and the results thereof, and (3) any disposition of such product since July 11, 1968. Such report shall further inform the Commission whether respondent has in inventory any fabric, product, or related material having a plain surface and made of silk, rayon, or cotton or combinations thereof in a weight of 2 ounces or less per square yard or fabric with a raised fiber surface made of cotton or rayon or combinations thereof. Respondent will submit samples of any such fabric, product, or related material with this report. Samples of the fabric, product, or related material shall be of no less than 1 square yard of material.

It is further ordered, That the respondent herein shall, within sixty (60) days after service upon him of this order, file with the Commission a report, in writing, setting forth in detail the manner and form of his compliance with this order.

Issued: January 21, 1969.

By the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-2061; Filed, Feb. 18, 1969;
8:45 a.m.]

[Docket No. 5811]

PART 13—PROHIBITED TRADE PRACTICES

The New American Library of World Literature, Inc., et al.

Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1880 *Old, used, or reclaimed as unused or new*: 13.1880-20 Book titles. Subpart—Using misleading name—Goods: § 13.2320 *Old, secondhand, reconstructed, or reused as new*: 13.2320-10 Book titles.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Revised cease and desist order dated, Dec. 26, 1968]

In the Matter of The New American Library of World Literature, Inc., a Corporation, Kurt Enoch and Victor Weybright, Individually and as Officers of The New American Library of World Literature, Inc., a Corporation

Order revising an earlier order dated October 28, 1968, 33 F.R. 17626, in regard to the retitling of previously published books.

The revised order to cease and desist is as follows:

It is ordered, That said revision should read as follows:

"2. Using or substituting a new title in place of the title under which a book was first published in the English language unless a statement which reveals the first English language title and that it has been published previously thereunder and each and every title under which said book was previously published in the English language in the United States and that it has been published previously thereunder appears in clear, conspicuous type upon the front cover and upon the title page of paperback books and upon the front flap of the jacket or dust cover and upon the title page of hard cover books, either in immediate connection with the title or in another position adapted readily to attract the attention of a prospective purchaser."

Issued: December 26, 1968.

By the Commission. Commissioner MacIntyre abstained.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-2062; Filed, Feb. 18, 1969;
8:45 a.m.]

[Docket No. C-1482]

PART 13—PROHIBITED TRADE PRACTICES

H. R. Rieger Co., Inc., and Harry Rieger

Subpart—Advertising falsely or misleadingly: § 13.35 *Condition of goods*; § 13.70 *Fictitious or misleading guarantees*; § 13.155 *Prices*: 13.155-10 *Bait*; 13.155-95 *Terms and conditions*. Subpart—Misrepresenting oneself and

goods—Goods: § 13.1595 *Condition of goods*; § 13.1647 *Guarantees*; Misrepresenting oneself and goods—Prices: § 13.1779 *Bait*; Misrepresenting oneself and goods—Services: § 13.1843 *Terms and conditions*. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1905 *Terms and conditions*.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45) [Cease and desist order, H. R. Rieger Co., Inc., et al., Frazer, Pa., Docket C-1482, Jan. 27, 1969]

In the Matter of H. R. Rieger Co., Inc., a Corporation, and Harry R. Rieger, Individually and as an Officer of Said Corporation

Consent order requiring a Frazer, Pa., seller of custom built residential houses to cease using bait tactics, misrepresenting unfinished houses as complete, making deceptive guarantees, and neglecting to disclose all terms and conditions to owners of unimproved lots.

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

It is ordered, That respondents H. R. Rieger Co., Inc., a corporation, and its officers, and Harry R. Rieger, individually and as an officer of said corporation, and respondents' agents, representatives, and employees, directly or through any corporate or other device, in connection with the advertising, offering for sale, sale or distribution or construction of houses, or other structures, or products, in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

1. Using, in any manner, a sales plan, scheme, or device wherein false, misleading, or deceptive statements or representations are made in order to obtain leads or prospects for the sale of houses or other products.

2. Making representations purporting to offer houses or other products for sale when the purpose of the representation is not to sell the offered house or other product but to obtain leads or prospects for the sale of other houses or other products.

3. Representing, directly or by implication, that any houses or other products are offered for sale when such offer is not a bona fide offer to sell such houses or other products.

4. Representing, directly or by implication, that houses or other products are offered for sale for certain prices or on stated terms; *Provided, however*, That it shall be a defense in any enforcement proceeding instituted hereunder for respondents to establish that such house or other product may be purchased at the represented price, terms, or conditions.

5. Illustrating or describing a higher priced home in conjunction with the price of a lower priced home.

6. Failing to quote and to disclose in advertising and promotional material the price of an illustrated or described home with equal size and conspicuousness as the price quoted for any other home.

7. Representing, directly or by implication, that respondents' houses are complete, or finished to any degree of completeness; *Provided, however*, That it shall be a defense in any enforcement proceeding instituted hereunder for respondents to establish that the house is completed or finished to the extent or degree represented.

8. Quoting prices, terms or conditions in advertising which does not include all of the features of the house or other products illustrated or described.

9. Representing, directly or by implication, that respondents' offers are made available to owners of lots or parcels of real estate without clearly and conspicuously revealing any requirements, conditions, or limitations applicable to said property such as but not limited to, value, location, size, or improvements.

10. Representing, directly or by implication, that any of respondents' products are guaranteed unless the nature, extent, and duration of the guarantee, the identity of the guarantor and the manner in which the guarantor will perform thereunder are clearly and conspicuously disclosed in immediate conjunction therewith.

11. Failing to deliver a copy of this order to cease and desist to all present and future salesmen or other persons engaged in the sale of respondents' products or services, and failing to secure from each such salesman or other person a signed statement acknowledging receipt of said order.

12. Failing, after the acceptance of the initial report of compliance, to submit a report to the Commission, once every year during the next 3 years, describing all complaints respecting unauthorized representations, all complaints received from customers respecting representations by salesmen which are claimed to be deceptive, the acts uncovered by respondents in their investigation thereof and the action taken by respondents with respect to each such complaint.

It is further ordered, That the respondent corporation shall forthwith distribute a copy of this order to each of its operating divisions.

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

Issued: January 27, 1969.

By the Commission.

[SEAL]

JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-2063; Filed, Feb. 18, 1969;
8:45 a.m.]

Title 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

[Release No. 34-8510]

PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934

Exemption of Acquisitions Pursuant to Preemptive Rights

The Securities and Exchange Commission has amended its temporary rules under section 13(d) of the Securities Exchange Act of 1934 by adding thereto a new Rule 13d-4 (17 CFR 240.13d-4). Section 13(d) requires certain disclosure with respect to the acquisition of more than 10 percent of a class of equity securities registered pursuant to section 12 of the Act.

The new Rule 13d-4 provides an exemption from section 13(d) of the Act with respect to purchases of securities by security holders pursuant to preemptive rights where the purchaser does not acquire more than his or its pro rata share of the securities offered.

It is contemplated that a similar rule will be incorporated in the permanent rules under section 13(d) which are now under consideration.

Commission action. Section 240.13d-4 of Chapter II of Title 17 of the Code of Federal Regulations is adopted to read as follows:

§ 240.13d-4 Exemption of acquisitions pursuant to preemptive rights.

An acquisition of securities of an issuer by a security holder who prior to such acquisition was the beneficial owner of more than 10 percent of the outstanding securities of the same class as those acquired shall be exempt from section 13(d) of the Act if the following conditions are met:

(a) The acquisition is made pursuant to pre-emptive subscription rights in an offering made to all holders of securities of the class to which the preemptive subscription rights pertain;

(b) The purchaser does not, through the exercise of such preemptive subscription rights, acquire more than his or its pro rata share of the securities offered; and

(c) The acquisition is duly reported pursuant to section 16(a) of the Act and the rule and regulations thereunder.

(Secs. 13, 23; 82 Stat. 454, 48 Stat. 901, as amended; 15 U.S.C. 78m and 78w)

Effective date. The Commission finds that the foregoing rule is appropriate in the public interest and is consistent with the protection of investors and that notice and procedure pursuant to the Administrative Procedure Act (5 U.S.C. 552) is not necessary. Since the rule provides

an exemption from section 13(d) of the Act, the Commission finds that it may be made effective immediately. Accordingly, the rule shall become effective upon publication January 31, 1969.

By the Commission, January 31, 1969.

[SEAL] ORVAL L. DuBois,
Secretary.

[P.R. Doc. 69-2069; Filed, Feb. 18, 1969;
8:46 a.m.]

Title 31—MONEY AND FINANCE: TREASURY

Chapter V—Office of Foreign Assets Control, Department of the Treasury

PART 500—FOREIGN ASSETS CONTROL REGULATIONS

Cassia From India; Imports Licensed Subject to Physical Examination

Section 500.204, Appendix, item (105) is being amended to add to the list of commodities set forth therein, cassia from India. As amended, item (105) reads as follows:

(105) *Physical examination.* The Office of Foreign Assets Control is satisfied that certain types of merchandise subject to § 500.204 can be reliably determined by physical examination not to be of Communist Chinese, North Korean, or North Vietnamese origin. Licenses to import these types of merchandise are issued subject to physical examination at the time of entry. Examples are:

Bristles, hog, not dyed, from Japan and Iran.
Camel hair from Outer Mongolia.
Camphor, synthetic, racemic only.

Cashmere.
Cassia from India, Indonesia, and Sabah, Malaysia.
Chinaware from Eastern Europe and the U.S.S.R.
Earthenware from Eastern Europe and the U.S.S.R.
Embroidered articles, peasant-type, from Eastern Europe and the U.S.S.R.
Furskins, weasel, from Japan.
Hair, human, from India, Iran, and Pakistan.
Rugs, grass, from Spain and Portugal.
Straw manufactures from Eastern Europe and the U.S.S.R.
Wood articles from Eastern Europe and the U.S.S.R.

[SEAL] MARGARET W. SCHWARTZ,
Director,
Office of Foreign Assets Control.

[P.R. Doc. 69-2089; Filed, Feb. 18, 1969;
8:47 a.m.]

Title 49—TRANSPORTATION

Chapter X—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 1016, Amdt. 1]

PART 1033—CAR SERVICE

Chicago and North Western Railway Co. To Unload Certain Cars of Woodpulp Held at Kansas City, Mo.; Peoria, Ill.; and Oelwein, Iowa

At a session of the Interstate Commerce Commission Railroad Service Board, held in Washington, D.C. on the 14th day of February 1969.

Upon further consideration of Service Order No. 1016 (34 F.R. 1729), and good cause appearing therefor:

It is ordered, That:

Section 1033.1016 Service Order No. 1016 (Distribution of boxcars), 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., February 18, 1969, unless otherwise modified, changed, or suspended by order of this Commission.

Effective date. This amendment shall become effective at 11:59 p.m., February 15, 1969.

(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 amendment 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.

[P.R. Doc. 69-2103; Filed, Feb. 18, 1969;
8:48 a.m.]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[43 CFR Ch. II]

[I-04411]

IDAHO

Notice of Proposed Modification of Public Land Order No. 1027 Which Withdrew Certain Public Lands for Use by Air Force as Saylor Creek Bombing and Gunnery Range

FEBRUARY 12, 1969.

It is proposed to amend section (4) of Public Land Order No. 1027, dated November 2, 1954, to read:

(4) Grazing use of the withdrawn lands shall be administered by the Bureau of Land Management. No public use of any type will be allowed inside the fenced exclusive use area within the lands described below:

SAYLOR CREEK AIR FORCE RANGE

BOISE MERIDIAN, IDAHO

- T. 7 S., R. 7 E.,
 Sec. 25, S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 26, S $\frac{1}{2}$ S $\frac{1}{2}$;
 Sec. 34, E $\frac{1}{2}$ E $\frac{1}{2}$, E $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$;
 Sec. 35.
 T. 7 S., R. 8 E.,
 Sec. 30, lot 4, SE $\frac{1}{4}$ SW $\frac{1}{4}$, S $\frac{1}{2}$ SE $\frac{1}{4}$;
 Sec. 31;
 Sec. 32, W $\frac{1}{2}$ NE $\frac{1}{4}$, W $\frac{1}{2}$ NW $\frac{1}{4}$ SE $\frac{1}{4}$.
 T. 8 S., R. 7 E.,
 Secs. 1 and 2;
 Sec. 3, lot 1, SE $\frac{1}{4}$ NE $\frac{1}{4}$;
 Secs. 11, 12, 13, 14, 23, 24, 25, and 26.
 T. 8 S., R. 8 E.,
 Sec. 5, lot 4, SW $\frac{1}{4}$ NW $\frac{1}{4}$;
 Secs. 6, 7, 18, 19, and 30.

Containing approximately 12,199.57 acres.

Grazing use shall be permitted on the remainder of the area, or about 88,000 acres, at the discretion of the official of the Bureau of Land Management in charge for 45 days annually on the area northeasterly of the Clover-Three Creek road during the period March 1 to June 1 each year and for 60 days annually on the area southwesterly of the Clover-Three Creek road during the period March 1 through June 15 during which periods no use of the lands for aerial gunnery shall be permitted. Provided that in addition the Air Force officer in charge may authorize the Bureau of Land Management to permit grazing use earlier than March 1 or later than June 1, or June 15, on all or a portion of the respective withdrawn areas, except the fenced area, if such use will not interfere with the military use of such lands.

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 this proposed modification may present their views in writing to the Manager, Idaho Land Office, Bureau of Land Management, Department of the Interior, Room 334, Federal Building, 550 West Fort Street, Boise, Idaho 83702.

CURTIS R. TAYLOR,
Acting Manager, Land Office.

[F.R. Doc. 69-2100; Filed, Feb. 18, 1969;
 8:48 a.m.]

National Park Service

[36 CFR Part 7]

AMISTAD RECREATION AREA, TEX.

Firearms

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), 245 DM-I (27 F.R. 6395), National Park Service Order No. 34 (31 F.R. 4255), Regional Director, Southwestern Regional Order No. 4 (31 F.R. 8134), as amended, it is proposed to amend 7.79 of Title 36 of the Code of Federal Regulations as set forth below.

The purpose of this regulation is to prohibit possession of any type of firearms on the waters of Amistad Reservoir.

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 regarding the proposed amendment to the Superintendent, Amistad Recreation Area, Post Office Box 1463, Del Rio, Tex. 78840, within 30 days of the publication of this notice in the FEDERAL REGISTER.

A paragraph (b) has been added to § 7.79 as follows:

§ 7.79 Amistad Recreation Area.

(b) *Firearms.* The carrying or possession of firearms or other implements designed to discharge missiles, which are capable of destroying animal life, on the waters of Amistad Reservoir, except as incident to the authorized hunting of wildlife in areas so designated by the Superintendent, is prohibited. This restriction shall not apply to authorized law enforcement officers when engaged in law enforcement duties.

COLEMAN C. NEWMAN,
Superintendent.

[F.R. Doc. 69-2064; Filed, Feb. 18, 1969;
 8:45 a.m.]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Part 39]

[Docket No. 9432]

AIRWORTHINESS DIRECTIVE

Vickers Viscount Models 744, 745D, and 810 Series Airplanes

The Federal Aviation Administration is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive (AD) applicable to Vickers Viscount Models 744, 745D, and 810 Series airplanes. There have been reports that during preflight checks small screws have been found lodged between the sprocket and chain at the base of the control column, causing jamming of the control system. Since this condition is likely to exist or develop in other aircraft of the same type design, this AD is being proposed to require installation of covers over the control column housings to prevent small objects entering the housing.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Administration, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C. 20590. All communications received on or before March 21, 1969, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

VICKERS. Applies to Viscount Models 744, 745D, and 810 Series airplanes.

Compliance required within the next 1,000 hours' time in service after the effective date of this AD, unless already accomplished.

To prevent the jamming of the aileron control system due to small objects entering the control column housings through lightening holes in the housings, install covers

P/N's 70133-807, 809, 811, and 813 over the housings in accordance with British Aircraft Corp. Modification D.3223 Issue 2 dated August 10, 1968 (700 Series) or Modification PG. 2098 Issue 2 dated August 20, 1968 (800/810 Series) or later ARB-approved issues or an equivalent approved by the Chief, Aircraft Certification Staff, FAA Europe, Africa, and Middle East Region.

Issued in Washington, D.C., on February 12, 1969.

W. E. ROGERS,
Director, Flight Standards Service.

[F.R. Doc. 69-2076; Filed, Feb. 18, 1969;
8:46 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 68-WE-68]

VOR FEDERAL AIRWAYS AND TRANSITION AREAS

Proposed Alteration and Extension

The Federal Aviation Administration (FAA) is considering amendments to Part 71 of the Federal Aviation Regulations that would extend VOR Federal airway Nos. 101 and 484; alter VOR Federal airway Nos. 4 and 500, and alter the Twin Falls and Boise, Idaho, transition areas.

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, Western Region, Attention: Chief, Air Traffic Division, Federal Aviation Administration, 5651 West Manchester Avenue, Post Office Box 92007, Worldway Postal Center, Los Angeles, Calif. 90009. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. The proposals 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 will be available for examination at the office of the Regional Air Traffic Division Chief.

The FAA is considering the following airspace actions:

1. Realign V-4 north alternate segment from the intersection of Boise, Idaho, 130° T (111° M) and Mountain Home, Idaho, 084° T (066° M) radials with a 1,200-foot AGL floor via the intersection of Mountain Home 084° T (066° M) and Burley, Idaho, 323° T (305° M) radials; to Burley. Redesignate V-4 main airway segment from the intersection of Boise 130° T (111° M) and Burley 290° T (272° M) radials to Burley with a 1,200 feet AGL floor.

2. Extend V-101 airway from Burley to Boise via the intersection of Burley 323° T (305° M) and Pocatello, Idaho, 286° T (269° M) radials. The associated floors for this proposed segment of V-101 would be designated from Burley 1,200 feet AGL to the intersection of Burley 323° T (305°

M) and Pocatello 286° T (269° M) radials, 26 miles, 9,500 feet MSL, 25 miles, 9,000 feet MSL, 1,200 feet AGL Boise.

3. Extend V-484 from Twin Falls with a 1,200-foot AGL floor to the intersection of Twin Falls 007° T (349° M) and Burley 323° T (305° M) radials (Kinzie Intersection).

4. Redesignate the airway floors associated with V-500 segment between Boise and Pocatello as follows: From Boise 25 miles, 1,200 feet AGL, 25 miles, 9,000 feet MSL, 26 miles, 9,500 feet MSL, 22 miles, 1,200 feet AGL, 25 miles, 7,500 feet MSL, 1,200 feet AGL Pocatello.

5. Alter the Boise transition area 9,000-foot portion by adjusting its southern boundary to the northern boundary of V-4 north alternate segment proposed herein.

6. Alter the Twin Falls transition area 1,200-foot portion to include the area bounded on the north by V-500; on the east by longitude 114°01'00" W.; on the south by V-269 and on the west by V-293.

The proposed extension of V-101 and V-484 airways, and the realignment of V-4 north alternate segment would provide routes for en route traffic proceeding to the Kinzie Intersection holding pattern where climb and descent procedures are conducted by aircraft departing and landing Freedman Memorial Airport, which serve the Sun Valley, Idaho, ski resort area.

The proposed addition to the 1,200-foot portion of the Twin Falls transition area would provide controlled airspace for aircraft maneuvering within the proposed Kinzie holding pattern. The proposed floors of V-500 segment will adjust to the floors of the portion of V-101 which will be a common segment with V-500. Establishment of the floors at 1,200 AGL will provide controlled airspace to accommodate a portion of the airspace to be utilized for the Kinzie holding pattern.

These amendments are proposed under section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Washington, D.C., on February 12, 1969.

H. B. HELSTROM,
Chief, Airspace and Air
Traffic Rules Division.

[F.R. Doc. 69-2075; Filed, Feb. 18, 1969;
8:46 a.m.]

ATOMIC ENERGY COMMISSION

[10 CFR Parts 50, 115]

LICENSING OF PRODUCTION AND UTILIZATION FACILITIES; PROCE- DURES FOR REVIEW OF CERTAIN NUCLEAR REACTORS EXEMPTED FROM LICENSING REQUIREMENTS

Installation of Foundations and Be- low-Grade Walls of Power Reactor Facilities Prior to Issuance of Con- struction Permit

Sections 50.10 and 115.8 of the Atomic Energy Commission's regulations 10 CFR

Parts 50 and 115 prohibit the beginning of the construction of a production or utilization facility on the site on which the facility is to be operated until a construction permit or authorization has been issued. Construction is, according to §§ 50.10(b) and 115.8(b), deemed to include pouring the foundation for, or the installation of, any portion of the permanent facility on the site.

On several occasions the Commission has granted requests for specific exemptions from the requirements of § 50.10 and authorized applicants for construction permits for power reactor facilities to install certain portions of the permanent facility before issuance of the construction permit.

The Commission has under consideration amendments of Parts 50 and 115 which would provide that, under unusual circumstances, exemptions from the provisions of §§ 50.10 and 115.8 may be granted to permit the installation of the foundations and the portions of the internal and external walls of the power reactor structure that are below finished grade level prior to issuance of a construction permit or authorization. The applicant for exemption would be required to demonstrate that the exemption is needed to enable the applicant to satisfy a public need for the energy to be produced by the proposed power reactor on a timely basis. Ordinarily, such an exemption would not be granted before a favorable report has been submitted by the Advisory Committee on Reactor Safeguards on the application for a license or authorization to construct and operate the reactor, unless (a) the design criteria for the requested construction have been adequately described in the application for a license to construct and operate the reactor well in advance of the time the requested construction is to begin; (b) no unresolved safety questions have been identified with respect to the requested construction; (c) there are no safety questions likely to be identified, requiring additional analysis during completion of the Commission's review of the application for a license or authorization to construct and operate the reactor, the resolution of which might affect the requested construction; (d) the principal safety characteristics of the site are similar to or compare favorably with those of a site for which a construction permit for a reactor of essentially the same type and design has previously been issued; and (e) an adequate quality assurance program has been established for the requested construction. Such an exemption would not constitute a commitment to issue a construction permit or authorization. The proposed amendments would expire on December 31, 1972. During this period, the effect of the proposed changes in the rules on the AEC licensing process would be evaluated.

Pursuant to the Atomic Energy Act of 1954, as amended, and section 553 of title 5 of the United States Code, notice is hereby given that adoption of the following amendments to 10 CFR Parts 50 and 115 is contemplated. All interested persons who desire to submit written

comments or suggestions for consideration in connection with the proposed amendments should send them to the Secretary, U.S. Atomic Energy Commission, Washington, D.C. 20545, Attention: Chief, Public Proceedings Branch, within 60 days after publication of this notice in the *FEDERAL REGISTER*. Comments received after that period will be considered if it is practicable to do so, but assurance of consideration cannot be given except as to comments filed within the period specified. Copies of comments received may be examined at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

1. A new paragraph (v) is added to § 50.2 to read as follows:

§ 50.2 Definitions.

As used in this part:

(v) "Power reactor" means a nuclear reactor of a type described in §§ 50.21(b) or 50.22 and designed for use in the generation of electrical power or heat energy.

2. Section 50.12 of 10 CFR Part 50 is amended to read as follows:

§ 50.12 Specific exemptions.

(a) The Commission may, upon application by any interested person, grant such exemptions from the requirements of the regulations in this part as it determines are authorized by law and will not endanger life or property or the common defense and security and are otherwise in the public interest.

(b) The Commission may grant an exemption from the requirements of § 50.10 to authorize the installation of the foundations and those portions of the internal and external walls of a power reactor structure that are below finished grade level upon determining, as a basis for making the determinations required by paragraph (a) of this section, that the exemption is needed to enable the applicant to satisfy a public need for the energy to be produced by the proposed power reactor on a timely basis. Ordinarily, such an exemption will not be granted before a favorable report has been submitted by the Advisory Committee on Reactor Safeguards on the application for a license to construct and operate the reactor, as required by § 50.58, unless:

(1) The design criteria for the requested construction have been adequately described in the application for a license to construct and operate the reactor well in advance of the time the requested construction is to begin;

(2) No unresolved safety questions have been identified with respect to the requested construction;

(3) There are no safety questions likely to be identified, requiring additional analysis during completion of the Commission's review of the application for a license to construct and operate the reactor, the resolution of which might affect the requested construction;

(4) The principal safety characteristics of the site are similar to or compare favorably with those of a site for which a construction permit for a re-

actor of essentially the same type and design has previously been issued; and

(5) An adequate quality assurance program has been established for the requested construction.

The provisions of this paragraph shall expire on December 31, 1972.

(c) Any exemption granted under this section shall not be deemed to constitute a commitment to issue a construction permit.

3. A new paragraph (n) is added to § 115.3 to read as follows:

§ 115.3 Definitions.

As used in this part:

(n) "Power reactor" means a nuclear reactor of a type designed for use in the generation of electrical power or heat energy.

4. Section 115.5 of 10 CFR Part 115 is amended to read as follows:

§ 115.5 Specific exemptions.

(a) The Commission may, upon application by any interested person, grant such exemptions from the requirements of the regulations in this part as it determines will not endanger life or property or the common defense and security and are otherwise in the public interest.

(b) The Commission may grant an exemption from the requirements of § 115.8 to authorize the installation of the foundations and those portions of the internal and external walls of a power reactor structure that are below finished grade level upon determining, as a basis for making the determinations required by paragraph (a) of this section, that the exemption is needed to enable the applicant to satisfy a public need for the energy to be produced by the proposed power reactor on a timely basis. Ordinarily, such an exemption will not be granted before a favorable report has been submitted by the Advisory Committee on Reactor Safeguards on the application for an authorization to construct and operate the reactor, as required by § 115.46, unless:

(1) The design criteria for the requested construction have been adequately described in the application for an authorization to construct and operate the reactor well in advance of the time the requested construction is to begin;

(2) No unresolved safety questions have been identified with respect to the requested construction;

(3) There are no safety questions likely to be identified, requiring additional analysis during completion of the Commission's review of the application for an authorization to construct and operate the reactor, the resolution of which might affect the requested construction;

(4) The principal safety characteristics of the site are similar to or compare favorably with those of a site for which a construction permit or authorization for a reactor of essentially the same type and design has previously been issued; and

(5) An adequate quality assurance program has been established for the requested construction.

The provisions of this paragraph shall expire on December 31, 1972.

(c) Any exemption granted under this section shall not be deemed to constitute a commitment to issue a construction authorization.

(Sec. 161, 68 Stat. 948; 42 U.S.C. 2201)

Dated at Germantown, Md., this 7th day of February 1969.

For the Atomic Energy Commission.

W. B. McCool,
Secretary.

[P.R. Doc. 69-2087; Filed, Feb. 18, 1969; 8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 18451; FCC 69-132]

FM BROADCAST STATIONS

Table of Assignments; Albuquerque, N. Mex.

In the matter of amendment of § 73.202 *Table of Assignments*, FM Broadcast Stations (Albuquerque, N. Mex.), Docket No. 18451, RM-1342.

1. The Commission has before it for consideration a petition for rule making filed on August 23, 1968, by Zia Telecommunications, Inc., licensee of Station KZIA (AM daytime-only) and a potential applicant for an FM station at Albuquerque, N. Mex., requesting the assignment of Class C FM Channels 278 and 300 to Albuquerque, N. Mex., as follows:

City	Channel No.	
	Present	Proposed
Albuquerque, N. Mex.	222, 227, 231, 242, 258, 262	222, 227, 231, 242, 258, 262, 278, 300

Albuquerque is the largest city in the State of New Mexico with a population of 201,189 persons; its metropolitan area (Bernalillo County) has a population of 262,199. The Albuquerque urbanized area contains a population of 241,216.¹ There are nine AM stations authorized for operation in Albuquerque, consisting of seven unlimited-time and two daytime-only licensed stations and an outstanding construction permit for a third daytime-only. Five of the six Class C FM channels assigned to Albuquerque are licensed for operation and two applications are pending in a competitive hearing proceeding (Dockets 18213-4) for the unoccupied channel.

¹ Populations listed herein, unless otherwise stated, are from the 1960 U.S. Census. According to petitioner, the 1968 populations for Albuquerque and Bernalillo County are estimated by the Albuquerque Industrial Development Service, Inc., as 271,725 and 332,825, respectively.

2. The petitioner submits that both of the Class C channels it proposes be assigned to Albuquerque would comply fully with the separation requirements of the rules. No showing is made with respect to the communities that would be precluded from the assignment on the proposed and six adjacent channels if the proposed assignments were made to Albuquerque.² In support of its request, petitioner asserts that Albuquerque is rapidly becoming a significant manufacturing, distribution, and research center of the country and submits a tabulation concerning the anticipated growth in population for the Albuquerque area from projections prepared by the Bureau of Business Research, University of New Mexico.

3. An opposition to the petition was filed by Hubbard Broadcasting, Inc., licensee of KOB-AM-FM-TV, Albuquerque, contending that, while Zia sets forth population growth of Albuquerque and its area in support of its petition, no reference is made to the economic status of broadcasting in Albuquerque. Referring to the 1965 and 1966 FCC AM-FM broadcast Financial Data, which shows that Albuquerque AM-FM stations operated at a loss of \$66,849 in 1965 and \$160,717 in 1966,³ the opposition maintains that the Albuquerque market is presently oversaturated with aural outlets to the point where the viability of existing stations is endangered and that providing for two additional FM facilities in the market would be illogical and contrary to the public interest.⁴

4. After careful consideration of subject petition, and opposition thereto, we conclude that we should adopt a notice of proposed rule making on petitioner's proposal to add an additional FM channel to Albuquerque in order that all interested parties may have an opportunity to submit their comments and relevant data. Based upon petitioner's representation of Albuquerque's 1968 population (271,725), assignment of a seventh FM channel would be consistent with the population criterion used in establishing the FM Table of Assignments. (Docket 14185, further notice of proposed rule making, FCC 62-867.) We concur with the opposition, however, that providing for two additional assignments to the Albuquerque market at this time does not appear warranted, nor has the petitioner made a showing directed specifically to this aspect. We are, therefore, limiting our consideration in this proceeding to adding either Channel 278 or 300, but not both.

5. As noted in paragraph 2, above, petitioner has not made any showing as to effect one or both of the requested assignments would have on making of future assignments in other communities in the area where needs may arise. We do not regard the absence of such a showing here as a bar to instituting rule making on the petition, since there are rather few communities in the general Albuquerque area of substantial size, and few FM channels assigned except in the city itself, so that a large reserve of available channels appears to exist even if one or both of the proposed channels are assigned to the city. However, the assignment as proposed herein will not be made final unless such a showing is made and satisfies us that there would be no undue preclusive effect on further assignments for which need may arise.

6. Authority for the adoption of the amendment proposed herein is contained in sections 4(i), 303, and 307(b) of the Communications Act, as amended.

7. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested persons may file comments on or before March 24, 1969, and reply comments on or before April 3, 1969. All submissions by parties to this proceeding or persons acting in behalf of such parties must be made in written comments, reply comments or other appropriate pleadings.

8. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished the Commission.

Adopted: February 12, 1969.

Released: February 14, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,⁵

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-2094; Filed, Feb. 18, 1969;
8:48 a.m.]

[47 CFR Part 73]

[Docket No. 18453; FCC 69-147]

VHF TELEVISION BROADCAST STATIONS

Addition of Channel to Mount Vernon, Ill.

In the matter of amendment of § 73.606(b) of the Commission's rules and regulations to add a VHF Television Broadcast Channel to Mount Vernon, Ill., Docket No. 18453, RM-1372.

1. On November 18, 1968, Soilcom, Inc., filed a petition for rule making (RM-1372) requesting the Commission to assign Channel 13 to Mount Vernon, Ill. No response, either in support of or in opposition to the petition has been filed.

² Commissioner Bartley absent; Commissioner Cox dissenting.

2. Mount Vernon, population 15,556,¹ county seat of Jefferson County, population 32,315, is located in south central Illinois, approximately 75 miles east-southeast of St. Louis, Mo. It is midway between St. Louis and Evansville, Ind., and is the largest city within a radius of over 50 miles. Mount Vernon has no television broadcast channel assignments.

3. Petitioner, Soilcom, Inc., has its principal office at Mount Vernon. Nine out of the 10 stockholders of Soilcom with ownership of approximately 90 percent reside within the Grade A contour of the proposed television operation, that Soilcom states it will apply for if a channel is assigned to Mount Vernon. As a part of its petition, Soilcom has submitted an engineering study indicating that Channel 13 can be assigned to Mount Vernon in compliance with the mileage separation standards of the Commission's rules. Channel 13 is available in a narrow wedge approximately 40 miles long extending from Salem, Ill. to Nasen, Ill. Since Channel 13 may be used only in this small area, failure to do so will result in its not being used at all. A contemplated site approximately 25-30 miles north of Mount Vernon has been selected by Soilcom from which the required principal city signal can be provided to Mount Vernon.² From this site, Soilcom, operating with substantially maximum facilities as proposed would serve a substantial area located in southern Illinois not now receiving a Grade A signal. In fact, Soilcom contends that it will provide a first service to 48,799 people (in 1,080 square miles) and will provide a first Grade A service to 204,053 (in 5,593 square miles).

4. Also in support of the petition Soilcom furnishes an economic analysis of the "southern Illinois" area proposed to be served. The thrust of the economic studies depicts the area as one with either declining or static population characteristics and a lagging economy, but with possible economic resurgence and population expansion. Petitioner claims the establishment of a television station in the area would aid this resurgence. Over 20 letters from civic leaders and businessmen supporting this projection have been submitted with the petition.

5. Petitioner argues that the assignment of Channel 13 to Mount Vernon is in conformance with all spacing requirements and is consonant with the first three national television priorities expressed in the Sixth Report and Order on Television Allocations, and that such assignment will not have a significant adverse effect on existing or possible UHF stations.

6. Assuming that the proposed operation is in conformance with the Commission's rules and assuming that it is consonant with national television allocation priorities, petitioner contends, as

¹ Population figures taken from 1960 U.S. Census.

² The site has to be some 20 miles north to meet the separation requirements with respect to Station WLTV-TV, Bowling Green, Ky., Channel 13.

² Such showing should be made in the petitions requesting additional assignments to larger markets, as is the case here (see par. 5). See "Policy to Govern Requests for Additional FM Assignments" contained in Public Notice of May 12, 1967 (FCC 67-577).

³ The 1965 data is based on seven Albuquerque AM-FM stations reporting, the 1966 data on nine such stations. Financial reports filed by eight AM-FM Albuquerque stations reveal that they operated at a combined loss of \$125,120 in 1967.

⁴ Zia filed a reply to Hubbard's opposition on Nov. 19, 1968, 26 days after the time specified by section 1.405(b). Since no showing was made by Zia to justify acceptance of the late pleading, it is not being considered.

stated above, that the requested assignment will not have any significant adverse effect on existing or possible UHF stations. This contention rests on three grounds, as follows:

(a) The overwhelming domination of VHF over UHF signals and of VHF-only receivers over all-channel receivers in the area;

(b) The competitive conditions are highly unfavorable to a new UHF station; and

(c) The economy of the area is inimical to UHF.

7. Available television authorizations and assignments in the proposed service area under consideration provide or could provide the following VHF and UHF signals. As set forth in the petition (and according to the 1968 Edition of TV Factbook), residents of Mount Vernon view only VHF television stations WSIL-TV (ABC), Channel 3, Harrisburg, Ill.; WPSD-TV (NBC), Channel 6, Paducah, Ky.; and KFVS-TV (CBS), Channel 12, Cape Girardeau, Mo. Mount Vernon is outside the predicted Grade A contours but within the predicted Grade B contours of these three VHF stations. Mount Vernon is outside the predicted Grade A contour of any TV station (either VHF or UHF) and outside the predicted Grade B contour of any UHF station. Mount Vernon, itself, cannot be considered as located in a UHF area. Sullivan Cable TV operates a CATV system in Mount Vernon with 2,350 subscribers (TV Factbook No. 38, 1968-69 Edition), bringing in the signals of four St. Louis TV stations, KTVI, Channel 2, KMOX-TV, Channel 4, KSD-TV, Channel 5, KPLR-TV, Channel 11; KFVS-TV, Channel 12, Cape Girardeau, Mo.; MSIL-TV, Channel 3, Harrisburg, Ill.; WSIU-TV, Channel 8, Carbondale, Ill. (an educational TV station); and WPSD-TV, Channel 6, Paducah, Ky. The CATV system also carries one FM broadcast station (not identified) and a local channel giving time and weather. Most of the TV reception attributed to Mount Vernon is probably by way of the CATV.

8. A Channel 13 station operating at the proposed site, with the near-maximum facilities mentioned by Soilcom, would involve Grade B, or Grade B-Grade A, overlap with nine authorized UHF stations, in various directions, located 75 miles or further from the proposed stations. These, and the distances between them and the proposed station, are as follows:

WJYY-TV, Channel 14, Jacksonville, Ill. (112 miles).
 WFIE-TV, Channel 14, Evansville, Ind. (87 miles).
 WICD, Channel 15, Champaign, Ill. (104 miles).
 WAND, Channel 17, Decatur, Ill. (84 miles).
 WICS, Channel 20, Springfield, Mo. (82 miles).
 KGSL-TV, Channel 24, St. Louis, Mo. (75 miles).
 WEHT, Channel 25, Evansville, Ind. (100 miles).
 KDNL-TV, Channel 30, St. Louis, Mo. (75 miles).
 WSCS, Channel 44, Evansville, Mo. (100 miles).

The Table of Television Assignments listed in section 73.606 of the rules contains other commercial UHF assignments, none closer to the proposed station, but within 150 miles at Danville, Decatur, Springfield, and Urbana, Ill.; Terra Haute, Ind.; Owensboro and Paducah, Ky.; and Cape Girardeau, Mo., with applications pending for Springfield, Terre Haute, and Paducah.

9. Soilcom contends that the area is overwhelmingly VHF. Its showing indicates that over one-third of the population and one-half of the area within its proposed Grade B area receive VHF signals only and that less than 2 percent of the area and 1 percent of the population within the Grade B area receive only UHF signals and no one in the proposed Grade B contour receives as many as four UHF signals. Petitioner's showing indicates that there is no overlap of the Grade A contour of its proposal with the Grade A contour of any UHF station.² Petitioner's showing also indicates that over 80 percent of the population residing within its Grade A contour do not receive a UHF signal, and that no one in the Grade A contour receives as many as three UHF signals. Petitioner's showing indicates that in the proposed Grade A and B contours, some areas receive as many as seven and eight VHF signals, respectively.

10. Since there is no UHF-set circulation data available for the Mount Vernon area, Soilcom submits an informal random sampling of set owners in Jefferson County (the county in which Mount Vernon is located) and Marion County (the county in which the transmitter site is located). This informal sampling indicated that only about one-third of the homes were equipped to receive UHF signals.

11. Petitioner also contends that competitive conditions and the economy of the area are inimical to successful operation of a UHF station in the area. Petitioner contends that Harrisburg, Ill. (Channel 3) is the only station in the area that provides a practicable local television outlet to the Mount Vernon area, and that the Paducah station, the Cape Girardeau station and the St. Louis stations are not as locally oriented to the area. Petitioner contends that the Mount Vernon area is one that consists of small cities, and is ruraly oriented with a low population density and therefore unsuitable for UHF service. It is urged that this is significantly pointed up by the Commission's action in permitting the Harrisburg, Ill., station to shift from a UHF to a VHF operation to provide for its survival, and in its action deleting UHF allocations to small cities in the area.

² As to the nine authorized UHF stations, according to the engineering showing the maximum Grade B to Grade A (or vice versa) overlap between one of them and the proposed station is 18 miles in one case (St. Louis); the maximum percentage of a UHF station's Grade B population which would receive a Grade B signal from the proposed station is 20.3 percent (Springfield). In most cases the figures are considerably smaller.

12. Finally, Soilcom contends that the overlap of the signal of its proposed operation with the signals of the UHF stations mentioned above will have a minimal effect on UHF operations, because the areas involved are already heavily intermixed or are very largely UHF areas or large cities.

13. Petitioner concludes that the proposed assignment to Mount Vernon will be in conformance with all allocation priorities and will have a minimal effect on UHF operations in the surrounding area.

14. Proposals to assign Channel 13 in south central Illinois have been considered by the Commission on two previous occasions. On October 19, 1955, Sarkes Tarzian, Inc., filed a petition for rule making requesting the assignment of Channel 13 to Cartter, Ill., located about 13 miles north of Mount Vernon. Rule making proceedings were instituted in Docket No. 12010 and in a report and order released March 25, 1958 (FCC 58-265), the Commission denied the request on the grounds that the public interest would not be served by assigning a VHF channel in an area that was essentially a UHF area. On August 19, 1958, Mount Vernon Radio and Television Co., licensee of WMIX (AM) and WMIX-FM in Mount Vernon, filed a petition requesting the assignment of Channel 13 to Mount Vernon. The petitioner claimed that southern Illinois had become a dominant VHF area, that no application had been filed for the UHF channel then assigned to Mount Vernon and that future use of UHF at Mount Vernon was not feasible. In a memorandum opinion and order released April 11, 1960 (FCC 60-356) the Commission denied that petition stating that like Cartter, Mount Vernon is on the periphery of a large UHF area running through central Illinois and that the signals of a Channel 13 station operating at Mount Vernon would penetrate this UHF area, add to the number of VHF signals already available on the outskirts of the area, and make more difficult the growth and successful operation of local TV stations in the area.

15. Circumstances have changed since the previous denials. Congress enacted the all-channel TV receiver legislation, which became effective in May 1964. The normal replacement rate for TV receivers has been accelerated by the increasing interest in color TV receivers, and receivers with UHF capability will be in most homes in a matter of 3 or 4 years. On top of this, public acceptance of an intermixed VHF/UHF television system is growing rapidly and UHF stations in intermixed markets are making significant gains.

16. Therefore, we do not believe that the same absolute degree of care to avoid the slightest impact on UHF development is now required, as far as advancing a proposal for consideration in rule-making is concerned. The proposed assignment represents a very efficient use of Channel 13 and would provide service in the near future to an underserved area; its impact on existing

UHF stations, or the utilization of unused UHF assignments in the Table, does not appear likely to be large. Therefore, we believe exploration in rule making is warranted.

17. Accordingly, pursuant to the authority contained in sections 4(i), 303, and 307(b) of the Communications Act of 1934, as amended, it is proposed to amend the Table of Assignments in § 73.606(b) of the Commission's rules by assigning Channel 13 to Mount Vernon, Ill.

18. Pursuant to applicable procedures set out in § 1.415 of the Commission's rules, interested parties may file comments on or before March 24, 1969, and reply comments on or before April 3, 1969. All submissions by parties to this proceeding or by persons acting on behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings.

19. In accordance with the provisions of § 1.419 of the Commission's rules, an original and 14 copies of all written comments, replies, pleadings, briefs, or other documents shall be furnished the Commission.

Adopted: February 12, 1969.

Released: February 14, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,*

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-2095; Filed, Feb. 18, 1969;
8:48 a.m.]

[47 CFR Part 74]

[Docket No. 18452; FCC 69-141]

COMMUNITY ANTENNA RELAY STATIONS

Notice of Proposed Rule Making

In the matter of amendment of Part 74, Subpart J, of the Commission's rules and regulations relative to community antenna relay stations, Docket No. 18452.

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

2. By a memorandum opinion and order adopted on May 17, 1968 (12 FCC 2d 936), the Commission denied a petition (RM-1104) by Teleprompter Corp. for rule making to allocate frequencies in the 18 GHz portion of the spectrum for a high capacity, local distribution communications service for use in conjunction with CATV systems. The Commission determined that piecemeal allocation of the spectrum in question would run counter to the public interest prior to a determination of communication satellite requirements and other possible potential uses, and would be inadvisable prior to the outcome of the next international space conference. However, the Commission noted that Teleprompter's petition was supported by a number of CATV systems and stated that the local distribution service proposed by Tele-

prompter holds sufficient promise for the future to warrant continued exploration. Among other things, the Commission invited Teleprompter to explore the feasibility of accommodating such a service in the frequency band shared by the Community Antenna Relay Service, i.e., 12.7-12.95 GHz.

3. On November 26, 1967, the law firm of Pierson, Ball & Dowd wrote the Commission on behalf of Hughes Aircraft Co., which developed the equipment Teleprompter proposed to use at 18 GHz, to the effect that Hughes is currently considering developing and manufacturing equipment which could be used for a local distribution service in the 12.7-12.95 GHz band. The letter stated, in part, that:

Generally speaking, the equipment Hughes proposes to develop would be single sideband amplitude modulation video transmission equipment with accompanying FM sound, utilizing channels 6 MHz wide, which would be used for the transmission of television signals and related audio signals by community antenna relay stations for the purposes permitted under the CARS rules. This equipment would operate within the frequency assignments made for CAR stations set forth in § 74.1003 of the Commission's rules, recognizing, of course, that it would operate at 6 MHz spacing within these assignments, which represents a substantial spectrum conservation relative to the usual FM technique. Hughes does not desire to undertake the very substantial expense of development and manufacture of such equipment without assurance from the Commission staff that (1) if an applicant for a community antenna relay station specified single sideband amplitude modulation equipment, such applicant would be eligible for a license under the CARS rules if all other nontechnical licensing requirements were met; and (2) transmitters for community relay service of this type would qualify for type approval or type acceptance in the CARS service.

4. The Commission is of the view that, while the CAR service rules presently permit the use of single side-band amplitude modulation equipment, rule making would be appropriate prior to authorization of a local distribution service in the 12.7-12.95 GHz band. This is due primarily to the circumstance that the CAR service was established to accommodate a somewhat different type of service, operations involving the comparatively long distance relay of broadcast signals to CATV systems such as those then being conducted in the Business Radio Service. See notice of proposed rule-making in Docket No. 15586, paragraphs 19-35 (29 F.R. 11458); first report and order in Docket No. 15586, 1 FCC 2d 897. We think that those licensed or eligible to be licensed in this band (i.e., CAR, and broadcast auxiliary) should have an opportunity to comment on the question of congestion before these frequencies are authorized for local distribution purposes. Moreover, it appears that amendment of § 74.1061 and perhaps other sections of the rules governing the CAR service might be appropriate if a local distribution service is to be authorized in this band.

5. The Commission believes that the possibility of accommodating a local distribution service in the 12.7-12.95 GHz

band offers sufficient promise to warrant proposed rule making and is accordingly instituting this proceeding on its own motion. We have received a number of inquiries from CATV system operators who have expressed interest in utilizing local distribution facilities like those with which Teleprompter and Hughes have been experimenting. While it is not feasible to authorize the use of 18 GHz equipment on a regular or nationwide basis for the reasons stated in our memorandum opinion and order of May 17, 1968 (12 FCC 2d at 936), we have recognized that a local radio service might lessen the problem of expanding CATV service to suburban and rural areas not economically reached by cable alone and might offer economies in areas where overhead cable construction is prohibited. 12 FCC 2d at 942, 943; notice of proposed rule making and notice of inquiry in Docket No. 18397, paragraph 60, question 9 (FCC 68-1176, 33 F.R. 19028). Moreover, as stated, the Commission invited Teleprompter and Hughes to explore the feasibility of developing a local distribution service at 12.7-12.95 GHz rather than at 18 GHz.

6. In addition to commenting on what, if any, problem of congestion might be encountered if a local distribution service is accommodated in the 12.7-12.95 GHz band, interested persons are requested to address themselves to what modifications of the CAR service rules would be necessary or desirable. We note, for example, that §§ 74.1003 and 74.1061 provide for assignable channels 25 MHz wide and require the frequency of the unmodulated carrier to be maintained within 0.02 percent of the center of the assigned channel, whereas Hughes has proposed single sideband operation utilizing channels 6 MHz wide. It should also be noted that Hughes proposal for 12 GHz equipment contemplates a separate transmitter for each television signal transmitted rather than a single transmitter for multiple signals as proposed by Teleprompter at 18 GHz (12 FCC 2d at 940).

7. Interested persons are also requested to address themselves to the following questions. Would more than one transmitter site be needed to serve a single area? What frequency assignment plan should be selected for multiple transmitter sites or for separate systems in a metropolitan area? For a single system serving a single area from a single transmitter site, should the transmitters be operated on an adjacent or alternate channel basis? If the former is practicable, as it is believed to be, should such capability be required? Comments are also requested on the practicability in some areas of obtaining local signals at the receiving sites, in order to avoid or minimize a double use of spectrum to distribute the same signal in the same area, i.e., once through the transmission of the local broadcaster and again through the transmission of the local CAR distributor.

8. Authority for the proposed rule making instituted herein is contained in

* Commissioners Bartley and Wadsworth absent.

sections 4(1), 303, and 403 of the Communications Act.

9. All interested persons are invited to file written comments on the rule making proposal set forth herein on or before March 14, 1969, and reply comments on or before April 14, 1969. In reaching its decision in this matter, the Commission may also take into account any other relevant information before it, in addition to the comments invited by this Notice.

10. In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and 14 copies of all comments, replies, pleadings, briefs, or other documents filed in this proceeding shall be furnished to the Commission.

Adopted: February 12, 1969.

Released: February 14, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] BEN F. WAPLE,
Secretary

[F.R. Doc. 69-2096; Filed, Feb. 18, 1969;
8:48 a.m.]

[47 CFR Part 74]

[Docket No. 17159]

FM BROADCAST TRANSLATOR AND BOOSTER STATIONS

Order Extending Time for Filing Comments and Reply Comments

In the matter of amendment of Part 74 of the Commission's rules and regulations to permit the operation and low-power FM broadcast translator and booster stations, Docket No. 17159, RM-909.

1. We herein grant requests by the National Association of FM Broadcasters (NAFMB) and Pacific FM, Inc., for 60-day extensions of time to file comments and reply comments, originally due February 17, 1969, and March 3, 1969, respectively, in response to our notice of proposed rule making in this proceeding, released January 15, 1969.

2. NAFMB felt it could prepare meaningful comments if given the opportunity, first, to consider this matter at its annual convention scheduled for March 21 and 22, 1969. Pacific alleged the need for the additional time to complete evaluations of its experience with the operation of an experimental FM booster at San Francisco.

3. Good cause having been shown: *It is ordered*, Pursuant to authority delegated in § 0.187(d)(8) of the Commission's Rules, that the time for filing comments and reply comments herein is extended to April 17, 1969, and May 3, 1969, respectively.

Adopted: February 14, 1969.

Released: February 14, 1969.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] GEORGE S. SMITH,
Chief, Broadcast Bureau.

[F.R. Doc. 69-2097; Filed, Feb. 18, 1969;
8:48 a.m.]

¹ Commissioner Bartley absent.

FEDERAL MARITIME COMMISSION

[46 CFR Part 536]

[Docket No. 68-25; General Order 13]

TARIFF FILING REQUIREMENTS FOR PROJECT RATES

Discontinuance of Proceeding

On May 25, 1968 (33 F.R. 7728), the Commission published a proposed rule which would have amended General Order 13 by establishing a definition for the term "project rate" and rules requiring common carriers and conferences to publish in their respective tariffs the standards or criteria governing the availability of such rates, a specimen for every project rate contract, as well as the rate itself, together with a statement of the terms and conditions relating to the application of the rate.

A number of comments and objects to the proposed definition and rules were received and upon consideration thereof the Commission is of the opinion that promulgation of the proposed definition and rules is unnecessary. Accordingly,

It is ordered, That the proceeding is discontinued.

By the Commission.

[SEAL] THOMAS LEST,
Secretary.

[F.R. Doc. 69-2083; Filed, Feb. 18, 1969;
8:46 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Parts 239, 249]

[Release Nos. 33-4949, 34-8530]

REPORTING OF PRODUCT AND SERVICE LINES

Notice of Revision of Proposed Amendments to Registration Forms

On September 4, 1968, the Commission published, in Securities Act Release No. 4922 (Securities Exchange Act Release No. 8397) (33 F.R. 13035, Sept. 14, 1968) certain proposals for amendments to Forms S-1 (17 CFR 239.11), S-7 (17 CFR 239.26), and 10 (17 CFR 249.210). Forms S-1 and S-7 are used for the registration of securities under the Securities Act of 1933 and Form 10 is used for the registration of securities under the Securities Exchange Act of 1934.

A large number of helpful comments were received in response to the invitation for comments and all of such comments have been carefully considered. As a result of the review of such comments and further consideration of the various matters involved, the Commission has revised the proposed amendments and is publishing them for comment by interested persons. In view of the length of time the proposals have been under consideration, the wide publicity they have received and the extensive consideration they have received

from registrants, trade and professional groups and other persons, the Commission believes that a limited period of time should be adequate for the submission of additional comments.

The amendments relate to Item 9 of Form S-1, Item 5 of Form S-7 and Item 3 of Form 10, which require a brief description of the business done and intended to be done by the registrant and its subsidiaries. The revised items require, where the registrant and its subsidiaries are engaged in more than one line of business, the disclosure for each of a maximum of 5 fiscal years ending subsequent to December 31, 1966, the approximate amount or percentage of total sales and operating revenues and contribution to income before income taxes and extraordinary items attributable to each line of business which contributed, during either of the last 2 fiscal years, 10 percent or more to (1) the total of sales and revenues, or (2) income before income taxes and extraordinary items. Similar disclosure is also required with respect to any line of business which resulted in a loss of 10 percent or more of such income before deduction of losses. Where the number of lines of business exceeds 10, the disclosure may be limited to the 10 most important lines. Where it is not practicable to state the contribution to income before income taxes and extraordinary items for any line of business, the contribution to the result of operations most closely approaching such income is to be disclosed.

The revised requirements provide for grouping similar or related products or services in lines of business upon consideration of all relevant factors. Where material amounts of products or services are transferred from one unit to another, the transferring and receiving units may be considered a single unit for the purpose of disclosure.

Where the registrant and its subsidiaries are not engaged in more than one line of business, the revised items require disclosure of the amount of sales or revenues during each fiscal year of the specified period for each product or service or class of similar or related products or services which contributed 10 percent or more to the total of sales and revenues in either of the last 2 fiscal years.

Where a business is dependent upon a single customer, or a very few customers, the loss of any one of which would have a materially adverse effect, disclosure of the identity of the customers is required together with material facts with respect to their relationship and the importance of the business to the registrant.

Appropriate disclosure is required with respect to business which is subject to renegotiation of profits or termination of contracts at the election of the Government.

If the registrant and its subsidiaries engage in material operations outside the United States, or if a material portion of sales or revenues are received from customers outside the United States, appropriate disclosure is required with respect to the importance of that part of the business to the registrant and the risks attendant thereto.

The revised proposals also provide that the Commission may, upon the request of the registrant, and where consistent with the protection of investors, permit the omission of any of the required information or the substitution of appropriate information of comparable character. By this provision management may exercise judgment in designing disclosure suitable to the operations of a particular company. The Commission may also require the furnishing of information other than that specified where necessary or appropriate for an adequate description of the business.

The text of the amendments as proposed to be revised are as follows:

I. FORMS S-1 (17 CFR 239.11) AND 10 (17 CFR 249.210)

Item 9 of Form S-1 (17 CFR 239.11) and Item 3 of Form 10 (17 CFR 249.210) would be amended as follows:

(a) Briefly describe the business done and intended to be done by the registrant and its subsidiaries and the general development of such business during the past 5 years, or such shorter period as the registrant may have been engaged in business.

Instructions. 1. The description shall not relate to the powers and objects specified in the charter, but to the actual business done and intended to be done. Include the business of subsidiaries of the registrant only insofar as is necessary to understand the character and development of the business conducted by the total enterprise.

2. In describing developments, information shall be given as to matters such as the following: The nature and results of any bankruptcy, receivership, or similar proceedings with respect to the registrant or any of its significant subsidiaries; the nature and results of any other materially important reorganization, readjustment, or succession of the registrant or any of its significant subsidiaries; the acquisition or disposition of any material amount of assets otherwise than in the ordinary course of business; any materially important changes in the types of products produced or services rendered by the registrant and its subsidiaries; and any materially important changes in the mode of conducting the business, such as fundamental changes in the methods of distribution.

3. The business of a predecessor or predecessors shall be deemed to be the business of the registrant for the purpose of this item.

4. Appropriate disclosure shall be made with respect to any portion of the business subject to renegotiation of profits or termination of contracts or subcontracts at the election of the government.

(b) (1) If the registrant and its subsidiaries are engaged in more than one line of business, state for each of its past 5 fiscal years, for each fiscal year ending subsequent to December 31, 1966, or for each fiscal year the registrant has been engaged in business, whichever period is less, for each line of business specified in (2) below—

(A) The approximate amount or percentage of total sales and revenues, and
(B) The approximate amount or percentage of income (or loss) before income taxes and extraordinary items.

If it is impracticable to state the contribution to income (or loss) before income taxes and extraordinary items for any line of business, state the contribution thereof to the result of operations most closely approaching such income, together with a brief explanation of the reasons why it is not practicable to state the contribution to such income or loss.

(2) The information specified in (1) above shall be furnished with respect to each line of business which, during either of the last 2 fiscal years, accounted for—

(A) 10 percent or more of the total of sales and revenues,

(B) 10 percent or more of income before income taxes and extraordinary items computed without deduction of loss resulting from operations of any line or lines of business, or

(C) A loss which equalled or exceeded 10 percent of the amount of income specified in (B) above.

Instructions. 1. If the number of lines of business for which information is required exceeds 10, the registrant may, at its option, furnish the required information only for the 10 lines of business deemed most important to an understanding of the business. In such event, a statement to that effect shall be set forth together with a brief identification of each line of business for which the information is not furnished and an indication whether such line is comprehended by (A), (B), or (C) of paragraph (2) above.

2. In grouping products or services as lines of business, appropriate consideration shall be given to all relevant factors, including rates of profitability of operations, degrees of risk and opportunity for growth. The basis for grouping such products or services and any material changes between periods in such grouping shall be briefly described.

3. Where material amounts of products or services are transferred from one unit to another, the receiving and the transferring units may be considered a single unit for the purpose of reporting the operating results thereof.

4. If the method of pricing intracompany transfers of products or services or the method of allocation of common or corporate costs materially affects the reported contribution to income of a line of business, such methods and any material changes between periods in such methods and the effect thereof shall be described briefly.

5. Information regarding operations regulated by Federal, State or municipal authorities may be limited to the information required by any uniform system of accounts prescribed by such authorities.

(c) If the registrant and its subsidiaries are not engaged in more than one line of business, or if two or more lines of business have been combined pursuant to instruction 3 to paragraph (b), and the business consists of the pro-

duction or distribution of different kinds of products or the rendering of different kinds of services, state for each fiscal year of the applicable period specified in paragraph (b) the amount of sales or revenues contributed by each product or service or class of similar or related products or services which contributed 10 percent or more to the total of sales and revenues in either of the last 2 fiscal years.

(d) If a material part of the business of the registrant and its subsidiaries is dependent upon a single customer, or a very few customers, the loss of any one of which would have a materially adverse effect on the registrant, the name of the customer or customers and other material facts with respect to their relationship, if any, to the registrant and the importance of the business to the registrant shall be stated.

(e) If the registrant and its subsidiaries engage in material operations outside the United States, or if a material portion of sales or revenues are derived from customers outside the United States, appropriate disclosure shall be made with respect to the importance of that part of the business to the registrant and the risks attendant thereto. Insofar as practicable, furnish information with respect to volume and relative profitability of such business.

(f) Indicate briefly, to the extent material, the general competitive conditions in the industry in which the registrant and its subsidiaries are engaged or intend to engage, and the position of the enterprise in the industry. If several products or services are involved, separate consideration should be given to the principal products or services or classes of products or services.

(g) The Commission may, upon the request of the registrant, and where consistent with the protection of investors, permit the omission of any of the information herein required or the furnishing in substitution thereof of appropriate information of comparable character. The Commission may also require the furnishing of other information in addition to, or in substitution for, the information herein required in any case where such information is necessary or appropriate for an adequate description of the business done on or intended to be done.

II. FORM S-7 (17 CFR 239.26)

Item 5 of Form S-7 (17 CFR 239.26) would be amended as follows:

(a) Identify the business done and intended to be done by the registrant and its subsidiaries. In the case of an extractive enterprise, give appropriate information as to development, reserves, and production. Appropriate disclosure shall be made with respect to any portion of the business subject to renegotiation of profits or termination of contracts or subcontracts at the election of the Government.

(b) (1) If the registrant and its subsidiaries are engaged in more than one line of business, state for each of its past 5 fiscal years, for each fiscal year ending subsequent to December 31, 1966, or for

each fiscal year the registrant has been engaged in business, whichever period is less, for each line of business specified in (2) below—

(A) the approximate amount or percentage of total sales and revenues, and

(B) the approximate amount or percentage of income (or loss) before income taxes and extraordinary items.

If it is impracticable to state the contribution to income (or loss) before income taxes and extraordinary items for any line of business, state the contribution thereof to the result of operations most closely approaching such income, together with a brief explanation of the reasons why it is not practicable to state the contribution to such income or loss.

(2) The information specified in (1) above shall be furnished with respect to each line of business which, during either of the last 2 fiscal years, accounted for—

(A) 10 percent or more of the total of sales and revenues,

(B) 10 percent or more of income before income taxes and extraordinary items computed without deduction of loss resulting from operations of any line or lines of business, or

(C) a loss which equaled or exceeded 10 percent of the amount of income specified in (B) above.

Instructions. 1. If the number of lines of business for which information is required exceeds 10, the registrant may, at its option, furnish the required information only for the 10 lines of business deemed most important to an understanding of the business. In such event, a statement to that effect shall be set forth together with a brief identification of each line of business for which the information is not furnished and an indication whether such line is comprehended by (A), (B), or (C) of paragraph (2) above.

2. In grouping products or services as lines of business, appropriate consideration shall be given to all relevant factors, including rates of profitability of operations, degrees of risk, and opportunity for growth. The basis for grouping such products or services and any material changes between periods in such grouping shall be briefly described.

3. Where material amounts of products or services are transferred from one unit

to another, the receiving and the transferring units may be considered a single unit for the purpose of reporting the operating results thereof.

4. If the method of pricing intracompany transfers of products or services or the method of allocation of common or corporate costs materially affects the reported contribution to income of a line of business, such methods and any material changes between periods in such methods and the effect thereof shall be described briefly.

5. Information regarding operations regulated by Federal, State or municipal authorities may be limited to the information required by any uniform system of accounts prescribed by such authorities.

(c) If the registrant and its subsidiaries are not engaged in more than one line of business, or if two or more lines of business have been combined pursuant to instruction 3 to paragraph (b), and the business consists of the production or distribution of different kinds of products or the rendering of different kinds of services, state for each fiscal year of the applicable period specified in paragraph (b) the amount of sales or revenues contributed by each product or service or class of similar or related products or services which contributed 10 percent or more to the total of sales and revenues in either of the last 2 fiscal years.

(d) If a material part of the business of the registrant and its subsidiaries is dependent upon a single customer, or a very few customers, the loss of any one of which would have a materially adverse effect on the registrant, the name of the customer or customers and other material facts with respect to their relationship, if any, to the registrant and the importance of the business to the registrant shall be stated.

(e) If the registrant and its subsidiaries engage in material operations outside the United States, or if a material portion of sales or revenues are derived from customers outside the United States, appropriate disclosure shall be made with respect to the importance of that part of the business to the registrant and the risks attendant thereto. Insofar as practicable, furnish information

with respect to volume and relative profitability of such business.

(f) Briefly describe any pending legal proceedings to which the registrant or its subsidiaries is a party which may have a substantial effect upon the earnings or financial condition of the registrant.

(g) The Commission may, upon the request of the registrant, and where consistent with the protection of investors, permit the omission of any of the information herein required or the furnishing in substitution thereof of appropriate information of comparable character. The Commission may also require the furnishing of other information in addition to, or in substitution for, the information herein required in any case where such information is necessary or appropriate for an adequate description of the business done on or intended to be done.

§ 239.11 Form S-1, registration statement under Securities Act of 1933.

(No change.)

§ 239.26 Form S-7, for registration under the Securities Act of 1933 of securities of certain issuers to be offered for cash.

(No change.)

§ 249.210 Form 10, general form for registration of securities pursuant to section 12 (b) or (g) of the Securities Exchange Act of 1934.

(No change.)

This action is undertaken pursuant to the authority contained in sections 7, 10, and 19(a) of the Securities Act of 1933, 15 U.S.C. 77g, 77j, and 77s; and sections 12 and 23(a) of the Securities Exchange Act of 1934, 15 U.S.C. 78l and 78w. All interested persons are invited to submit their views and comments on the revised proposals, in writing, to the Securities and Exchange Commission on or before March 10, 1969. All such communications will be considered available for public inspection.

By the Commission, February 18, 1969.

[SEAL]

ORVAL L. DuBOIS,
Secretary.

[P.R. Doc. 69-2150; Filed, Feb. 18, 1969;
8:49 a.m.]

Notices

DEPARTMENT OF JUSTICE

Office of Alien Property

MRS. DOROTHEA ANNA WEYHAUSEN

Notice of Intention To Return Vested Property

Pursuant to § 32(f) of the Trading with the Enemy Act, as amended, notice is hereby given of intention to return, on or after 30 days from the date of publication hereof, the following property, subject to any increase or decrease resulting from the administration thereof prior to return, and after adequate provision for taxes and conservatory expenses:

Claimant, claim number, property, and location

Mrs. Dorothea Anna Weyhausen, Drakenburg Nr. 35, Hannover, Germany; Claim No. 60296; Vesting Order Nos. 2247 and 15901; \$20,271.34 in the Treasury of the United States.

Executed at Washington, D.C., on February 14, 1969.

For the Attorney General.

WILLIAM D. RUCKELSHAUS,
Assistant Attorney General,
Civil Division, Director, Office
of Alien Property.

[F.R. Doc. 69-2102; Filed, Feb. 18, 1969; 8:48 a.m.]

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 69-61]

CUSTOMS AUTOMATED ACCOUNTING SYSTEM

Effective Date of Implementing Regulations; Region II

In accordance with Treasury decision 67-155, dated June 28, 1967, published in the FEDERAL REGISTER dated July 11, 1967 (32 F.R. 10200), notice is hereby given that March 1, 1969, is the effective date of the regulations implementing the automated accounting system in Region II with headquarters at New York, N.Y.

Importers or their agents filing dutiable formal entries on and after March 1, 1969, in this region must have on file or file with the entry a customs Form 5106, Notification of or Application for Importer's Number, required by § 24.5, Customs Regulations (19 CFR 24.5), and must submit with each dutiable formal entry a customs Form 5101, Entry Record, which is required by section 8.8(c) of the Customs Regulations (19 CFR 8.8(c)).

Attention is called to the provision of § 8.8(c) of the Customs Regulations which requires the agent's importer num-

ber to also be reported on the customs Form 5101 if an importer of record desires to have refunds, bills, or notices of liquidation pertaining to his entry mailed in care of his agent. In such a case, the importer of record shall file or shall have filed previously a customs Form 4811, Special Address Notification (July 1966), authorizing the mailing of refunds, bills, or notices of liquidation to his agent. Further, attention is called to the fact that although courtesy notices of liquidation will be issued under the automated procedure, the posting of the bulletin notice of liquidation provided for in section 16.2 of the Customs Regulations (19 CFR 16.2) will continue to constitute full compliance with the requirements for giving notice of liquidation under section 505, Tariff Act of 1930 (19 U.S.C. 1505).

[SEAL] LESTER D. JOHNSON,
Commissioner of Customs.

Approved: February 12, 1969.

MATTHEW J. MARKS,
Acting Assistant Secretary
of the Treasury.

[F.R. Doc. 69-2205; Filed, Feb. 18, 1969; 11:57 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Serial No. U-7041]

UTAH

Notice of Classification of Public Lands for Multiple-Use Management: Correction

FEBRUARY 12, 1969.

In F.R. Doc. 69-1506, filed February 5, 1969, appearing on page 1776, of the issue for Thursday, February 6, 1969, the following statement, preceding the description for the Locomotive Springs Waterfowl Area, is deleted:

"In addition to the segregations listed above, livestock grazing will be excluded from the following lands."

R. D. NIELSON,
State Director.

[F.R. Doc. 69-2101; Filed, Feb. 18, 1969; 8:48 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

FIRST NATIONAL BANK OF OREGON

Notice of Approval of Applicant as Trustee

Notice is hereby given that the First National Bank of Oregon, a national banking association, with offices at 400

Southwest Sixth Avenue, Portland, Oreg., has been approved as a trustee pursuant to Public Law 89-346 and 46 CFR 221.21-221.30.

Dated: February 17, 1969.

M. I. GOODMAN,
Chief, Office of Ship Operations.

[F.R. Doc. 69-2166; Filed, Feb. 18, 1969; 8:49 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[Docket No. FDC-D-120; NDA No. 12-800V]

ABBOTT LABORATORIES

Tranvet; Notice of Opportunity for Hearing

Notice is hereby given to Amdal Co., Agricultural Division, Abbott Laboratories, North Chicago, Ill. 60064, that the Commissioner of Food and Drugs proposes to issue an order under the provisions of section 505(e) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 355(e)) withdrawing approval of new-drug application No. 12-800V and all amendments and supplements thereto held by said firm for the drug Tranvet (propriopromazine hydrochloride), an injectable phenothiazine derivative tranquilizer for veterinary use in cattle, horses, dogs, and cats.

The Commissioner finds that new evidence of clinical experience not contained in the application and not available to him until after the application was approved shows that the drug is not safe under the conditions of use on the basis of which the application was approved.

In accordance with the provisions of section 505 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 355) and the regulations promulgated thereunder (21 CFR Part 130), the Commissioner hereby gives the applicant an opportunity for a hearing at which time the applicant may produce evidence and arguments to show why approval of new-drug application No. 12-800V should not be withdrawn.

Within 30 days from the date of publication of this notice in the FEDERAL REGISTER, the applicant is required to file with the Hearing Clerk, Department of Health, Education, and Welfare, Office of the General Counsel, Food, Drug and Environmental Health Division, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, a written appearance electing whether:

1. To avail himself of the opportunity for a hearing; or
2. Not to avail himself of the opportunity for a hearing.

If the applicant elects not to avail himself of the opportunity for a hearing, the Commissioner without further notice will enter a final order withdrawing approval of the new-drug application.

Failure to file such a written appearance of election within 30 days following the date of publication of this notice in the FEDERAL REGISTER will be construed as an election by the applicant not to avail himself of the opportunity for a hearing.

The hearing contemplated by this notice will be open to the public except that any portion of the hearing that concerns a method or process that the Commissioner finds is entitled to protection as a trade secret will not be open to the public, unless the respondent specifies otherwise in his appearance.

If the applicant elects to avail himself of the opportunity for a hearing by filing a timely written appearance of election, a hearing examiner will be named by the Commissioner and he shall issue a written notice of the time and place for the hearing.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 505, 52 Stat. 1052, as amended; 21 U.S.C. 355) and under authority delegated to the Commissioner (21 CFR 2.120).

Dated: February 7, 1969.

HERBERT L. LEY, Jr.,
Commissioner of Food and Drugs.

[F.R. Doc. 69-2065; Filed, Feb. 18, 1969;
8:45 a.m.]

PANCREATIC DORNASE

Drugs for Veterinary Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the National Academy of Sciences—National Research Council, Drug Efficacy Study Group, on the following preparation: Dornavac; each vial contains 100,000 units of desoxyribonuclease derived from beef pancreas; marketed by Merck Chemical Division, Merck & Co., Inc., Rahway, N.J. 07065.

The Academy concludes that this product is effective as an enzymatic debridement agent for topical external surface lesions in animals, but that more information is needed for the rhinotracheitis, pneumonia, and mastitis claims. The Food and Drug Administration concurs with the conclusions of the Academy.

This evaluation of the drug is concerned only with its effectiveness and safety to the animal to which it is administered. It does not take into account the safety for food use of food derived from drug-treated animals. Nothing in this announcement will constitute a bar to further proceedings with respect to questions of safety of the drug or its metabolites as residues in food products derived from treated animals.

This announcement is published (1) to inform the holders of new-drug applications of the findings of the Academy

and of the Food and Drug Administration and (2) to inform all interested persons that such articles to be marketed must be the subject of approved new-drug applications and otherwise comply with all other requirements of the Federal Food, Drug, and Cosmetic Act.

Holders of the new-drug applications are provided 6 months from the date of publication of this announcement in the FEDERAL REGISTER to submit labeling that is in accord with the Academy's conclusions or adequate documentation in support of the labeling used.

Written comments regarding this announcement, including a request for an informal conference, may be addressed to the Bureau of Veterinary Medicine, Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204.

The holder of the new-drug application for the drug listed above has been mailed a copy of the NAS-NRC report. Any manufacturer, packer, or distributor of a drug of similar composition and labeling to that drug or any other interested person may obtain a copy of the report by writing to the Food and Drug Administration, Press Relations Office, 200 C Street SW., Washington, D.C. 20204.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050-53, as amended; 21 U.S.C. 352, 355) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: February 11, 1969.

HERBERT L. LEY, Jr.,
Commissioner of Food and Drugs.

[F.R. Doc. 69-2066; Filed, Feb. 18, 1969;
8:45 a.m.]

SPOHN'S UDDER AID

Drugs for Veterinary Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the National Academy of Sciences—National Research Council, Drug Efficacy Study Group, on the following preparation: Spohn's Udder Aid; contains oxyquinoline benzoate, oil of camphor, lanolin, peanut oil, petrolatum, and paraffin; marketed by Spohn Medical Co., Goshen, Ind. 46526.

The Academy concludes that this product is probably effective as labeled, but that more information is needed for some of the claims. Complete formula and data attesting to its use on cattle were not provided. The Food and Drug Administration concurs with the Academy's conclusions and finds that the product should be limited to use as an aid in the treatment of superficial wounds, cuts, and abrasions of the mammary gland and teats of cows, mares, ewes, and goats.

Supplemental new-drug applications are invited to revise the labeling provided in new-drug applications for this drug to limit the claims and present the

conditions of use substantially as follows:

INDICATIONS

For use as an aid in the treatment of superficial wounds, cuts, and abrasions of the mammary gland and teats of cows, mares, ewes, and goats.

DOSAGE AND ADMINISTRATION

Dairy animals: Apply after each milking.
Nursing animals: Apply at least every 12 hours.

CAUTION: If redness, irritation, or swelling persists or increases, consult a veterinarian.

WARNING: Teats and udders of treated dairy animals should be thoroughly washed before milking.

This evaluation of the drug is concerned only with its effectiveness and safety to the animal to which it is administered. It does not take into account the safety for food use of food derived from drug-treated animals. Nothing in this announcement will constitute a bar to further proceedings with respect to questions of safety of the drug or its metabolites as residues in food products derived from treated animals.

This announcement is published (1) to inform the holders of new-drug applications of the findings of the Academy and of the Food and Drug Administration and (2) to inform all interested persons that such articles may be marketed provided they are the subject of approved new-drug applications and otherwise comply with all other requirements of the Federal Food, Drug, and Cosmetic Act.

Holders of the new-drug applications which have inadequate labeling in that it differs from the labeling presented above are provided 6 months from the date of publication of this announcement in the FEDERAL REGISTER to submit revised labeling or adequate documentation in support of the labeling used.

Written comments regarding this announcement, including a request for an informal conference, may be addressed to the Bureau of Veterinary Medicine, Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204.

The holder of the new-drug application for the drug listed above has been mailed a copy of the NAS-NRC report. Any manufacturer, packer, or distributor of a drug of similar composition and labeling to that drug or any other interested person may obtain a copy of the report by writing to the Food and Drug Administration, Press Relations Office, 200 C Street SW., Washington, D.C. 20204.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050-53, as amended; 21 U.S.C. 352, 355) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: February 11, 1969.

HERBERT L. LEY, Jr.,
Commissioner of Food and Drugs.

[F.R. Doc. 69-2067; Filed, Feb. 18, 1969;
8:45 a.m.]

SULFISOXAZOLE

Drugs for Veterinary Use; Drug Efficacy Study Implementation

The Food and Drug Administration has evaluated a report received from the National Academy of Sciences—National Research Council, Drug Efficacy Study Group, on the following preparations:

1. Soxisol Tablets (Small Animals); 4 grains of 3,4-dimethyl-5-sulfanilamidoisoxazole per tablet; marketed by Fort Dodge Laboratories, Inc., Fort Dodge, Iowa 16505.

2. Soxisol Tablets (Large Animals); 50 grains of 3,4-dimethyl-5-sulfanilamidoisoxazole per tablet; marketed by Fort Dodge Laboratories, Inc.

The Academy concludes that:

1. These products are probably effective in the treatment of bacterial infections caused by organisms sensitive to sulfisoxazole.

2. Label changes are needed to properly qualify each disease claim as "appropriate for use in (name of disease) caused by pathogens sensitive to (name of drug)"; if the disease cannot be so qualified, the claim must be dropped.

3. Frequency of administration is inadequate.

4. Data should be provided to show that the tablets will disintegrate in the gastrointestinal tract of the medicated species to provide the recommended therapeutic dose.

The Food and Drug Administration concurs with the conclusion of the Academy.

This evaluation of these drugs is concerned only with their effectiveness and safety to the animal to which administered. It does not take into account the safety for food use of food derived from drug-treated animals. Nothing in this announcement will constitute a bar to further proceedings with respect to questions of safety of these drugs or their metabolites as residues in food products derived from treated animals.

This announcement is published (1) to inform the holders of new-drug applications of the findings of the Academy and of the Food and Drug Administration and (2) to inform all interested persons that such articles to be marketed must be the subject of approved new-drug applications and otherwise comply with all other requirements of the Federal Food, Drug, and Cosmetic Act.

Holders of the new-drug applications are provided 6 months from the date of publication of this announcement in the FEDERAL REGISTER to submit adequate documentation in support of the labeling used.

Written comments regarding this announcement, including a request for an informal conference, may be addressed to the Bureau of Veterinary Medicine, Food and Drug Administration, 200 C Street SW., Washington, D.C. 20204.

The holder of the new-drug application for the drugs listed above has been mailed a copy of the NAS-NRC report. Any manufacturer, packer, or distributor of a drug of similar composition and labeling to these drugs or any other interested person may obtain a copy of

the report by writing to the Food and Drug Administration, Press Relations Office, 200 C Street SW., Washington, D.C. 20204.

This notice is issued pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 502, 505, 52 Stat. 1050-53, as amended; 21 U.S.C. 352, 355) and under authority delegated to the Commissioner of Food and Drugs (21 CFR 2.120).

Dated: February 11, 1969.

HERBERT L. LEY, Jr.,

Commissioner of Food and Drugs.

[F.R. Doc. 69-2068; Filed, Feb. 18, 1969; 8:45 a.m.]

Office of the Secretary MOTOR VEHICLE POLLUTION CONTROL

California State Standards; Notice of Public Hearing; Procedures for Public Hearing

Whereas the Air Quality Act of 1967, section 208(a), 42 U.S.C. 1857f-6a(a) 81 Stat. 501 (Public Law 90-148) provides, "No State or any political subdivision thereof shall adopt or attempt to enforce any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines subject to this title. No State shall require certification, inspection, or any other approval relating to the control of emissions from any new motor vehicle or new motor vehicle engine as condition precedent to the initial retail sale, titling (if any), or registration of such motor vehicle, motor vehicle engine, or equipment", and

Whereas section 208(b) of said Act directs the Secretary of Health, Education, and Welfare, after notice and opportunity for public hearing, to waive application of the prohibitions of said section 208 to any State which had adopted standards (other than crankcase emissions from new motor vehicles or new motor vehicle engines prior to March 30, 1966, unless he finds that such State does not require standards more stringent than applicable Federal standards to meet compelling and extraordinary conditions or that such State standards and accompanying enforcement procedures are not consistent with section 202 (a) of the Air Quality Act of 1967, and

Whereas the State of California had, prior to March 30, 1966, adopted standards (other than crankcase emission standards) for the control of emissions from new motor vehicles or new motor vehicle engines.

Now, therefore, I hereby give notice that the State of California has requested a public hearing, as required by the statute, and waiver of the application of the prohibitions of section 208(a). Pursuant to section 208(b) of the Air Quality Act of 1967, I hereby give notice of a public hearing on this request to be held in Los Angeles, Calif., at the Customs Courtroom, 300 North Los Angeles Street on Tuesday, March 4, 1969, commencing at 10 a.m., P.s.t.

The hearing is intended to provide an opportunity for interested persons to state their views or arguments, or to provide pertinent information relating to the action proposed to be taken by the Secretary.

Mr. William H. Megonnell of the Department of Health, Education, and Welfare is hereby designated as Presiding Officer to conduct the hearing. Any person desiring to make a statement at the hearing or to submit material for the record of the hearing should file a notice of such intention and, if practicable, five copies of his proposed statement (and other relevant material) with the Presiding Officer, National Air Pollution Control Administration, Department of Health, Education, and Welfare, Room 907, Ballston Center Tower No. 2, 801 North Randolph Street, Arlington, Va. 22203, not later than February 28, 1969.

The pertinent standards, requirements, conditions, and test procedures for 1970 and later model year new motor vehicles and new motor vehicle engines are contained in the following identified publications:

FEDERAL

45 CFR Part 85 (June 4, 1968, 33 F.R. 8304, et seq.)

CALIFORNIA

(1) Part 1, Division 26, Health and Safety Code, West Annotated California Codes, as amended by Chapter 764 California Laws 1968, Assembly Bill No. 357, approved July 25, 1968.

(2) California Exhaust Emission Standards and Test Procedures for 1970-Model Gasoline-powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight dated November 20, 1968.

(3) California Exhaust Emission Standards and Test Procedures for 1971 and Subsequent Model Gasoline-powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight dated November 20, 1968.

(4) California Fuel Evaporative Emission Standards and Test Procedures for 1970 and Subsequent Model Gasoline-powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight dated November 20, 1968.

(5) California Exhaust Emission Standards and Test Procedures for 1970 and Subsequent Model Year Gasoline-powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight dated November 20, 1968.

A copy of the above-described material is available for inspection at the office of the Presiding Officer at the foregoing address. Copies of the Federal regulations will be provided upon request to that office. Copies of the California standards and test procedures are available upon request to the California Air Resources Board, Suite 1085, 417 South Hill Street, Los Angeles, Calif. 90013.

Procedures. Since the public hearing is designed to give interested persons an opportunity to participate in this rule-making proceeding by the presentation of data, views, arguments, or other pertinent information concerning the Secretary's proposed action, there are no adversary parties as such. Statements by the participants will not be made under oath and the participants will not be subject to cross-examination.

Presentations by the participants should be addressed to the following considerations:

1. Whether the specific standards and related test procedures applicable to the control of emissions from 1970 and later model year new motor vehicles or new motor vehicles engines adopted by the State of California and identified above are more stringent than the Federal standards and related test procedures applicable to the pertinent model year new motor vehicles or new motor vehicle engines;

2. Whether such standards and related test procedures adopted by the State of California are required to meet compelling and extraordinary conditions in the State of California; and

3. Whether such standards and related test procedures (and accompanying enforcement procedures) adopted by the State of California are consistent with section 202(a) of the Clean Air Act, as amended, i.e., whether appropriate consideration has been given to technological feasibility and economic costs and whether emissions subject to control by such standards cause or contribute to, or are likely to cause or contribute to, air pollution which endangers the health or welfare of any persons.

In order to assure full opportunity for the presentation of data, views, and arguments by participants, the Presiding Officer will, upon request of the participants, allow a reasonable time after the close of the hearing for the submission of written data, views, arguments, or other pertinent information to be included as part of the record of the public hearing.

A verbatim record of the proceeding will be made and a copy of the transcript will be made available on request at the expense of the person so requesting.

The determination of the Secretary regarding the action to be taken under section 208(b) of the Clean Air Act with respect to the waiver of the application of the prohibition of section 208(a) to the State of California is not required to be made solely on the record of the public hearing. Other scientific, engineering, and related pertinent information, not included in the transcript of the public hearing, may also be considered.

Dated: February 17, 1969.

JOHN T. MIDDLETON,
Commissioner.

[P.R. Doc. 69-2146; Filed, Feb. 18, 1969;
8:49 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 19362 etc.]

ADDITIONAL SERVICE TO COLUMBIA AND AUGUSTA CASE

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on March 14, 1969, at 10 a.m., e.s.t., in Room 805, Uni-

versal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner Louis W. Sornson.

In order to facilitate the conduct of the conference interested parties are instructed to submit to the examiner and other parties on or before March 7, 1969, (1) proposed statements of issues; (2) proposed stipulations; (3) requests for information; (4) statements of positions of parties; and (5) proposed procedural dates.

Dated at Washington, D.C., February 13, 1969.

[SEAL] THOMAS L. WRENN,
Chief Examiner.

[P.R. Doc. 69-2090; Filed, Feb. 18, 1969;
8:47 a.m.]

[Docket No. 19401]

AUSTIN-WEST SERVICE INVESTIGATION

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled matter is assigned to be held on March 26, 1969, at 10 a.m., e.s.t., in Room 805, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C., before Examiner William F. Cusick.

In order to facilitate the conduct of the conference interested parties are instructed to submit to the examiner and other parties on or before March 17, 1969, (1) proposed statements of issues; (2) proposed stipulations; (3) requests for information; (4) statements of positions of parties; and (5) proposed procedural dates.

Dated at Washington, D.C., February 14, 1969.

[SEAL] THOMAS L. WRENN,
Chief Examiner.

[P.R. Doc. 69-2091; Filed, Feb. 18, 1969;
8:47 a.m.]

[Docket No. 17828; Order 69-2-65]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Order Regarding Passenger Tickets and Conditions of Carriage

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 13th day of February 1969.

Agreements have been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 and Part 261 of the Board's economic regulations between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of the traffic conferences of the International Air Transport Association (IATA), and adopted at the first meeting of the Passenger Traffic Procedures Committee and the 15th meeting of the Traffic Handling and Accountancy Working Group. The agreements have been assigned the above-designated CAB agreement numbers.

Resolutions R-2 through R-5 of Agreement 20618 revise the form of passenger

ticket and baggage check by deleting the brief notice of applicability of Warsaw Convention liability limitation from the face of the passenger coupon and providing that the notice as well as the conditions of contract shall be printed either on the inside of the front cover of the passenger ticket, or on the reverse side of the passenger coupon. The notice is to be printed in 8-point type, and the conditions of contract in 6-point type. If tickets used are not large enough for so printing both the notice and conditions, the notice shall be printed on an additional insert. This brief notice draws attention to the separate notice entitled "Advice to International Passengers on Limitation of Liability." Except for this additional sentence, the notice is the same as that previously printed on the ticket face. Resolution R-4 revises the text of the Conditions of Contract principally by eliminating most of the reference therein to carrier limitation of liability. Since the proposed notice of conditions of contract appears generally to be an improvement over the present form, being briefer and in larger type, we will approve the resolutions, subject to the following conditions and comments.

Section 221.175 of the Board's economic regulations sets forth requirements for giving notice of limitation of liability and also permits subscribing carriers to give the notice to passengers prescribed by Agreement CAB 18900 in lieu of the form of notice set forth in the regulation. We shall condition our approval of Resolutions R-2 through R-5 of Agreement CAB 20618 upon observance of this regulation.

We note that the proposed revision of the Conditions of Contract results in the absence of any IATA requirement for giving notice of the level of the liability limitation for loss of, damage to, or delay in delivery of baggage. In withdrawing our previous requirements as to methods of giving notice, we reminded "all carriers, both foreign and domestic, of their obligation to provide notice as to liability limitations for baggage which is adequate depending on the particular conditions of the transportation," and we reserved "the right to take action to specify the notice of baggage liability limitations which should be required, should the carriers not fulfill their obligations to take care of this matter." We again remind the carriers of this obligation and of our continuing interest in this subject.

Further, we note that the proposed Conditions of Contract omit a provision in the existing conditions that as to checked baggage, a passenger has a right of action against the first or last carrier, but retain the substance of another related stipulation that "5. an air carrier issuing a ticket or checking baggage for carriage over the lines of another air carrier does so only as its agent." Article 30(3) of the Warsaw Convention establishes a right of action by a passenger against the first and last carrier, as well as against the carrier who performed the

¹ Regulation No. ER-523, effective Jan. 15, 1968; Order E-26119, dated Dec. 13, 1967.

transportation during which the destruction, loss, damage, or delay took place. Since the stipulation that a carrier checks baggage for carriage over the lines of another carrier as agent may indicate an absence of the responsibility imposed by the Warsaw Convention, the approval of the resolutions will be conditioned to require that if carriers retain the proposed provision in paragraph 5 of the ticket that the carrier also include in the same paragraph a statement that, "provided that in the case of checked baggage the passenger shall have a right of action against the first and last carrier and the carrier who performed the transportation during which the loss, damage, or delay took place."

The proposed conditions of contract require that complaint be made in writing to carrier within 7 days from receipt of baggage in case of damage, and within 21 days from delivery, in case of delay. This provision, contained in paragraph 7 of the conditions is consistent with the provisions of the Hague Protocol to the Warsaw Convention and is acceptable for application to international travel. The Board by Order 69-2-66, issued concurrently herewith, is acting upon an agreement adopted by the Air Traffic Conference of America providing for the application of the same conditions for domestic use and the Board notes that the carriers intend that the Conditions of Contract will appear upon ticket stock used for both international and domestic travel. The notice provision, however, is substantially different from that contained in the domestic tariffs of the United States carriers providing for notice of claim in writing within 45 days after the occurrence giving rise to the cause of action. This rule was approved by the Board in the Baggage Liability Rules Case, Order E-24198 of September 19, 1966. The Board is aware of no basis for restricting the rule applicable to domestic travel, nor should the conditions suggest that the international rule is applicable for domestic transportation. Accordingly we are conditioning approval of the 7- and 21-day complaint requirements in the Conditions of Contract to provide that approval of the resolutions does not extend to the proposed provisions for application to travel which is not international travel; but approval of the resolutions will extend to paragraph 7 of the Conditions of Contract on condition that such paragraph be amended to limit its application to international transportation and to provide that applicable tariffs be consulted with respect to travel that is not international transportation.

Resolutions R-1 through R-4 of Agreement CAB 20627 are nonsubstantive amendments.²

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, makes the following findings:

(1) The Board does not find the following IATA resolutions, incorporated

in the agreement indicated, to be adverse to the public interest or in violation of the Act:

CAB No.	IATA No.	Subject
20627, R-1..	TC1 (15/THWG) 275....	Form of passenger ticket and baggage check.
R-2..	TC1 (15/THWG) 275....	Form of passenger ticket and baggage check.
R-3..	TC2 (15/THWG) 275....	Form of passenger ticket and baggage check.
R-4..	TC3 (15/THWG) 275....	Machine issued ticket.

(2) The Board does not find the following IATA resolutions, incorporated in the agreement indicated, to be adverse to the public interest or in violation of the Act: *Provided*, That, insofar as air transportation as defined by the Act is concerned, such approval shall be subject to the following conditions:

CAB No.	IATA No.	Subject
20618, R-2..	200 (1 PTPC) 275....	Form of passenger ticket and baggage check.
R-3..	100 (1 PTPC) 275....	Form of passenger ticket and baggage check.
R-4..	100 (1 PTPC) 275b....	Passenger ticket—conditions of contract.
R-5..	100 (1 PTPC) 275c....	Machine issued tickets.

Provided that (1) such approval shall not relieve air carriers and foreign air carriers from complying, as necessary, with the provisions of § 221.175 of the Board's economic regulations, (2) approval of the resolutions is upon condition that if a carrier retains the proposed provision in paragraph 5 of the Conditions of Contract it shall also include in the same paragraph a statement that "provided that in the case of checked baggage the passenger shall have a right of action against the first and last carrier and the carrier who performed the transportation during which the destruction, loss, damage or delay took place", and (3) approval of the resolutions does not extend to the proposed provisions of the Conditions of Contract (paragraph 7 thereof), which require complaint be made in writing to carrier within 7 days from receipt in case of damage, and within 21 days from the date the baggage was delivered, in case of delay, with respect to application to travel which is not international travel: *Provided further, however*, That approval of the resolutions will extend to paragraph 7 of the Conditions of Contract on condition that such paragraph be amended to limit its application to international transportation and to provide that applicable tariffs be consulted with respect to travel that is not international transportation.

Accordingly, it is ordered, That:

1. Agreements CAB 20627, R-1 through R-4, are approved.

2. Agreements CAB 20618, R-2 through R-5, are approved subject to the conditions stated in finding paragraph (2): *Provided, however*, That the application

of conditions (2) and (3) shall not be construed to prohibit the use of existing ticket stock for a period of 6 months from the date of this order.

Any air carrier party to the agreements, or any interested person, may within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and 19 copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the **FEDERAL REGISTER**.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 69-2092; Filed, Feb. 18, 1969;
8:47 a.m.]

[Docket No. 20682; Order 69-2-68]

ROSS AVIATION, INC.

Order To Show Cause Regarding Establishment of Service Mail Rate

Issued under delegated authority on February 14, 1969.

The Postmaster General filed a notice of intent January 28, 1969, pursuant to 14 CFR Part 298, petitioning the Board to establish for the above captioned air taxi operator, a final service mail rate of 39.4 cents per great circle aircraft mile for the transportation of mail by aircraft between Spokane, Wash., and Boise, Idaho, via Lewiston, Idaho.

No protest or objection was filed against the proposed services during the time for filing such objections. The Postmaster General states that the Department and the carrier agree that the above rate is a fair and reasonable rate of compensation for the proposed services. The Postmaster General believes these services will meet postal needs in the market. He states the air taxi plans to initiate mail service with Piper Turbo Aztec, Model PA 23, aircraft equipped for all-weather operation.

It is in the public interest to fix, determine, and establish the fair and reasonable rate of compensation to be paid by the Postmaster General for the proposed transportation of mail by aircraft, the facilities used and useful therefor, and the services connected therewith, between the aforesaid points. Upon consideration of the notice of intent and other matters officially noticed, it is proposed to issue an order¹ to include the following findings and conclusions:

¹ As this order to show cause is not a final action but merely affords interested persons an opportunity to be heard on the matters herein proposed, it is not regarded as subject to the review provisions of Part 385 (14 CFR Part 385). These provisions for Board review will be applicable to final action taken by the staff under authority delegated in § 385.14(g).

² The first paragraphs of resolutions R-2 and R-3 are superseded by Agreement CAB 20618.

The fair and reasonable final service mail rate to be paid to Ross Aviation, Inc., in its entirety by the Postmaster General pursuant to section 406 of the Act for the transportation of mail by aircraft, the facilities used and useful therewith, and the services connected therewith, shall be 39.4 cents per great circle aircraft mile between Spokane, Wash., and Boise, Idaho, via Lewiston, Idaho.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 406 thereof, and regulations promulgated in 14 CFR Part 302, 14 CFR Part 298, and 14 CFR 385.14(f),

It is ordered, That:

1. Ross Aviation, Inc., the Postmaster General, United Air Lines, Inc., Air West, Inc., and all other interested persons are directed to show cause why the Board should not adopt the foregoing proposed findings and conclusions and fix, determine, and publish the final rate specified above for the transportation of mail by aircraft, the facilities used and useful therewith, and the services connected therewith as specified above as the fair and reasonable rate of compensation to be paid to Ross Aviation, Inc.;

2. Further procedures herein shall be in accordance with 14 CFR Part 302, and notice of any objection to the rate or to the other findings and conclusions proposed herein, shall be filed within 10 days, and if notice is filed, written answer and supporting documents shall be filed within 30 days after service of this order;

3. If notice of objection is not filed within 10 days after service of this order, or if notice is filed and answer is not filed within 30 days after service of this order, all persons shall be deemed to have waived the right to a hearing and all other procedural steps short of a final decision by the Board, and the Board may enter an order incorporating the findings and conclusions proposed herein and fix and determine the final rate specified herein;

4. If answer is filed presenting issues for hearing, the issues involved in determining the fair and reasonable final rate shall be limited to those specifically raised by the answer, except insofar as other issues are raised in accordance with Rule 307 of the rules of practice (14 CFR 302.307); and

5. This order shall be served upon Ross Aviation, Inc., the Postmaster General, United Air Lines, Inc., and Air West, Inc.

This order will be published in the FEDERAL REGISTER.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 69-2093; Filed, Feb. 18, 1969;
8:47 a.m.]

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

ASSISTANT ADMINISTRATOR, OFFICE OF PROGRAM OPERATIONS, UR- BAN MASS TRANSPORTATION ADMINISTRATION

Redelegation of Authority With Re- spect to Urban Mass Transportation Program

Pursuant to the authority delegated to me by § 1.4(e) of the regulations of the Office of the Secretary of Transportation (49 CFR 1.4(e)), William O. Adams, Transportation Representative, Office of Program Operations, Urban Mass Transportation Administration, shall act as Assistant Administrator, Office of Program Operations, Urban Mass Transportation Administration, in case of the absence or disability of the Assistant Administrator, Office of Program Operations, Urban Mass Transportation Administration until the absence or disability shall cease.

This redelegation of authority becomes effective February 13, 1969.

Issued in Washington, D.C., on Febru-
ary 13, 1969.

PAUL L. SITTON,
Administrator,
Urban Mass Transportation.

[F.R. Doc. 69-2077; Filed, Feb. 18, 1969;
8:46 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[FCC 69-134]

IMPROVED EBS SIGNALING AND PUBLIC ALERTING SYSTEM

Deadline Extended for Submission of Proposals

FEBRUARY 13, 1969.

In response to a request by the Assistant Secretary of Defense (Civil Defense) the Commission appointed, early in 1963, a Special National Industry Advisory Committee Working Group (NIAC) to assist in the development of improved signaling and alerting techniques for use in connection with the Emergency Broadcast System (EBS). In the event of activation of the national EBS, these signals would enable the President to utilize all facilities comprising the EBS. Under rules adopted last year, they also provide access by Governors and mayors to State and local EBS facilities in dealing with day-to-day emergency situations not involving grave national crisis or war.

At the request of the Commission, the NIAC Special Working Group addressed

itself to the dual problem of developing improved techniques for (1) station alerting (Emergency Action Notification of standard, FM and TV broadcast facilities), and (2) emergency alerting of the general public. The latter problem has dominated the efforts of the NIAC Special Working Group, with specific emphasis on finding a reliable method for activating AM/FM/TV broadcast receivers to provide an emergency warning service to the listening public.

The deadline for submission of proposals for consideration by the NIAC Special Working Group was September 5, 1963. Of 13 proposals submitted, four were selected for field testing—Philco, General Electric, CBS "Homealert", and Zenith. On the basis of these tests, a composite two-tone transmission standard (employing 853 cps and 960 cps audio tones) was recommended by the NIAC Special Working Group for intensive investigation. Recent testing of equipment for the proposed NIAC two-tone system yielded a high percentage of positive responses with no falsing. A technical description of the transmission standards for the proposed NIAC Two-Tone System is as follows:

Tone Frequencies—The two audio signals shall have fundamental frequencies of 853 and 960 cycles-per-second and shall not vary over ± 0.5 cycles-per-second.

Harmonic Distortion—Total Harmonic distortion of the audio tones shall not exceed 5 percent.

Level of Modulation—Each specified audio tone will (with no other modulation) modulate the transmitter at 40 percent ± 5 percent or a total of 80 percent ± 10 percent for the two tones.

Time Period for Transmission of Tones—The two tones with the characteristics specified above will modulate the transmitter at the specified level for a period not less than 20 seconds or longer than 25 seconds.

While the Commission is highly encouraged with the results achieved in the equipment testing of the proposed NIAC Two-Tone System, it recognizes that more than 5 years have passed since the expiration of the 1963 deadline. During that period, at least one other system has been field tested, by another party, which was never fully evaluated by the NIAC Special Working Group. The rapid pace of communications technology suggests the possibility that there may be still other systems warranting consideration.

The previously announced deadline is therefore being extended through May 1, 1969, to afford interested persons a final opportunity to have their proposals considered by the NIAC Special Working Group prior to the institution of formal proceedings by the Commission looking toward the final adoption of transmission standards for EBS station notification and public alerting.

We desire an early resolution of this matter. Accordingly, a further extension of the deadline is not contemplated. It follows that any proposal submitted at this time would already have undergone substantial engineering development.

Moreover, in view of the considerable effort already expended toward perfecting the proposed NIAC two-tone alerting system, any competing proposal must, on its face, demonstrate a marked overall superiority to the proposed NIAC Two-Tone System in order to qualify for consideration. Proposals previously submitted, and already evaluated under the former deadline, will not be accepted.

Proposals in response to this Public Notice must be submitted in writing and accompanied by a full technical description of the system, together with a summary of field test data (if any). Twenty five (25) copies of all material should be prepared and submitted to the Executive Secretary, National Industry Advisory Committee, Federal Communications Commission, Washington, D.C. 20554, no later than May 1, 1969. Any proposals received will be referred to the Special NIAC Working Group for evaluation, with recommendations to be submitted to the Commission.

Action by the Commission February 12, 1969. Commissioners Hyde (Chairman), Robert E. Lee, Cox, and H. Rex Lee, with Commissioners Wadsworth and Johnson abstaining from voting.

Sent to all licensees.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-2098; Filed, Feb. 18, 1969;
8:48 a.m.]

[FOC 69-130]

STANDARD BROADCAST APPLICATION READY AND AVAILABLE FOR PROCESSING

FEBRUARY 13, 1969.

The following application was tendered October 29, 1968, and seeks essentially the same facilities now licensed to WOTR, Corry, Pa., except that a different transmitter site is proposed. The proposal is mutually exclusive with the WOTR application for renewal of license, File No. BR-3110, now on file.

New, Corry, Pa.
Brinsfield Broadcasting Co.
Req: 1370 kc, 500 w, 1 kw-1 s, DA-N, U.

This proposal involves prohibited overlap with established facilities, but in each case, the overlap is no greater than presently existing with WOTR. Thus, we have waived the provisions of § 73.37 to the extent necessary to accept this application for filing, and similarly, waive the provisions of this section for any other application proposing essentially the same facilities.

Pursuant to §§ 1.227(b)(1), 1.591(b), and Note 2 to § 1.571, an application, in order to be considered with this application must be in direct conflict and tendered no later than March 24, 1969.

The attention of any party in interest desiring to file pleadings concerning this application pursuant to section 309(d) (1) of the Communications Act of 1934,

as amended, is directed to § 1.580(i) of the Commission's rules for the provisions governing the time of filing and other requirements relating to such pleadings.

Action by the Commission February 12, 1969. Commissioners Hyde (Chairman), Robert E. Lee, Cox, Wadsworth, and H. Rex Lee with Commissioner Johnson concurring in the result.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Secretary.

[F.R. Doc. 69-2099; Filed, Feb. 18, 1969;
8:48 a.m.]

FEDERAL MARITIME COMMISSION

[Commission Order No. 201.1; Rev.; Amdt. 4]

OCEAN COMMON CARRIERS

Unprotected Passenger Agency and Container Interchange Agreements

A section 5.024 is added to read as follows:

5.024 Approve, pursuant to section 15 (Shipping Act, 1916, as amended) unprotected passenger agency agreements and container interchange agreements between ocean common carriers.

JAMES E. MAZURE,
Acting Managing Director.

[F.R. Doc. 69-2084; Filed, Feb. 18, 1969;
8:47 a.m.]

[Independent Ocean Freight Forwarder
License No. 696]

CONSOLIDATED FORWARDING CO.

Revocation of License

By letter dated January 23, 1969, Alf. J. Geigel, doing business as Consolidated Forwarding Co., 229 Broadway (Room 410), New York, N.Y., 10007, returned his license No. 696 as an Independent Ocean Freight Forwarder to the Commission for cancellation and advised his firm terminated business effective December 31, 1968.

By virtue of authority vested in me by the Federal Maritime Commission as set forth in Manual of Orders, Commission Order 201.1, section 6.03.

It is ordered, That the Independent Ocean Freight Forwarder License No. 696 of Alf. J. Geigel, doing business as Consolidated Forwarding Co., be and is hereby revoked effective December 31, 1968.

It is further ordered, That this cancellation is without prejudice to reapplication at a later date.

It is further ordered, That a copy of this order be published in the FEDERAL REGISTER and served upon the licensee.

JOHN F. GILSON,
Deputy Director,
Bureau of Domestic Regulation.

[F.R. Doc. 69-2088; Filed, Feb. 18, 1969;
8:47 a.m.]

CITY OF OAKLAND AND SEA-LAND SERVICE, INC.

Notice of Agreement Filed for Approval

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1405 I Street NW., Room 1202, or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

J. Kerwin Rooney, Port Attorney, Port of Oakland, 66 Jack London Square, Oakland, Calif. 94607.

Agreement No. T-5-1(3) between the City of Oakland and Sea-Land Service, Inc., modifies the basic agreement which provides for the lease of certain land and improvements at Oakland, Calif., to Sea-Land for use as a truck terminal. The purpose of the modification is to (1) add approximately 9 acres to the leased premises; (2) plan for certain improvements such as regrading, drainage, fencing, etc.; and (3) adjust rental payments to provide for the additional property and improvements.

Dated: February 13, 1969.

By order of the Federal Maritime Commission.

THOMAS LIST,
Secretary.

[F.R. Doc. 69-2086; Filed, Feb. 18, 1969;
8:47 a.m.]

FEDERAL POWER COMMISSION

[Dockets Nos. RI69-510 etc.]

CITIES SERVICE OIL CO. ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

FEBRUARY 12, 1969.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

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

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regula-

tions pertaining thereto (18 CFR Ch. I), and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended sup-

plements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before April 1, 1969.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in dockets Nos.
									Rate in effect	Proposed increased rate	
RI69-510..	Cities Service Oil Co. (Operator) et al., ¹ Cities Service Bldg., Bartlesville, Okla. 74003, Attention: W. F. Hanagan.	173	1	South Texas Natural Gas Gathering Co. (West Yearly Field, Kleberg County, Tex.) (RR. District No. 4).	\$1,700	1-13-69	*2-13-69	7-13-69	**16.0	***17.0	
RI69-511..	Cities Service Oil Company.....	207	11	United Gas Pipe Line Co. (State Tract 88, Corpus Christie Area, Nueces County, Tex.) (RR. District No. 4).	3,000	1-13-69	*2-13-69	7-13-69	**15.0	***16.0	
RI69-512..	Superwell Development Corp., 1662 Elm St., Manchester, N.H. 03104, Attention: Mr. Arthur E. Bean, Jr.	1	4	Transcontinental Gas Pipe Line Corp. (Stuart City Field, La Salle County, Tex.) (RR. District No. 1).	3,840	1-21-69	*2-21-69	7-21-69	*14.0	**15.6	
RI69-513..	Lundells Inc. (Operator) et al., Post Office Box 1050, Alice, Tex. 75332, Attention: Mr. Neal D. Terry.	1	1	Natural Gas Pipeline Co. of America (Lundell Field Area, Duval County, Tex.) (RR. District No. 4).	10,850	1-21-69	*4-1-69	9-1-69	**10.0	***17.0	

¹ The stated effective date is the first day after expiration of the statutory notice.

² Periodic rate increase.

³ Pressure base is 14.65 p.s.i.g.

⁴ Subject to a downward B.T.U. adjustment.

⁵ Permanently certificated initial rate per Opinion No. 478 issued Sept. 30, 1965, in Docket Nos. G-17960 et al. (Turnbull & Zoch Drilling Co. (Operator) et al.).

⁶ One of the et al., parties is Coastal States Gas Producing Co., parent of the buyer South Texas Natural Gas Gathering Co.

⁷ Initial rate.

⁸ The stated effective date is the effective date requested by Respondent.

⁹ Increase from "fractured" rate to contractually provided for rate.

¹⁰ "Fractured" rate increase. Seller waived its right to file for the increment to its contractually due rate for the remainder of the 5-year period which expired Nov. 1, 1968.

¹¹ Contractually due date.

Cities Service Oil Co. (Operator) et al., and Cities Service Oil Co. (both referred to herein as Cities Service) request that their proposed rate increases be permitted to become effective as of February 1, 1969. Lundell Inc. (Operator), et al. (Lundells), request an effective date of March 1, 1969, for their proposed rate increase and state that such date is the contractually due date for the proposed increased rate. However, the effective date for Lundells' increased rate, as provided by the contract, is April 1, 1969 (5 years after the first day of the month following March 20, 1964, the date of initial delivery). Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit earlier effective dates for Cities Service and Lundells' rate filings and such requests are denied.

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

[F.R. Doc. 69-2078; Filed, Feb. 18, 1969; 8:46 a.m.]

[Docket Nos. RI69-536, etc.]

FRED C. KOCH ET AL.

Order Providing for Hearings on and Suspension of Proposed Changes in Rates¹

FEBRUARY 12, 1969.

The Respondents named herein have filed proposed increased rates and charges of currently effective rate schedules for sales of natural gas under Commission jurisdiction, as set forth in Appendix A hereof.

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

The Commission finds: It is in the public interest and consistent with the Natural Gas Act that the Commission enter upon hearings regarding the lawfulness of the proposed changes, and that the supplements herein be suspended and their use be deferred as ordered below.

The Commission orders:

(A) Under the Natural Gas Act, particularly sections 4 and 15, the regulations pertaining thereto (18 CFR Ch. I),

and the Commission's rules of practice and procedure, public hearings shall be held concerning the lawfulness of the proposed changes.

(B) Pending hearings and decisions thereon, the rate supplements herein are suspended and their use deferred until date shown in the "Date Suspended Until" column, and thereafter until made effective as prescribed by the Natural Gas Act.

(C) Until otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until disposition of these proceedings or expiration of the suspension period.

(D) Notices of intervention or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 and 1.37(f)) on or before April 1, 1969.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

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

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI69-536	Fred C. Koch, Post Office Box 2256, Wichita, Kans. 67201.	1	4	El Paso Natural Gas Co. (acreage in San Juan County, N. Mex.) (San Juan Basin Area).		1-13-69	2-2-13-69	7-13-69	14.0	14.0	RI65-639.
RI69-537	do	4	1	do	\$1,557	1-13-69	2-2-13-69	7-13-69	13.0	14.0	
RI69-537	Koch Industries, Inc. (Operator) et al., Post Office Box 2256, Wichita, Kans. 67201.	2	8	do		1-13-69	2-2-13-69	7-13-69	14.0	14.0	RI65-636.
RI69-538	do	8	8	do		1-13-69	2-2-13-69	7-13-69	14.0	14.0	RI65-638.
RI69-538	Koch Industries, Inc.	10	3	do		1-13-69	2-2-13-69	7-13-69	14.0	14.0	RI65-638.
RI69-538	do	12	3	do	6,680	1-13-69	2-2-13-69	7-13-69	13.0	14.0	

¹ The stated effective date is the effective date requested by Respondent.

² No actual rate change is occurring because present effective rate is inclusive of 1 cent per Mcf liquid guarantee whereas the proposed rate excludes liquid payment.

³ Pressure base is 15.025 p.s.i.a.

⁴ Includes 1 cent per Mcf minimum guarantee for liquids.

⁵ Periodic rate increase.

The basic contracts related to the proposed rate increases filed by Fred C. Koch, Koch Industries, Inc. (Operator) et al., and Koch Industries, Inc. (all referred to herein as Koch), contain a 1-cent minimum guarantee for liquids which has been excluded from the proposed increased rates.¹ Koch is advised that a notice of change in rate will be required if they intend to collect the 1 cent per Mcf minimum guarantee for liquids in the future. See the Commission's order issued December 7, 1967, in Docket No. RI64-491 et al., Union Texas Petroleum, a division of Allied Chemical Corp. (Operator) et al.

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

[F.R. Doc. 69-2055; Filed, Feb. 18, 1969; 8:45 a.m.]

[Docket No. RI69-373]

UNION TEXAS PETROLEUM ET AL.

Order Amending Order Providing for Hearings on and Suspension of Proposed Changes in Rates To Permit Substitute Rate Filing

FEBRUARY 12, 1969.

On November 29, 1968, Union Texas Petroleum, a division of Allied Chemical Corp. (Operator) et al. (Union Texas), filed with the Commission a proposed change in rate from 14.2501 to 14.2694 cents per Mcf, designated as Supplement No. 6 to Union Texas' FPC Gas Rate Schedule No. 65, which pertains to Union Texas' jurisdictional sales of natural gas from the Basin Dakota Field, San Juan County, N. Mex. (San Juan Basin Area) to El Paso Natural Gas Co. The Commission by order issued December 27, 1968, in Docket No. RI69-373, suspended for 5 months Union Texas' rate filing until June 1, 1969, and thereafter until made effective in the manner prescribed by the Natural Gas Act. The proposed 14.2694 cents per Mcf rate increase has not been made effective pursuant to section 4(e) of the Natural Gas Act.

On January 13, 1969, Union Texas submitted an amended notice of change in

rate, designated as Supplement No. 1 to Supplement No. 6 to Union Texas' FPC Gas Rate Schedule No. 65, amending the supplement to the aforementioned rate schedule to reflect the fact that the rate change previously filed by Union Texas was intended to cover all acreage dedicated under the contract rather than just the original dedicated acreage. The previously filed rate change did not show that the effective rate for additional acreage (Supplements Nos. 2, 3, and 5) is 13 cents rather than 14.2501 cents, which is the effective rate for the original dedicated acreage. Consequently, the suspension order issued in Docket No. RI69-373 indicated that the rate change as filed did not apply to the added acreage. Union Texas now claims that this was not its intent and has filed the revised rate change to reflect a change in rate for all acreage dedicated under the contract. The revised notice of change in rate is set forth in Appendix "A" hereof.

Union Texas requests an effective date of January 1, 1969, for its revised rate filing. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit a January 1, 1969, effective date for Union Texas' revised rate filing and such request is denied.

Union Texas' increased rates include partial reimbursement for the full 2.55 percent New Mexico School Tax which was increased on April 1, 1963. The buyer, El Paso Natural Gas Co. (El Paso), in accordance with its policy of protesting tax filings proposing reimbursement for the New Mexico Emergency School Tax in excess of 0.55 percent, is expected to file a protest to these rate increases. El Paso questions the right of the producer under the tax reimbursement clause to file a rate increase reflecting tax reimbursement computed on the basis of an increase in tax rate by the New Mexico Legislature in excess of 0.55 percent. While El Paso concedes that the New Mexico tax legislation effected a higher rate of at least 0.55 percent, it claims there is controversy as to whether or not the new legislation effected an increase in excess of 0.55 percent. In view of the contractual problem presented, we shall provide that the hearing herein shall concern itself with the contractual basis

for the rate filing, as well as the statutory lawfulness of Union Texas' proposed increased rates and charges.

The basic contract related to Union Texas' proposed rate increases contains a 1 cent per Mcf minimum guarantee for liquids provision which has been excluded from the proposed increased rates. Before Union Texas may collect the 1 cent per Mcf minimum guarantee for liquids, a notice of change in rate will be required to be filed. See the Commission's order issued December 7, 1967, in Dockets Nos. RI64-491 et al., Union Texas Petroleum, a division of Allied Chemical Corp. (Operator) et al.

Union Texas' proposed 14.2694 cents rate exceed the area ceiling for increased rates in the San Juan Basin Area as announced in the Commission's Statement of General Policy No. 61-1 as amended, as did the previously suspended rate in said docket. Since Union Texas' revised rate filing includes added acreage and partial reimbursement for the 2.55 percent New Mexico Emergency School Tax, we believe that it would be in the public interest to accept for filing Union Texas' revised notice of change in rate subject to the suspension proceeding in Docket No. RI69-373, with the suspension period of such revised rate filing to terminate concurrently with the suspension period (June 1, 1969) of the original rate filing in said docket.

The Commission orders:

(A) The suspension order issued December 27, 1968, in Docket No. RI69-373, is amended only so far as to permit the 14.2694 cents per Mcf rates provided in Supplement No. 1 to Supplement No. 6 to Union Texas' FPC Gas Rate Schedule No. 65 to supersede Supplement No. 6 to the aforementioned rate schedule, subject to the suspension proceeding in Docket No. RI69-373. The suspension period for such substitute filing shall terminate concurrently with the suspension period (June 1, 1969), presently in effect in said docket.

(B) In all other respects, the order issued by the Commission on December 27, 1968, in Docket No. RI69-373, shall remain unchanged and in full force and effect.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

¹ With the exception of Supplement No. 1 to Fred C. Koch's FPC Gas Rate Schedule No. 4 and Supplement No. 3 to Koch Industries, Inc., FPC Gas Rate Schedule No. 12.

APPENDIX A

Docket No.	Respondent	Rate schedule No.	Supplement No.	Purchaser and producing area	Amount of annual increase	Date filing tendered	Effective date unless suspended	Date suspended until—	Cents per Mcf		Rate in effect subject to refund in docket Nos.
									Rate in effect	Proposed increased rate	
RI69-373..	Union Texas Petroleum, a division of Allied Chemical Corp. (Operator), et al., Post Office Box 2130, Houston, Tex. 77001, Attention: Mr. Elliott G. Flowers.	65	*1 to 6	El Paso Natural Gas Co. (Basin) Dakota Field, San Juan County, N. Mex.) (San Juan Basin Area).	\$31 2,539	1-13-69	*2-13-69	*6-1-69	**14.2501 13.0	***14.2694 ***14.2694	RI64-485.

* The stated effective date is the first day after expiration of the statutory notice.
 † Revised notice of change submitted to cover all acreage under rate schedule.
 ‡ The end of the suspension period for the previously filed 14.2694 cents per Mcf rate in Docket No. RI69-373.

§ Represents increase in tax reimbursement only because present effective rate is inclusive of 1 cent per Mcf liquid guarantee whereas proposed rate excludes liquid payment.

* Pressure base is 15,025 p.s.i.a.
 † Includes partial reimbursement for full 2.55 percent New Mexico Emergency School Tax.
 ‡ Includes 1 cent per Mcf minimum guarantee for liquids.
 § Periodic rate increase.

[F.R. Doc. 69-2056; Filed, Feb. 18, 1969; 8:45 a.m.]

[Docket No. G-7679, etc.]

KOCH INDUSTRIES, INC.

Order Amending Orders Issuing Certificates of Public Convenience and Necessity and Redesignating Rate Schedules and Rate Proceedings

FEBRUARY 12, 1969.

On November 19, 1968, Koch Industries, Inc. (Petitioner), filed in Docket No. G-7679 et al., a petition to amend the orders issuing certificates of public convenience and necessity, all filings and submittals related thereto, heretofore issued or submitted and any other proceeding, file or record before the Commission under the name of Rock Island Oil & Refining Co., Inc., by substituting the name of Petitioner, all as more fully set forth in the petition to amend.

Petitioner states that effective as of July 1, 1968, Rock Island Oil & Refining Co., Inc., changed its corporate name to Koch Industries, Inc. and that there is to be no other change in practices, procedures or corporate structure. Accordingly, Petitioner requests that all certificates heretofore issued, related materials and any other proceeding, file or record before the Commission be amended to reflect the change in corporate name.

Due notice of the filing of the petition to amend has been given by publication in the FEDERAL REGISTER on January 18, 1969 (34 F.R. 882). No petition to intervene, notice of intervention or protest to the granting of the petition has been filed.

The Commission finds: It is necessary and appropriate in carrying out the provisions of the Natural Gas Act and the public convenience and necessity require that the orders issuing certificates of public convenience and necessity, all filings and submittals related thereto in Docket No. G-7679 et al., and any other proceeding, file or record, including rate schedules, pending before the Commission relating to Rock Island Oil & Refining Co., Inc., should be amended or redesignated as hereinafter ordered.

The Commission orders: (A) The Commission's order issued in Docket No. G-7679 et al., any matters pending at the time of the filing of the subject petition and any other applications, certifi-

cates of public convenience and necessity, orders, other proceeding, file or record before the Commission, whether or not specifically listed in the subject petition, relating to Rock Island Oil & Refining Co., Inc., are amended to reflect the substitution of the name Koch Industries, Inc., for the name Rock Island Oil & Refining Co., Inc., all as hereinbefore described and as more fully set forth in the petition to amend and the appendix hereto.

(B) In all other respects the matters amended by this order shall remain in full force and effect.

By the Commission.

[SEAL]

GORDON M. GRANT,
Secretary.

APPENDIX

Former designation: Rock Island Oil & Refining Co., Inc.

New designation: Koch Industries, Inc.

Docket No.	FPC gas rate schedule No.	Related rate proceedings
G-11055.....	1 ¹	RI66-58.
G-7679.....	2 ²	RI65-636.
G-7679 and G-12165.....	3 ³ Supplement No. 2..	
G-7679.....	4.....	
G-7679.....	5 ²	RI65-636.
G-7679 and G-15343.....	6 Supplement Nos. 2 and 3.	RI65-636.
G-7679.....	7 ²	
G-7679 and G-13395.....	8 ² Supplement Nos. 2, 3 and 4.	RI65-636.
CI60-181.....	9.....	RI65-643.
CI63-1203.....	10.....	RI65-638.
CI61-1503.....	11.....	
CI66-325 ²	12.....	
CI67-1508.....	13.....	

¹ et al.

² (Operator) et al.

³ A request to redesignate certificate in Docket No. CI67-908 was also included, however, order issued March 29, 1967, amending certificate in Docket No. CI66-325 canceled Docket No. CI67-908.

[F.R. Doc. 69-2057; Filed, Feb. 18, 1969; 8:45 a.m.]

[Docket No. RI69-372]

SOUTHERN UNION PRODUCTION CO.

Order Amending Order Providing for Hearings on and Suspension of Proposed Changes in Rates To Permit Substitute Rate Filing

FEBRUARY 12, 1969.

On November 29, 1968, Southern Union Production Co. (Southern Union) filed

with the Commission a proposed change in rate from 14 cents to 14 cents per Mcf, designated as Supplement No. 5 to Southern Union's FPC Gas Rate Schedule No. 10, which pertains to Southern Union's jurisdictional sales of natural gas from the San Juan Basin Area, San Juan and Rio Arriba Counties, N. Mex. (San Juan Basin Area), to El Paso Natural Gas Co. The Commission by order issued December 27, 1968, in Docket No. RI69-372, suspended for 5 months Southern Union's rate filing until June 1, 1969, and thereafter until made effective in the manner prescribed by the Natural Gas Act. The proposed rate increase has not been made effective pursuant to section 4(e) of the Natural Gas Act.

On January 9, 1969, Southern Union submitted an amended notice of change in rate, designated as Supplement No. 1 to Supplement No. 5 to Southern Union's FPC Gas Rate Schedule No. 10, amending the supplement to the aforementioned rate schedule to provide for a rate increase to 15 cents per Mcf instead of the 14 cents per Mcf rate filed on November 29, 1968. Southern Union did not include as part of its previously filed 14 cents rate the 1 cent per Mcf minimum payment guarantee for liquids contained in the contract. Southern Union was advised that if it wanted to collect under the minimum guarantee provision it could do so provided it filed a notice of change in rate. Such notification is consistent with the Commission's order issued December 7, 1967, in Docket No. RI64-491 et al., Union Texas Petroleum, a division of Allied Chemical Corp.

Southern Union's proposed 15 cents per Mcf rate exceeds the area ceiling for increased rates in the San Juan Basin Area as announced in the Commission's statement of general policy No. 61-1, as amended, as did the previously suspended rate in said docket. Consistent with prior Commission action on similar filings, we believe that it would be in the public interest to accept the revised notice of change in rate subject to the suspension proceeding in Docket No. RI69-372, with the suspension period of such revised rate filing to terminate concurrently with the suspension period (June 1, 1969) of the original rate filing in said docket.

Southern Union requests an effective date of January 1, 1969, for its 15 cents per Mcf rate. Good cause has not been shown for waiving the 30-day notice requirement provided in section 4(d) of the Natural Gas Act to permit a January 1, 1969, effective date for Southern Union's amended rate filing and such request is denied.

The Commission orders:

(A) The suspension order issued December 27, 1968, in Docket No. RI69-372, is amended only so far as to permit the 15 cents per Mcf rate provided in Supplement No. 1 to Supplement No. 5 to Southern Union's FPC Gas Rate Schedule No. 10 to be filed to supersede the 14 cents per Mcf rate contained in Supplement No. 5 to the aforementioned rate schedule, subject to the suspension proceeding in Docket No. RI69-372. The suspension period for such substitute filing shall terminate concurrently with the suspension period (June 1, 1969) presently in effect in said docket.

(B) In all other respect, the order issued by the Commission on December 27, 1968, in Docket No. RI69-372, shall remain unchanged and in full force and effect.

By the Commission.

[SEAL] GORDON M. GRANT,
Secretary.

[F.R. Doc. 69-2058; Filed, Feb. 18, 1969;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3909]

BSF CO.

Order Suspending Trading

FEBRUARY 13, 1969.

The capital stock (66½ cents par value) and the 5¼ 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 debentures 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 February 14, 1969,

through February 23, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 69-2070; Filed, Feb. 18, 1969;
8:46 a.m.]

CAPITOL HOLDING CORP.

Order Suspending Trading

FEBRUARY 13, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading otherwise than on a national securities exchange in the common stock and all other securities of Capitol Holding Corp. is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c) (5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period February 14, 1969, through February 23, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 69-2071; Filed, Feb. 18, 1969;
8:46 a.m.]

[File No. 2-21087 (22-3485)]

MITSUI & CO. LTD.

Notice of Application and Opportunity for Hearing

FEBRUARY 13, 1969.

Notice is hereby given that Mitsui & Co. Ltd. (Mitsui Bussan Kaisha Kaisha) (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 First National City Bank ("City Bank") under an Indenture heretofore qualified under the Act, and a second 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 City Bank from acting as Trustee under any sure Indenture.

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 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 issuer are outstanding. However, under clause (ii) of subsection (1), there may be ex-

cluded from the operation of this provision another Indenture under which other securities of the issuer are outstanding, if the issuer 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 September 30, 1968 it had outstanding \$9,150,000 aggregate principal amount of its 6¾ percent Convertible Sinking Fund Debentures due 1978 issued under an Indenture dated as of April 15, 1963 (the "1963 Indenture") between the company and City Bank which has been qualified under the Act.

(2) First National City Bank has entered into an Indenture, dated as of December 15, 1968 (the "1968 Indenture"), with the company pursuant to which there have been issued \$15 million principal amount of the company's Convertible Sinking Fund Debentures due 1983. Inasmuch as the Debentures are being offered and sold outside the United States, its territories and possessions to persons who are not nationals or residents thereof, the Debentures are not being registered under the Securities Act of 1933 and the Indenture is not being qualified under the Trust Indenture Act of 1939.

(3) The 1963 Indenture and the 1968 Indenture are wholly unsecured, and aside from differences among the two Indentures as to amounts, dates, interest rates, conversion prices and certain other figures, the provisions of the Indentures, with certain exceptions, are substantially identical.

(4) Debentures issued under the 1963 Indenture and Debentures issued under the 1968 Indenture rank pari passu, without any preference of one over the other by reason of priority of date of issue or otherwise. Any differences as exist between the 1963 Indenture and the 1968 Indenture are unlikely to cause any conflict of interest between the respective trusteeships of City Bank under said Indentures.

The company has waived notice of hearing and hearing in connection with matters referred to in its application.

For a more detailed statement of the matters of fact and law asserted, all persons are referred to said application, which is a public document on file in the office 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 March 7, 1969, 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. 69-2072; Filed, Feb. 18, 1969;
8:46 a.m.]

[File No. 1-3468]

MOUNTAIN STATES DEVELOPMENT CO.

Order Suspending Trading

FEBRUARY 13, 1969.

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 February 14, 1969 through February 23, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-2073; Filed, Feb. 18, 1969;
8:46 a.m.]

TELSTAR, INC.

Order Suspending Trading

FEBRUARY 13, 1969.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock and all other securities of Telstar, Inc., being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, that trading in such securities otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period Feb-

ruary 14, 1969 through February 23, 1969, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 69-2074; Filed, Feb. 18, 1969;
8:46 a.m.]

OFFICE OF EMERGENCY PREPAREDNESS

CALIFORNIA

Amendment to Notice of Major Disaster

Notice of Major Disaster for the State of California, dated January 28, 1969, and published February 1, 1969 (34 F.R. 1620), and amended February 5, 1969, and February 8, 1969, is hereby further amended to include the following counties among those counties determined to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of January 26, 1969:

Contra Costa.	San Benito.
Humboldt.	Sierra.
Mendocino.	Sonoma.

Dated: February 13, 1969.

G. A. LINCOLN,
Director.

Office of Emergency Preparedness.

[F.R. Doc. 69-2088; Filed, Feb. 18, 1969;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATION FOR RELIEF

FEBRUARY 14, 1969.

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

PSA No. 41565—LCL class rates between points on the Seaboard Coast Line Railroad Co. Filed by O. W. South, Jr., agent (No. A6082), for and on behalf of the Seaboard Coast Line Railroad Co. Rates on various LCL class rates, as described in the application, between points on the Seaboard Coast Line Railroad Co.

Grounds for relief—Motortruck competition.

Tariff—Supplement 111 to Southern Freight Association, agent, tariff ICC S-100.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-2104; Filed, Feb. 18, 1969;
8:49 a.m.]

[Notice 538]

MOTOR CARRIER ALTERNATE ROUTE DEVIATION NOTICES

FEBRUARY 14, 1969.

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 921 (Deviation No. 2), DEAN TRUCK LINE, INC., Post Office Drawer 32, Fulton Drive, Corinth, Miss. 38834, filed February 4, 1969. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: Between Louisville, Ky., and Upton, Ky., over U.S. Highway 31W, for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Louisville, Ky., over Kentucky Turnpike (Interstate Highway 65) to Upton, Ky., thence over U.S. Highway 31W to Nashville, Tenn., thence over Tennessee Highway 100 via Parsons, Tenn., to Henderson, Tenn., thence over U.S. Highway 45 to Selmer, Tenn., and return over the same route.

No. MC 921 (Deviation No. 3), DEAN TRUCK LINE, INC., Post Office Drawer 32, Fulton Drive, Corinth, Miss. 38834, filed February 4, 1969. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: From Nashville, Tenn., over Interstate Highway 40 to junction Tennessee Highway 22, thence over Tennessee Highway 22 to junction Tennessee Highway 100 at a point 16.8 miles northeast of Henderson, Tenn., 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 a pertinent service route as follows: From Selmer, Tenn., over U.S. Highway 45 to Henderson, Tenn., thence over Tennessee Highway 100 to Nashville, Tenn., and return over the same route.

No. MC 39406 (Deviation No. 6), CENTRAL MOTOR LINES, INC., Box 1067, Charlotte, N.C. 28201, filed January 31, 1969. Carrier's representative: Stewart

E. Fulk, same address as applicant. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Asheville, N.C., over Interstate Highway 40 to junction Interstate Highway 81, thence over Interstate Highway 81 to junction U.S. Highway 25E, thence over U.S. Highway 25E to Corbin, Ky., thence over U.S. Highway 25 to Mount Vernon, Ky., thence over Interstate Highway 75 to junction U.S. Highway 52 at Cincinnati, Ohio, thence over U.S. Highway 52 to junction Interstate Highway 74 near Cincinnati, Ohio, thence over Interstate Highway 74 to junction Interstate Highway 465 near Indianapolis, Ind., thence over Interstate Highway 465 to junction U.S. Highway 36, thence over U.S. Highway 36 to junction Interstate Highway 65, thence over Interstate Highway 65 to junction U.S. Highway 52 near Lebanon, Ind., and (2) from Asheville, N.C., over Interstate Highway 40 to junction Interstate Highway 81, thence over Interstate Highway 81 to junction U.S. Highway 25E, thence over U.S. Highway 25E to Corbin, Ky., thence over U.S. Highway 25 to junction U.S. Highway 150 near Mount Vernon, Ky., thence over U.S. Highway 150 to Danville, Ky., thence over U.S. Highway 127 to junction Interstate Highway 64 near Frankfort, Ky., thence over Interstate Highway 64 to junction Interstate Highway 65, thence over Interstate Highway 65 to junction Interstate Highway 465, thence over Interstate Highway 465 to junction Interstate Highway 65, thence over Interstate Highway 65 to junction U.S. Highway 52 north of Lebanon, Ind., 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 Chicago, Ill., over U.S. Highway 41 to junction U.S. Highway 30, (2) from junction U.S. Highways 41 and 30 near Schererville, Ind., over U.S. Highway 41 to Kentland, Ind., thence over U.S. Highway 52 to Portsmouth, Ohio, (3) from Portsmouth, Ohio, over U.S. Highway 52 to Huntington, W. Va., thence over U.S. Highway 60 to Charleston, W. Va., thence over U.S. Highway 119 to Racine, W. Va., thence over West Virginia Highway 3 to Beckley, W. Va., thence over U.S. Highway 19-21 to Princeton, W. Va., thence over U.S. Highway 460 to Pearisburg, Va., thence over Virginia Highway 100 to junction U.S. Highway 221, thence over U.S. Highway 221 to Hillsville, Va., thence over U.S. Highway 52 via Mount Airy to Lexington, N.C., (4) from Mount Airy, N.C., over U.S. Highway 601 to Salisbury, N.C., (5) from junction U.S. Highway 1 and U.S. Highway 130 near Milltown, N.J., over U.S. Highway 1 to Washington, D.C., thence over U.S. Highway 29 via Reidsville to junction U.S. Highway 29A (formerly portion U.S. Highway 29) at or near Greensboro, N.C., thence over U.S. Highway 29A to junction U.S. Highway 29 at or near High Point, N.C., thence over U.S. Highway 29 via Kings Moun-

tain, N.C., to Greenville, S.C., (6) from Shelby, N.C., over Alternate U.S. Highway 74 to junction U.S. Highway 74, thence over U.S. Highway 74 to Kings Mountain, N.C., (7) from Bat Cave, N.C., over U.S. Highway 74 to Shelby, N.C., (8) from Hendersonville, N.C., over U.S. Highway 64 to Bat Cave, N.C., and (9) from Asheville, N.C., over U.S. Highway 25 to Tuxedo, N.C., and return over the same routes.

No. MC 42487 (Deviation No. 74), CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, Calif. 94025, filed February 3, 1969. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over deviation routes as follows: (1) From Tulsa, Okla., over the Will Rogers Turnpike (also identified as Interstate Highway 44) to Joplin, Mo., (2) from Krebs, Okla., over Oklahoma Highway 31 to junction Oklahoma Highway 71 (at or near Quinton), thence over Oklahoma Highway 71 to junction Oklahoma Highway 9 (at or near Enterprises, Okla.), thence over Oklahoma Highway 9 to junction U.S. Highway 271 near Spiro, Okla., (3) from Oklahoma City, Okla., over U.S. Highway 77 to junction U.S. Highway 177, thence over U.S. Highway 177 to junction unnumbered highway at or near Braman, Okla., thence over unnumbered highway to the Kansas-Oklahoma State line, thence over the Kansas Turnpike to Kansas City, Mo., (4) from junction U.S. Highway 77 and Interstate Highway 35, approximately 5 miles north of Norman, Okla., over Interstate Highway 35 to junction U.S. Highway 77 at Purcell, Okla., (5) from Stratford, Mo., over Interstate Highway 44 to Springfield, Mo., and (6) from junction U.S. Highway 75 and Interstate Highway 45 approximately 10 miles south of Dallas, Tex., over Interstate Highway 45 to junction U.S. Highway 75 approximately 11 miles south of Corsicana, Tex., 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 St. Louis, Mo., over U.S. Highway 66 to junction Missouri Highway 17 (formerly U.S. Highway 66, thence over Missouri Highway 17 to Waynesville, Mo., thence over unnumbered highway (formerly U.S. Highway 66) via Buckhorn, Mo., to junction U.S. Highway 66 at or near Hazelgreen, Mo., thence over U.S. Highway 66 to junction unnumbered highway (formerly U.S. Highway 66) near Conway, Mo., thence over unnumbered highway via Conway, Mo., to junction U.S. Highway 66 at or near Marshfield, Mo., thence over U.S. Highway 66 to Tulsa, Okla., (2) from McAlester, Okla., over U.S. Highway 270 to junction U.S. Highway 271, thence over U.S. Highway 271 to Fort Smith, Ark., (3) from Fort Smith, Ark., over U.S. Highway 271 to junction U.S. Highway 270 5 miles north of Summerfield, Okla., (4) from Oklahoma City, Okla., over U.S. Highway 66 to junction Oklahoma Highway 77 (formerly U.S.

Highway 66), thence over Oklahoma Highway 77 to Edmond, Okla., thence over unnumbered highway (formerly U.S. Highway 66) to junction U.S. Highway 66, thence over U.S. Highway 66 to Tulsa, Okla., thence over U.S. Highway 75 to junction Oklahoma Highway 23A (formerly U.S. Highway 75), thence over Oklahoma Highway 23A to Bartlesville, Okla., thence over Oklahoma Highway 75D (formerly U.S. Highway 75D) to junction U.S. Highway 75, thence over U.S. Highway 75 to Independence, Kans., thence over U.S. Highway 160 to Cherryvale, Kans., thence over U.S. Highway 169 to junction U.S. Highway 59, thence over U.S. Highway 59 to junction U.S. Highway 50, thence over U.S. Highway 50 to junction U.S. Highway 169, thence over U.S. Highway 169 to junction Kansas Highway 7 (formerly U.S. Highway 169), thence over Kansas Highway 7 to Olathe, Kans., thence over Kansas Highway 150 (formerly U.S. Highway 169) to junction U.S. Highway 169, thence over U.S. Highway 169 to Kansas City, Mo. (also from junction U.S. Highways 59 and 160 near Garnett, Kans., over U.S. Highway 169 to junction Kansas Highway 7 (formerly U.S. Highway 169), thence as specified above to Kansas City, Mo.

(5) From Dallas, Tex., over U.S. Highway 75 to junction Texas Highway 5 (formerly portion U.S. Highway 75), thence over Texas Highway 5 to McKinney, Tex., thence over U.S. Highway 75 to junction unnumbered highway (formerly portion U.S. Highway 75), thence over unnumbered highway via Sherman, Tex., to junction U.S. Highway 75, thence over U.S. Highway 75 to junction unnumbered highway (formerly portion U.S. Highway 75) near Preston, Okla., thence over unnumbered highway via Sapulpa, Okla., to Tulsa, Okla. (also from Dallas over U.S. Highway 77 to junction unnumbered highway (formerly portion U.S. Highway 77), thence over unnumbered highway via Denton, Tex., to junction U.S. Highway 77, thence over U.S. Highway 77 to Oklahoma City, Okla., thence over U.S. Highway 66 to junction unnumbered highway, thence over unnumbered highway via Edmond, Okla., to junction U.S. Highway 66, thence over U.S. Highway 66 to Tulsa, and (6) from St. Louis, Mo., over U.S. Highway 66 to junction Missouri Highway 17 (formerly U.S. Highway 66), thence over Missouri Highway 17 to Waynesville, Mo., thence over unnumbered highway (formerly U.S. Highway 66) via Buckhorn, Mo., to junction U.S. Highway 66 at or near Hazelgreen, Mo., thence over U.S. Highway 66 to junction unnumbered highway (formerly U.S. Highway 66) near Conway, Mo., thence over unnumbered highway via Conway, Mo., to junction U.S. Highway 66 at or near Marshfield, Mo., thence over U.S. Highway 66 to Tulsa, Okla., and return over the same routes.

No. MC 59583 (Deviation No. 27), THE MASON & DIXON LINES, INCORPORATED, Post Office Box 969, Kingsport, Tenn. 37662, filed January 31, 1969. Carrier proposes to operate as a *common*

carrier, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: New York, N.Y., over Interstate Highway 80 to Chicago, Ill., 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 a pertinent service route as follows: From New York, N.Y., over U.S. Highway 1 to junction U.S. Highway 22, thence over U.S. Highway 22 to Harrisburg, Pa., thence over U.S. Highway 11 to Chambersburg, Pa., thence over U.S. Highway 30 to Pittsburgh, Pa., thence over U.S. Highway 19 to junction U.S. Highway 40, thence over U.S. Highway 40 to junction Ohio Highway 440, thence over U.S. Highway 40 to Indianapolis, Ind., thence over U.S. Highway 52 to junction U.S. Highway 41, thence over U.S. Highway 41 to Chicago, Ill., and return over the same route.

No. MC 59680 (Deviation No. 75), STRICKLAND TRANSPORTATION CO., INC., Post Office Box 5689, Dallas, Tex. 75222, filed February 3, 1969. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions over a deviation route as follows: From St. Louis, Mo., over U.S. Highway 40 (or Interstate Highway 70 where completed) to junction U.S. Highway 42 at or near Lafayette, Ohio, thence over U.S. Highway 42 to junction U.S. Highway 36 at Delaware, Ohio, thence over U.S. Highway 36 to junction Interstate Highway 71, thence over Interstate Highway 71 to junction Ohio Highway 18 near Windfall, Ohio, thence over Ohio Highway 18 to junction U.S. Highway 21, thence over U.S. Highway 21 to Cleveland, Ohio, 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 a pertinent service route as follows: From St. Louis, Mo., over U.S. Highway 66 to junction Illinois Highway 48, thence over Illinois Highway 48 to junction U.S. Highway 54, thence over U.S. Highway 54 to junction U.S. Highway 24 at Gilman, Ill., thence over U.S. Highway 24 to junction U.S. Highway 6 at Napoleon, Ohio, thence over U.S. Highway 6 to Lorain, Ohio, thence over Ohio Highway 57 to junction Ohio Highway 254, thence over Ohio Highway 254 to Cleveland, Ohio, and return over the same route.

No. MC 75320 (Deviation No. 29), CAMPBELL SIXTY-SIX EXPRESS, INC., Post Office Box 807, Springfield, Mo. 65801, filed February 6, 1969. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between St. Louis, Mo., and Kansas City, Mo., over Interstate Highway 70, 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 Springfield, Mo., over Missouri Highway 13 via Clinton, Mo., to Warrensburg, Mo., thence over U.S. Highway 50 to Kansas City, Mo.; (2) from Springfield, Mo., over Missouri Highway 13 to Clinton, Mo.,

thence over Missouri Highway 7 (formerly Missouri Highway 35) to junction U.S. Highway 71, thence over U.S. Highway 71 to Harrisonville, Mo., thence over bypass U.S. Highway 71 to Lee's Summit, Mo., thence over U.S. Highway 50 to Kansas City, Mo.; and (3) from Springfield, Mo., over Missouri Highway 13 to junction U.S. Highway 40, thence over U.S. Highway 40 to St. Louis, Mo., and return over the same routes.

No. MC 105457 (Sub-No. 19) (Deviation No. 5), THURSTON MOTOR LINES, INC., Post Office Box, 10638 Charlotte, N.C. 28201, filed February 5, 1969. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: Between Chattanooga, Tenn., and Nashville, Tenn., over Interstate Highway 24 (U.S. Highway 41 was not completed), for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Chattanooga, Tenn., over U.S. Highway 64 to Montecagle, Tenn., thence over U.S. Highway 41 to Nashville, Tenn., and return over the same routes.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-2105; Filed, Feb. 18, 1969;
8:49 a.m.]

[Notice 1269]

MOTOR CARRIER APPLICATIONS AND CERTAIN OTHER PROCEEDINGS

FEBRUARY 14, 1969.

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 123819 (Sub-No. 23) (Republication), filed January 6, 1969, published in *FEDERAL REGISTER* issue of February 6, 1969, and republished this issue. Applicant: ACE FREIGHT LINE, INC., Post Office Box 2103, 261 East Webster Street, Memphis, Tenn. 38102. Applicant's representative: Bill R. Davis, 1600 First Federal Building, Atlanta, Ga. 30303. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned food preparations and canned foodstuffs* and ad-

vertising promotional and display materials when moving therewith, from the plantsite, warehouses, and facilities of Delta Food Processing Corp. in Sunflower County, Miss., to points in Alabama, Arkansas, Oklahoma, Missouri, Kentucky, Tennessee, Mississippi, Florida, Texas, Louisiana, Illinois, Indiana, and Georgia, restricted to traffic originating at the origin points named. Note: This republication is to reflect the hearing information.

HEARING: March 4, 1969, before Examiner to be later designated, at the Offices of the Interstate Commerce Commission, Washington, D.C.

No. MC 107496 (Sub-No. 632) (Republication) filed February 26, 1968, published in *FEDERAL REGISTER* issue of March 7, 1968, and republished this issue. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third, Post Office Box 855, Des Moines, Iowa 50304. Applicant's representative: H. L. Fabritz (same address as applicant). By application filed February 26, 1968, as amended, 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 feed and feed ingredients, including but not limited to dicalcium phosphate, in bulk, from Omaha and Nebraska City, Nebr., to points in Missouri, Iowa, and Kansas. A report of the Commission, Review Board No. 3, dated February 3, 1969, and served February 10, 1969, 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 *phosphatic feed ingredients*, in bulk, from the warehouse facilities of, or used by Hooker Chemical Corp., at or near Omaha and Nebraska City, Nebr., to points in Iowa, Kansas, Missouri, and South Dakota; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act 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 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.

No. MC 115022 (Sub-No. 15) (Republication), filed August 7, 1968, published in the *FEDERAL REGISTER* issues of August 29, 1968, and January 15, 1969, and republished this issue. Applicant: CHAMBERLAIN MOBILE HOME TRANSPORT, INC., 64 East Main Street, Thomaston, Conn. 06787. By application filed August 7, 1968, 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 mobile homes, designed to be drawn by passenger automobiles, in initial movement, from points in Hartford County, Conn., to points in Alabama, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia. A supplemental order of the Commission, Operating Rights Board, dated January 27, 1969, and served February 5, 1969, 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 trailers, designed to be drawn by passenger automobiles, in initial movements, and buildings, in sections, mounted on wheeled undercarriages with hitch-ball connector, from points in Hartford County, Conn., to the District of Columbia, and to points in Alabama, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Vermont, Virginia, West Virginia, and Wisconsin; 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 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.

No. MC 119493 (Sub-No. 43) (Republication), filed May 23, 1968, published in FEDERAL REGISTER issue of June 13, 1968, and republished this issue. Applicant: MONKEM COMPANY, INC., West 20th Street Road, Post Office Box 1196, Joplin, Mo. 64801. Applicant's representative: Harry Ross, 848 Warner Building, Washington, D.C. 20004. By application filed May 23, 1968, as amended, 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 canned goods, in mixed shipments with canned and/or packaged animal feed, from

Proctor and Kansas, Okla.; Siloam Springs and Gentry, Ark., and the plant-site of Allen Canning Co., located approximately 10 miles east of Siloam Springs, Ark., to points in Iowa, Wisconsin, Minnesota, Illinois, North Dakota, South Dakota, Nebraska, Missouri, and Arkansas. An order of the Commission, Operating Rights Board, dated November 29, 1968, and served December 24, 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) *canned goods in mixed loads with canned or packaged animal feed*; and (2) *canned or packaged animal feed in mixed loads with canned goods*, from the plantsites of the Allen Canning Co. at Proctor and Kansas, Okla., Siloam Springs and Gentry, Ark., and a point approximately 10 miles east of Siloam Springs, Ark., to points in Arkansas, Iowa, Nebraska, North Dakota, and South Dakota; 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 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.

No. MC 128254 (Sub-No. 2) (Corrected Republication), filed April 5, 1967, published in the FEDERAL REGISTER issues of April 20, 1967, August 17, 1967, April 24, 1968, and January 23, 1969, and republished this issue. Applicant: THEODORE SAVAGE, 16061 Warren Lane, Huntington Beach, Calif. 92647. Applicant's representative: Ernest D. Salm, 3846 Evans Street, Los Angeles, Calif. 90027. By application filed April 5, 1967, as amended, applicant seeks a permit authorizing operation, in interstate or foreign commerce as a contract carrier by motor vehicle, over irregular routes, of general commodities, limited to traffic having a prior or subsequent movement by air, between the terminal of WTC Air Freight located in Los Angeles, Calif., on the one hand, and, on the other, points in Orange County, Calif., located south of a line running east and west through El Toro and Newport Beach (including service at El Toro, and restricted against service at Newport Beach), and points in San Diego County, Calif., under a continuing contract with WTC Air Freight. A report of the Commission, Review Board No. 4, decided April 3, 1968, and served April 12, 1968, to whom the matter was assigned under modified pro-

cedure granted the application substantially as sought, and authorized the issuance to applicant of an appropriate permit.

No permit has yet been issued. Upon reconsideration in No. MC 128254 (Sub-No. 2), a report of the Commission, decided November 18, 1968, and served December 16, 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 general commodities, except classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, between the terminal of WTC Air Freight, at Los Angeles, Calif., on the one hand, and, on the other, points in San Diego County, Calif., and those in Orange County, Calif., south and east of a line extending east and north from Newport Beach, Calif., over California Highway 55 to junction California Highway 91 to the Orange County-Riverside County, Calif., line, restricted against service at Newport Beach, Calif., and further restricted to the transportation of traffic having an immediately prior or subsequent movement by air; that applicant is fit, willing, and able properly to perform to the operations and to conform to the requirements of the Interstate Commerce Act and the Commission 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 of 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 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. NOTE: The purpose of this republication is to correct publication of January 23, 1969, by adding a line (set forth above in italics) inadvertently omitted from that publication.

No. MC 129654 (Sub-No. 2) (Republication), filed July 24, 1968, published in FEDERAL REGISTER issue of August 8, 1968, and republished this issue. Applicant: J. L. ANDERSON, doing business as J. L. ANDERSON AND SON, Post Office Box 471, Wendell, Idaho 83355. Applicant's representative: R. W. Wigton, 509 Plymouth Street, Post Office Box 1107, Sioux City, Iowa 51102. By application filed July 24, 1968, applicant seeks a permit authorizing operations, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of such supplies and equipment as are used by beekeepers exclusively in the tending or care of live bees and in the packaging or production of honey and beeswax, and honey and/or beeswax when moving in mixed shipments with the above supplies and equipment, (a) between Wendell, Idaho, on the one hand, and, on the

other, points in Arizona, Colorado, California, Iowa, Minnesota, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming; and (b) between Anaheim, Calif., on the one hand, and, on the other, points in Arizona, Colorado, Iowa, Idaho, Minnesota, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming, restricted to shipments originating or terminating at apiaries of members of Sioux Honey Association, in connection with (a) and (b) above;

(2) Materials, equipment, and supplies used by honey processing, storing, and distributing plants and by apiaries; honey and/or beeswax when moving in mixed shipments with such materials, equipment, and supplies; between plants, warehouses, or storage facilities used by Sioux Honey Association located at Anaheim, Calif.; Sioux City, Iowa; Temple, Tex.; and Wendell, Idaho; (3) such supplies and equipment as are used by beekeepers in the tending or care of live bees and the packaging or production of honey and beeswax; and such supplies, and equipment as used by honey processing, storing, and distributing plants; (a) from Hamilton, Ill., and Polson, Mont., to Wendell, Idaho; and (b) from Hamilton, Ill., and Polson, Mont., to points in Arizona, California, Colorado, Idaho, Iowa, Minnesota, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming, restricted to shipments terminating at apiaries of members of Sioux Honey Association; (4) glass bottles, jars, and bowls; (a) from Ada, Okla., El Monte, Calif., and Santa Ana, Calif., to Wendell, Idaho; and (b) from Seattle, Wash., to Wendell, Idaho; (5) metal caps, for bottles, and jars, from El Monte, Calif., to Wendell, Idaho;

(6) Plastic articles, other than expanded; honey, when moving in mixed shipments with such plastic articles, from Anaheim, Calif., to Wendell, Idaho; and (7) metal cans, set up, not exceeding 5-gallon capacity, from Los Angeles and San Francisco, Calif., to Wendell, Idaho, under contract with Sioux Honey Association. An order of the Commission, Operating Rights Board, dated January 27, 1969, and served February 7, 1969, finds that operation by applicant, in interstate or foreign commerce, as a contract carrier by motor vehicle, over irregular routes, of (1) *beekeeper's supplies and equipment, and honey and beeswax in mixed loads with such supplies and equipment*; (a) between Wendell, Idaho, and Anaheim, Calif., on the one hand, and on the other, points in Arizona, Colorado, Iowa, Minnesota, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming; (b) between Anaheim, Calif., on the one hand, and, on the other, points in Idaho; and (c) between Wendell, Idaho, on the one hand, and, on the other, points in California; (2) *materials, equipment, and supplies used in apiaries and by honey processing, storage, and distribution plants, and*

honey and beeswax in mixed loads with such materials, equipment, and supplies, between the plantsites and storage facilities of Sioux Honey Association at Anaheim, Calif., Sioux City, Iowa, Temple, Tex., and Wendell, Idaho; (3) beekeepers' supplies and equipment, and supplies and equipment used by honey processing, storage, and distribution plants, from Hamilton, Ill., and Polson, Mont., to points in Arizona, California, Colorado, Idaho, Iowa, Minnesota, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oregon, South Dakota, Utah, Washington, and Wyoming;

(4) *Glass bottles, glass jars, and glass bowls, from Ada, Okla., El Monte, Calif., Santa Ana, Calif., and Seattle, Wash., to Wendell, Idaho; (5) metal bottle and jar caps, from El Monte, Calif., to Wendell, Idaho; (6) plastic containers and honey, in mixed loads with such plastic containers, from Anaheim, Calif., to Wendell, Idaho; and (7) metal cans, from Los Angeles and San Francisco, Calif., to Wendell, Idaho, under a continuing contract with Sioux Honey Association, of Sioux City, Iowa, will be consistent with the public interest and the national transportation policy; 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 permit 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.*

MOTOR CARRIER OF PASSENGERS

No. MC 133195 (Republication), filed September 26, 1968, published in FEDERAL REGISTER issue of October 24, 1968, and republished this issue. Applicant: HEALEY TRANSPORTATION LIMITED, 11 Elmsley Street North, Smiths Falls, Ontario, Canada. Applicant's representative: Blanton P. Bergen, 137 East 36th Street, New York, N.Y. 10016. By application filed September 26, 1968, as amended, 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 passengers and their baggage, in charter and special operations, between ports of entry on the international boundary line between the Provinces of Quebec and Ontario in Canada, and the States of Michigan, New York, Vermont, New Hampshire, and Maine, on the one hand, and, on the other, points in Michigan, Ohio, Pennsylvania, New York, Vermont, Massachusetts, New Hampshire, Maine, Rhode Island, Connecticut, New Jersey,

Delaware, Maryland, District of Columbia, West Virginia, Virginia, North Carolina, South Carolina, Georgia, and Florida; on traffic originating at or destined to Perth, Carleton Place, Smiths Falls, Brockville, Ontario, Canada. An order of the Commission, Operating Rights Board, dated January 29, 1969, and served February 10, 1969, 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 passengers and their baggage, in the same vehicle with passengers, in special and charter operations, and in roundtrip sightseeing and pleasure tours, beginning and ending at ports of entry on the boundary between the United States and Canada, in Michigan, New York, Vermont, New Hampshire, and Maine, and extending to points in Connecticut, Delaware, Florida, Georgia, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia, West Virginia, and the District of Columbia; 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 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.

NOTICE OF FILING OF PETITIONS

No. MC 39711 (Notice of filing of petition to amend present operating authority), filed December 27, 1968. Petitioner: GIUSTO EXPRESS CO., INC., Hoboken, N.J. Petitioner's representative: George A. Olsen, 89 Tonnele Avenue, Jersey City, N.J. 07306. Petitioner holds authority in No. MC 39711 authorizing the transportation of "such merchandise as is sold in retail food stores, over irregular routes, between New York, N.Y., on the one hand, and, on the other, Camden, N.J., and points in that part of New Jersey on and north of New Jersey Highway 33." By the instant petition, petitioner seeks to amend its Certificate to read: "Such merchandise as is sold in food stores, . . . Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 59531 and Subs thereto, (Notice of the Filing of Petition To Remove Service Restrictions), filed January 6,

1969. Petitioner: ESTATE OF HARRY E. STEWART, PETER P. STEWART, HENRY EXALL, JR., PETER STEWART TRUST A-E, WALDO E. STEWART TRUST 1-5, AND IAN, INC., a partnership, doing business as AUTO CONVOY CO. Petitioner's representative: Reagan Sayers, Post Office Drawer 17007, Century Life Building, Fort Worth, Tex. 76102. Petitioner files this petition to modify its certificates by removing therefrom all service restrictions therein requiring the transportation of traffic from or originating at "Ford Motor Company Assembly Plants" moving to the various points and areas as specifically named in said Certificates. Petitioner states it holds certificate in MC 59531, issued on May 6, 1964, authorizing it to engage in the transportation, in part, of new automobiles, new trucks, and new chassis (manufactured by the Ford Motor Co.), in secondary movements, in truckaway service, from Shreveport, La., to points in named Texas counties; new trucks and new chassis in secondary movements, in truckaway service (limited to traffic having a prior movement from Ford Motor Co. Assembly Plants in Milpitas, Long Beach, Los Angeles, and Rivera, Calif.), from Anthony, N. Mex., to points in Oklahoma and Texas; new automobiles, new trucks and new chassis, in secondary movements, in truckaway service (limited to traffic having a prior movement from Ford Motor Co. Assembly Plants in Milpitas, Long Beach, Los Angeles, and Rivera, Calif.), from Texico, N. Mex., to points in Oklahoma and Texas; and new automobiles, trucks, and chassis, in truckaway service, in secondary movements (restricted to traffic originating at Ford Motor Co. plants), from Dallas, Houston, and Beaumont, Tex., to points in Alabama, Mississippi, Kentucky, Tennessee, Arkansas, and Louisiana; and new automobiles, trucks, and chassis, in secondary movements, in truckaway service, restricted to traffic which (originates at Ford Motor Co. plants and) has a prior movement by rail to El Paso, Tex., in interstate or foreign commerce as a common carrier by motor vehicle. Petitioner states it also holds authority in No. MC 59531 (Sub-No. 89), dated July 10, 1964, authorizing it to engage in the transportation, in part, of motor vehicles in secondary movements, in driveaway and truckaway service, from points in Oklahoma to points in Arkansas, Louisiana, Mississippi, New Mexico, and parts of Kansas and Missouri, and from Dallas, Houston, and San Antonio, Tex., to points in New Mexico in interstate or foreign commerce as a common carrier by motor vehicle, restricted "(1) to traffic originating at Ford Motor Company Plant sites, * * *"

Petitioner also states that it holds certificate in MC 59531 (Sub-No. 92), dated February 7, 1966, authorizing the transportation of automobiles and trucks in secondary movements in driveaway and truckaway service from Amarillo, Tex., to points in New Mexico, defined areas in Colorado, and defined areas in Kansas, in interstate or foreign commerce as a common carrier by motor vehicle. Such

Certificate also authorizes the transportation of farm tractors, with or without attachments, from Amarillo, Tex., to points above specified, and contains the following restriction: " * * * restricted in both instances to the transportation of shipments having an immediately prior movement by rail (from Ford Motor Co. Assembly Plants);". By the instant petition, petitioner prays that its Certificates be modified so as to remove therefrom the service restrictions requiring the movement of traffic from or originating at Ford Motor Co. Assembly Plants to the various destination points. Any interested person desiring to participate, may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 73165 (Sub-No. 174), (Notice of Filing of Petition for Waiver of Rule 101(e), To Reopen Proceeding and Modify a Portion of the Authority Granted Therein), filed December 30, 1968. Petitioner: EAGLE MOTOR LINES, INC., Birmingham, Ala. Petitioner's representative: Robert M. Pearce, Post Office Box E, Bowling Green, Ky. 42101. Petitioner holds a certificate in MC 73165 (Sub-No. 174) authorizing, among other things, the transportation of: Self-propelled articles, each weighing 15,000 pounds or more, and related machinery, tools, parts, and supplies moving in connection therewith, "between Sikeston, Mo., and points in Illinois and Missouri within 40 miles of Sikeston, Mo. Restriction: The authority granted immediately above may not be joined directly or indirectly with authority otherwise held directly by carrier." By the instant petition, petitioner requests the Commission to reopen this proceeding for the purpose of correcting this restriction and modifying its certificate in MC 73165 (Sub-No. 174) by imposing a restriction reading as follows: "The authority granted immediately above shall not be joined, directly or indirectly, with any other authority described hereinabove." Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of, or against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

No. MC 115162 (Sub-No. 104) (Notice of Filing of Petition To Modify), filed January 16, 1969. Petitioner: WALTER POOLE, doing business as POOLE TRUCK LINE, Evergreen, Ala. Petitioner's representative: Robert E. Tate, Post Office Box 310, Evergreen, Ala. 36401. Petitioner is authorized in No. MC 115162 (Sub-No. 104), to transport Flour, from Mount Vernon, Ind., to points in Jackson County, Miss. By the instant petition, petitioner seeks to modify this certificate so that it will read: Flour, from Mount Vernon, Ind., to points in Jackson County, Miss., and points in Alabama on and south of U.S. Highway 80. Any interested person desiring to participate may file an original and six copies of his written representations, views, or argument in support of, or

against the petition within 30 days from the date of publication in the FEDERAL REGISTER.

APPLICATIONS FOR CERTIFICATES OF PERMITS WHICH ARE TO BE PROCESSED CONCURRENTLY WITH APPLICATIONS UNDER SECTION 5 GOVERNED BY SPECIAL RULE 1.240 TO THE EXTENT APPLICABLE

No. MC 13123 (Sub-No. 53), filed January 10, 1969. Applicant: WILSON FREIGHT COMPANY, a corporation, 3636 Pollett Avenue, Cincinnati, Ohio 45223. Applicant's representatives: Milton H. Bortz (same address as applicant), and Harry C. Ames, Jr., Transportation Building, Washington, D.C. 20423. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities; (1) between the Rhode Island-Connecticut State line and the Rhode Island-Massachusetts State line; (a) over Interstate Highway 95; (b) over U.S. Highway 1; (2) between Providence, R.I., and the Rhode Island-Massachusetts State line; (a) over Rhode Island Highway 122; (b) over Rhode Island Highway 146; (3) between Providence, R.I., and the Rhode Island-Connecticut State line, over U.S. Highway 44; (4) between Providence, R.I., and the Rhode Island-Connecticut State line; (a) over Rhode Island Highway 3; and (b) over Rhode Island Highway 84, serving all intermediate points and all points in Rhode Island as off-route or intermediate points in connection with (1) through (4) above. NOTE: This application is directly related to MC-F 10362, published FEDERAL REGISTER issue January 23, 1969. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., Providence, R.I., or Boston, Mass.

No. MC 99339 (Sub-No. 6), filed January 30, 1969. Applicant: A & B GARMENT DELIVERY OF SAN FRANCISCO, 1309 Custer Avenue, San Francisco, Calif. 94214. Applicant's representative: A. David Millner, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) Wearing apparel, accessories, materials, and supplies, textiles, dry goods, luggage, clothes containers, and umbrellas and (B) general commodities not named above, when transported (a) to or from retailers which sell garments incidentally such as (but not limited to) hardware stores, drug stores, and grocery stores; and (b) between retailers of the commodities specifically named in paragraph (A) above, wholesalers of the commodities specifically named in paragraph (A) above, and manufacturers of the commodities specifically named in paragraph (A) above; and (c) to or from fashion shows; (1) Between points within San Francisco Territory as described in Appendix A attached hereto and within 5 miles of the boundary thereof; and (2) between points on and within 5 miles laterally of the following highways: (a) U.S. Highway 101 between San Francisco and Santa Rosa, inclusive; (b) California Highway 37 between Ignacio Junction

and Napa, inclusive, including the off-route point of Sonoma; (c) U.S. Highway 40 between San Francisco and North Sacramento, inclusive.

(d) California Highway 29 between the junction of said highway with U.S. Highway 40 and Napa, inclusive; (e) U.S. Highway 50 between San Francisco and Sacramento, inclusive, including the off-route point of Pleasanton; (f) California Highway 4 between the junction of said highway with U.S. Highway 40 and Stockton, inclusive, including the off-route points of Port Chicago and Byron; (g) California Highway 24 between Oakland and Pittsburg, inclusive, including the off-route point of Moraga; (h) California Highway 21 between Warm Springs and Martinez, inclusive; (i) U.S. Highway 99 between Stockton and Modesto, inclusive; (j) California Highway 33 between the junctions of said highway with U.S. 50 near Tracy and California Highway 132 near Vernalis, inclusive; and (k) California Highway 132 between the junction of said highway with California Highway 33 near Vernalis and Modesto, inclusive; (3) between points within 10 miles of Sacramento; (4) between points within 10 miles of Stockton; and (5) between points within 5 miles of Santa Rosa. Restriction: The operations authorized herein are restricted against the transportation of property sold by a retail merchant from said retail merchant's store or warehouse to the purchaser thereof. *Appendix A: San Francisco Territory* includes that area embraced by the following boundary.

Beginning at the point the San Francisco-Mateo County boundary line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of U.S. Highway 101; southerly along an imaginary line 1 mile west of and paralleling U.S. Highway 101 to its intersection with the corporate boundary of San Jose; southerly, easterly, and northerly along said corporate boundary to its intersection with California Highway 17; northerly along California Highway 17 to Warm Springs; northerly along the unnumbered highway through Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbor Drive, and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U.S. Highway 40 (San Pablo Avenue); northerly along U.S. Highway 40 to and including Richmond; southwesterly along the highway extending from Richmond to Point Richmond;

southerly along an imaginary line from Point Richmond to the San Francisco Waterfront at the foot of Market Street; westerly along said waterfront and shore line to the Pacific Ocean; southerly along the shore line of the Pacific Ocean to point of beginning. Note: Applicant states no duplicate authority is sought and application is solely for conversion to certificate of public convenience and necessity, identical to its certificate of registration, which will be canceled simultaneously with the grant of a corresponding section 5 application and the instant application. This matter is directly related to MC-F-10377, published *FEDERAL REGISTER* issue of February 5, 1969. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Los Angeles, Calif.

No. MC 116877 (Sub-No. 2), filed January 30, 1969. Applicant: GARMENT CARRIERS, INC., 2645 Nevin Avenue, Los Angeles, Calif. 90011. Applicant's representative: A. David Millner, 744 Broad Street, Newark, N.J. 07102. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) *Wearing apparel*, on hangers, and *accessories and other commodities* incidental thereto, including costume or novelty jewelry, when transported with wearing apparel, (a) between Los Angeles and all points in the San Francisco territory described in appendix A, set forth below; (b) between Los Angeles and points in the Sacramento delta area described in appendix B, set forth below; (c) between San Francisco and points in the Los Angeles basin area described in appendix C, set forth below; and (d) between Los Angeles and San Francisco, on the one hand, and, on the other, Fresno, Bakersfield, Modesto, Santa Barbara, Ventura, and Oxnard. (2) *Textiles, textile products, and dry goods* in rolls, bundles, or cartons, between manufacturers, wholesalers and retailers, and wearing apparel manufacturers, or any of them, (a) between points in the Los Angeles basin area described in appendix C, set forth below, on the one hand, and, on the other, points in the San Francisco and Sacramento delta area described in appendices A and B respectively, set forth below and (b) between points in the said described Los Angeles basin area, San Francisco territory and Sacramento delta area, on the one hand, and, on the other, Bakersfield, Fresno, Modesto, Santa Barbara, Ventura, and Oxnard.

Appendix A: San Francisco territory includes all the city of San Jose and that area embraced by the following boundary: Beginning at the point the San Francisco-San Mateo County boundary line meets the Pacific Ocean; thence easterly along said boundary line to a point 1 mile west of and paralleling U.S. Highway 101 to its intersection with Southern Pacific Co. right-of-way at Arastradero Road; southeasterly along the Southern Pacific Co. right-of-way to Pollard Road, including industries served by the Southern Pacific Co. spur line extending approximately 2 miles southwest from Simla to Permanente; easterly along Pollard Road to West Parr Ave-

nue; easterly along West Parr Avenue to Capri Drive; southerly along Capri Drive to East Parr Avenue; easterly along East Parr Avenue to the Southern Pacific Co. right-of-way; southerly along the Southern Pacific Co. right-of-way to the Campbell-Los Gatos city limits; easterly along said limits and the prolongation thereof to the San Jose-Los Gatos Road; northeasterly along San Jose-Los Gatos Road to Foxworthy Avenue; easterly along Foxworthy Avenue to Almaden Road; southerly along Almaden Road to Hillsdale Avenue; easterly along Hillsdale Avenue to U.S. Highway 101; northwesterly along U.S. Highway 101 to Tully Road; northeasterly along Tully Road to White Road; northwesterly along White Road to McKee Road; southwesterly along McKee Road to Capitol Avenue; northwesterly along Capitol Avenue to California Highway 17 (Oakland Road); northerly along California Highway 17 to Warm Springs; northerly along the unnumbered highway through Mission San Jose and Niles to Hayward; northerly along Foothill Boulevard to Seminary Avenue; easterly along Seminary Avenue to Mountain Boulevard; northerly along Mountain Boulevard and Moraga Avenue to Estates Drive; westerly along Estates Drive, Harbor Drive, and Broadway Terrace to College Avenue; northerly along College Avenue to Dwight Way; easterly along Dwight Way to the Berkeley-Oakland boundary line; northerly along said boundary line to the campus boundary of the University of California; northerly and westerly along the campus boundary of the University of California to Euclid Avenue; northerly along Euclid Avenue to Marin Avenue; westerly along Marin Avenue to Arlington Avenue; northerly along Arlington Avenue to U.S. Highway 40 (San Pablo Avenue); northerly along U.S. Highway 40 to and including the city of Richmond; southwesterly along the highway extending from the city of Richmond to Point Richmond; southerly along an imaginary line from Point Richmond to the San Francisco waterfront at the foot of Market Street; westerly along said waterfront and shoreline to the Pacific Ocean; southerly along the shoreline of the Pacific Ocean to the point of beginning.

Appendix B: Sacramento delta area: The term "Sacramento delta area" is hereby defined to include the following points: (a) Points along U.S. Highway 101, California Highways 37, 12, and 29 between the northerly boundary of the San Francisco territory and junction California Highway 29 and U.S. Highway 40, all off-route points within 3 miles on either side of U.S. Highway 101 between said San Francisco territory boundary and junction California Highway 37, and the additional off-route points of Belvedere, Tiburon, Mill Valley, San Anselmo, Fairfax, Novato, Sonoma, and Napa; (b) points along U.S. Highway 40 between the boundary of the San Francisco territory and North Sacramento, inclusive, and the off-route point of Dixon; (c) points along U.S. Highway 50 between the boundary of the San Francisco territory and Sacramento and

the off-route point of Pleasanton; (d) points on U.S. Highway 99 between Stockton and Modesto, inclusive; (e) points along California Highway 4 between junction thereof with U.S. Highway 40 and Stockton, inclusive, and the off-route points of Port Chicago and Byron; (f) points on California Highway 24 between the boundary of the San Francisco territory and Pittsburg, inclusive, and the off-route of Moraga; (g) points on California Highway 21 between Warm Springs and Martinez, inclusive, and (h) points on California Highways 33 and 132 between Tracy and Modesto, inclusive.

Appendix C: Los Angeles basin area includes all points with the following boundary line: Beginning at the intersection of the westerly boundary of Los Angeles and the Pacific Ocean, thence along the westerly and northerly boundaries of said city to its first point of intersection with the southerly boundary of Angeles National Forest; thence along the southerly boundary of Angeles and San Bernardino National Forests to the point of intersection of said southerly boundary of the San Bernardino National Forest and the San Bernardino-Riverside County line, thence in a southerly and westerly direction along said county boundary to a point thereon distant 5 miles east of the intersection of said county boundary and U.S. Highway 91, thence generally southerly and southwesterly along a line generally paralleling and distant 5 miles from U.S. Highway 91, California Highway 55, U.S. Highway 101, Laguna Canyon Road, and the prolongation thereof to the Pacific Ocean, thence along the coastline of the Pacific Ocean to the point of beginning. **NOTE:** Applicant states that no duplicating authority is sought, and application is for the sole purpose of conversion to certificate of public convenience and necessity. Certificate of registration will be canceled simultaneously upon grant of a corresponding section 5 application and the instant application. Applicant states it seeks to continue tacking of its rights with the two companion carriers; i.e., A & B Garment Delivery and A & B Garment Delivery of San Francisco. This application is directly related to MC-F 10377, published in the FEDERAL REGISTER issue of February 5, 1969. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C., or Los Angeles, Calif.

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-9634. (Petition) (THEATRES SERVICE CO.—Purchase (Portion)—DIXIE HIGHWAY EXPRESS, INC.), published in the January 18, 1967,

issue of the FEDERAL REGISTER, on page 598. By petition filed February 7, 1969, Applicants and Cox Enterprises, Inc., seek to amend the application by permitting joinder of COX ENTERPRISES, INC., 10 Forsyth Street NW., Atlanta, Ga., as a party applicant in control of THEATRES SERVICE CO., in lieu of Atlantic Newspapers, Inc., and for other appropriate relief.

No. MC-F-10191. (Petition) (THE OVERLAND EXPRESS LTD.—Control—TWIN COUNTY TRANSPORT, INC.), published in the July 24, 1968, issue of the FEDERAL REGISTER, on page 10548. By petition filed February 10, 1969, R. D. GRANT, 101 Union Street, Toronto 9, Ontario, GEORGE T. HEINTZMAN, 27 Old Forest Hill Road, Toronto 7, Ontario, F. D. LACE, 15 Hillholm Road, Toronto 7, Ontario, and I. S. WALDIE, 80 Richmond Street West, Ste. 504, Toronto 1, Ontario, Voting Trustees, seek to join in the application as parties in control of THE OVERLAND EXPRESS LIMITED.

No. MC-F-10220. (Petition) (CENTRAL TRANSPORT, INC.—Control—BANCROFT TRUCKING CO.), published in the August 28, 1968, issue of the FEDERAL REGISTER, on page 12159. By petition filed February 6, 1969, Applicants seek to amend application, for reconsideration, and for continuation of temporary control.

No. MC-F-10383 (Correction) (J. C. D. TRANSPORTATION CORP.—Purchase—G. W. BROWN, DRAYMAN, INC.), published in the February 5, 1969, issue of the FEDERAL REGISTER, on page 1754. This correction is to show J. C. D. TRANSPORTATION CORP., Vendee, is authorized to operate as a contract carrier in New York and Pennsylvania, in lieu of as a common carrier. **NOTE:** This correction does not alter the due date for filing protest.

No. MC-F-10390. Authority sought for control and merger by MUSHROOM TRANSPORTATION COMPANY, INC., 845 East Hunting Park Avenue, Philadelphia, Pa. 19124, of the operating rights and property of ERIE-PITTSBURGH MOTOR EXPRESS, INC., 859 Progress Street, Pittsburgh, Pa. 15212, and for acquisition by RICHARD W. CUTAIAR, 5898 Woodbine Avenue, Philadelphia, Pa. 19131, ROBERT F. CUTAIAR, 7628 Oak Lane Road, Cheltenham, Pa. 19012, and WM. W. CUTAIAR, JR., 48 Township Line, Apartment No. C-3, Drexel Hill, Pa., of control of such rights and property through the transaction. Applicants' attorneys: John S. Fessenden, 618 Perpetual Building, Washington, D.C., and Leonard Schwartz, 1401 Walnut Street, Philadelphia, Pa. Operating rights sought to be controlled and merged: General commodities, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Pittsburgh, Pa., and Erie, Pa., between Mercer, Pa., and Erie, Pa., between Harlansburg, Pa., and Mercer, Pa., between Conneaut Lake, Pa., and Meadville, Pa., serving all intermediate points on the above-specified routes, except that service is not authorized between Pittsburgh and Portersville,

Pa., between Meadville and Erie, Pa., or between intermediate points on those segments, or between points on U.S. Highway 20; and serving the off-route point of North East, Pa., restricted to transportation of shipments moving to or from points located on the above-described route, over U.S. Highway 19, between Pittsburgh and Erie, Pa., between Cleveland, Ohio, and Grove City, Pa., between Cleveland, Ohio, and Oil City, Pa., serving the intermediate points of Warren, Ohio, and those in Pennsylvania, between Pittsburgh, Pa., and Bradford, Pa., serving the intermediate points south of Slippery Rock, Pa., restricted to southbound traffic only; and all other intermediate points without restriction; between Titusville, Pa., and Union City, Pa., between Warren, Pa., and junction U.S. Highway 62 and the Pennsylvania-New York State line, between Grove City, Pa., and Emlenton, Pa., between Harrisville, Pa., and Grove City, Pa., between Titusville, Pa., and Cambridge Springs, Pa., between junction Pennsylvania Highway 127 and 227 and junction U.S. Highway 6 and 6N, between Conneaut, Pa., and Pittsfield, Pa., between Conneaut Lake, Pa., and Linesville, Pa., between Mercer, Pa., and Franklin, Pa., between Mercer, Pa., and Youngsville, Pa., between Meadville, Pa., and Spartansburg, Pa., between Grove City, Pa., and Cochranton, Pa., between West Hickory, Pa., and Tidioute, Pa., between Shippensburg, Pa., and Tionesta, Pa., between Marionville, Pa., and Rimersburg, Pa., between Butler, Pa., and Eau Claire, Pa., between Sharon, Pa., and Hartstown, Pa., serving all intermediate points, and certain off-route points; between Bradford, Pa., and Farmers Valley, Pa., serving all intermediate points, between Oil City, Pa., and Philipsburg, Pa., serving all intermediate points and certain off-route points; petroleum products, in containers, over irregular routes, from Rouseville, Pa., to certain specified points in Ohio; and steel castings, between Grove City, Pa., and Mount Vernon, Ohio. MUSHROOM TRANSPORTATION COMPANY, INC., is authorized to operate as a common carrier in Maryland, Pennsylvania, New York, New Jersey, Delaware, Massachusetts, Illinois, Connecticut, Rhode Island, and the District of Columbia. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10391. Authority sought for control and merger into RYDER TRUCK LINES, INC., 2050 Kings Road, Jacksonville, Fla. 32203, of the operating rights and property of PENNSYLVANIA TRANSFER CO., 631 South Cascade Street, New Castle, Pa. 16101, and for acquisition by INTERNATIONAL UTILITIES, INC., and, in turn by INTERNATIONAL UTILITIES CORP., both of 1500 Walnut Street, Philadelphia, Pa. 19102, of control of such rights and property through the transaction. Applicants' attorneys: Roland Rice, 618 Perpetual Building, Washington, D.C. 20004, Larry D. Knox, 2050 Kings Road, Jacksonville, Fla. 32203, and Jerome Solomon, 1302 Grant Building, Pittsburgh, Pa. 15219. Operating rights sought to be controlled

and merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a *common carrier*, over regular routes, between New Castle, Pa., and Mercer, Pa., serving certain intermediate points, between New Castle, Pa., and Mercer, Pa., serving the intermediate points of New Wilmington and Pulaski, Pa., between New Castle, Pa., and Koppel, Pa., serving the intermediate point of Wampum, Pa., between New Castle, Pa., and Bessemer, Pa., serving no intermediate points, with restrictions; *plumbers' goods, china or earthenware, and fittings*, from New Castle, Pa., to Camden, N.J., from New Castle, Pa., to Newark, N.J., from New Castle, Pa., to Paterson, N.J., serving no intermediate points, and certain off-route points; *lubricating oil, and grease*, from Bayonne, N.J., to New Castle, Pa., serving no intermediate points, but serving the off-route point of East New Castle, Pa.; *general commodities*, except livestock, explosives, commodities in bulk, and those exceeding ordinary equipment or loading facilities, between New Castle, Pa., and Buffalo, N.Y., serving no intermediate points;

Earthenware plumbing fixtures, over irregular routes, from New Castle Junction, Pa., to points in Ohio and New York, and points in that part of West Virginia on and north of U.S. Highway 60 and on and west of U.S. Highway 119; *materials and supplies* used in the manufacture of earthenware plumbing fixtures, from points in Ohio and New York, to New Castle Junction, Pa.; *malt beverages*, from New Castle, Pa., to points in that part of Ohio on and north of U.S. Highway 40, and on and east of a line beginning at Zanesville, Ohio, and extending through Newark and Centerburg, Ohio, to Marion, Ohio, and thence along Ohio Highway 4 to Sandusky, Ohio, and points in that part of New York south of Watertown, N.Y., and on and west of U.S. Highway 11; *household goods* as defined by the Commission, between New Castle, Pa., on the one hand, and, on the other, points in Ohio and New York, between certain specified points in Pennsylvania, on the one hand, and, on the other, points in Illinois, Maryland, Michigan, New York, New Jersey, Ohio, West Virginia, Indiana, and the District of Columbia; *building materials*, between Ellwood City, Pa., and points within 10 miles thereof, on the one hand, and, on the other, points in Columbiana County, Ohio; *conveyers, signs, and sign parts*, between Ellwood City, Pa., on the one hand, and, on the other, certain specified points in Ohio; *spar*, from East Liverpool, Ohio, to Ellwood City, Pa.; *copper ingots, bronze castings, bearings and cored bars, and materials and supplies* used in the manufacture thereof, between New Castle, Pa., on the one hand, and, on the other, Newark and Somerville, N.J., and points in the New York, N.Y., commercial zone, as defined by the Commission in 1 M.C.C. 665;

Plumbers earthenware products, including, *materials, supplies, and machinery* used in the manufacture, sale, and distribution thereof, between New Castle, Pa., and points within 5 miles

thereof, on the one hand, and, on the other, Camden, N.J.; *heating boilers and parts thereof, and equipment and materials* used in the manufacture, installation, or operation of heating boilers, between New Castle, Pa., on the one hand, and, on the other, certain specified points in New Jersey, New York, and points in the New York, N.Y., commercial zone, as defined by the Commission in 1 M.C.C. 665; *refractory fire boxes and brick*, between Valley Stream, N.Y., and New Castle, Pa.; *cleaning compounds*, from New York, N.Y., to Cleveland, Ohio, and Pittsburgh and Erie, Pa.; *groceries and grocery store merchandise*, from Camden and Newark, N.J., and points in the New York, N.Y., commercial zone, as defined by the Commission in 1 M.C.C. 665, 2 M.C.C. 191, to points in Lawrence and Mercer Counties, Pa.; *canned goods and agricultural commodities*, from points in New Jersey on and south of a line beginning at the New Jersey-Pennsylvania State line and extending along New Jersey Highway 33 to Neptune, N.J., and thence along unnumbered highways to the Atlantic seaboard, to points in Lawrence and Mercer Counties, Pa.; *strip steel*, from New Castle, Pa., to certain specified points in New York, points in Connecticut, those in that part of New Jersey on and north of a line beginning at the New Jersey-Pennsylvania State line and extending along New Jersey Highway 33 to Neptune, N.J., and thence over unnumbered highways to the Atlantic seaboard, and points in the New York, N.Y., commercial zone, as defined by the Commission in 1 M.C.C. 665, 191;

Bearings, bronze ingots, bronze castings, bronze bars, advertising matter, and materials and supplies used in the manufacture of the above-named commodities, between New Castle, Pa., on the one hand, and, on the other, the township of South Hackensack, Bergen County, N.J.; *pallets and empty containers*, between points in Lawrence and Mercer Counties, Pa., on the one hand, and, on the other, points in the New York, N.Y., commercial zone, as defined by the Commission, and points on Long Island, N.Y., on and west of New York Highway 110, and certain specified points in New Jersey; *general commodities*, excepting, among others, household goods and commodities in bulk, between New Castle, Pa., on the one hand, and, on the other, certain specified points in Pennsylvania; *soap, soap powder, vegetable shortening, vegetable oil, and synthetic detergents*, from New Castle, Pa., to certain specified points in Pennsylvania; and *bathroom or lavatory fixtures and cast iron sinks, and fittings thereof*, from the plantsite of the Universal Rundle Corp., near Camden, N.J., to the plantsite of the Universal Rundle Corp., near New Castle, Pa. RYDER TRUCK LINES, INC., is authorized to operate as a *common carrier* in all points in the United States (except Alaska and Hawaii). Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10392. Authority sought for control and merger by McLAIN

TRUCKING, INC., 1242 North Jefferson Street, Muncie, Ind. 47305, of the operating rights and property of CONTRACT CARRIERS, INC., 2425 Walton Street, Anderson, Ind. 46011, and for acquisition by JOHN B. LEATHERMAN and SARAH F. LEATHERMAN, both of 2700 South Parkway Drive, Muncie, Ind., of control of such rights and property through the transaction. Applicants' attorney: Robert C. Smith, 620 Illinois Building, Indianapolis, Ind. 46204. Operating rights sought to be controlled and merged: *Automobile parts and skids*, as a *common carrier*, over irregular routes, from Anderson, Ind., to St. Louis, Mo., and Norwood, Ohio; *skids*, from St. Louis, Mo., to Anderson, Ind., from Muncie and Anderson, Ind., to East St. Louis, Ill., and St. Louis, Mo.; *automobile batteries and tubing*, from Muncie, Ind., to St. Louis, Mo., and Norwood, Ohio; *used skids, used platforms, used pallets, used panels, used crate materials, used box material, used lumber, and used dunnage material*, from St. Louis, Mo., to Anderson and Muncie, Ind., from Anderson, Ind., to Muncie, Ind., from Norwood, Ohio, to Anderson and Muncie, Ind., from Muncie, Ind., to Anderson, Ind.; *battery containers*, from Waukegan, Ill., to Muncie, Ind.; *battery separators*, from Chicago, Ill., to Muncie, Ind.; *scrap brass*, from Anderson, Ind., to East Alton, Ill.; *brass*, from East Alton, Ill., to Anderson, Ind.; *reclaimed rubber*, from East St. Louis, Ill., to Muncie, Ind.; *glass*, from Lapel, Ind., to St. Louis, Mo., and Cincinnati, Ohio, from Indianapolis, Ind., to St. Louis, Mo.; *acid*, from Lockland, Ohio, to Anderson and Muncie, Ind.;

Empty carboys, from Anderson and Muncie, Ind., to Lockland, Ohio; *Fiber cans and tin foil*, from St. Louis, Mo., to Anderson, Ind.; *scrap tin foil*, from Anderson, Ind., to St. Louis, Mo.; *read lead*, from St. Louis, Mo., to Muncie, Ind.; *empty drums*, from Muncie, Ind., to St. Louis, Mo.; *salt*, from St. Louis, Mo., and Lockland, Ohio, to Lapel, Ind.; *canned tomatoes*, from Shirley, Ind., to St. Louis, Mo., and Chicago, Ill.; *cooling or freezing machines, and steel refrigeration evaporators*, from Tecumseh, Mich., to Connersville, Ind.; *empty steel containers* for cooling or freezing machines and steel refrigeration evaporators, from Connersville, Ind., to Tecumseh, Mich.; *fiber containers*, having metal bottoms and metal tops therefor either affixed or otherwise, from St. Louis, Mo., to Anderson, Ind.; *lard and tallow oils*, from Ivorydale, Cleveland, and Cincinnati, Ohio, to Roxana, Ill.; *cartons and fiberboard*, from Hartford City, Ind., to St. Louis, Mo., and Roxana, Ill.; *sludge acid*, from East Chicago, Ind., to Detroit, Mich.; *cutting oil bases*, from Ivorydale, Ohio, to Roxana, Ill.; *petroleum lubricating oils and greases*, from Pittsburgh, Pa., to Roxana, Ill., from East Chicago, Ind., to St. Louis, Mo., and points in Illinois; *petroleum products and byproducts*, in containers, from East Chicago, Ind., to points in Missouri (except St. Louis); *petroleum products and byproducts*, in containers, and *empty containers*, between Roxana, Ill., on the one

hand, and, on the other, Covington, Henderson, and Louisville, Ky., and points in Indiana, Iowa, Kansas, Michigan, Missouri, and Ohio, between St. Louis, Mo., on the one hand, and, on the other, Covington, Henderson, and Louisville, Ky., and points in Illinois, Indiana, Iowa, Kansas, Michigan, and Ohio, between Kansas City, Mo., on the one hand, and, on the other, Covington, Henderson, and Louisville, Ky., and points in Illinois, Indiana, Iowa, Michigan, and Ohio;

Petroleum products, asphalt paint, and roof coating, in containers, from Findlay, Ohio, to points in Indiana, and that part of Illinois on and north of U.S. Highway 50; *petroleum products, asphalt paint, and roof coating*, in containers, in straight or mixed truckload of 20,000 pounds or more, from Findlay, Ohio, to Louisville, Ky., and points in that part of Illinois south of U.S. Highway 50; *petroleum products and byproducts*, in containers, except petroleum lubricating oils and greases in containers, from East Chicago, Ind., to points in Illinois: *aluminum*, plate or sheet, from Alcoa, Tenn., to Kempton, Ind.; *aluminum gates, aluminum fencing, and fence rails and posts*, steel encased in concrete, from Kempton, Ind., to points in Illinois, Iowa, Kentucky, Ohio, and points in the Lower Peninsula of Michigan; *asbestos*, scrap; *asphalt*, liquid or solid, in packages; *automobile body panels*, fiberboard, not covered, with cutouts, or of shape other than rectangular, painted or not painted, loaded on platforms or wooden skids; *blocks*, mastic (asphalt flooring, compound); *boards*, fiberboard and/or pulpboard (impregnated with asphalt), in rectangular shapes without cut-outs, painted or not painted, loaded on wooden platforms or wooden skids; *boards*, asphalt composition, paving, or flooring; *board*, wall asbestos; *board*, wall fiberboard, pulpboard or strawboard; *burlap*, bituminized, in packages; *caps*, roofing, tin, in packages; *carpet lining*, paper including felt paper plain, other than indented; *cement*, asbestos, in packages; *cement*, composition or asbestos; *cement*, furnace, in packages;

Cement, tile, liquid; *Cement*, roofing, in package; *cement*, magnesite; *clamps*, metal, in packages; *cloth*, cotton saturated with asbestos; *coasting*, roof having asbestos, pitch tar, or resin base in packages; *conduits*, bituminized fiber; *creosote*, in packages; *eave filler strips*, asphalt composition; *fasteners*, metal, in packages; *felt*, building or roofing, saturated, or unsaturated; *felts*, paper, fabrics saturated, and/or coated; *flashing blocks*, asphalt composition; *insulating materials*, asbestos or felt paper, in forms or shapes other than solid flat blocks or solid flat sheets; *millboard*, asbestos, in packages; *mineral wool* (rock or slag wool), metal reinforced, in packages; *mineral wool* (rock or slag wool), plain or saturated, with or without paper backs in batts or other than batts, in packages; *mortar or cement*, high temperature bonding, N.O.I., in packages; *nails*, in packages; *packing*, asbestos, braid or wick, in packages; *paint*, asphaltum, in packages; *paint*, coal tar, in

packages; *paper*, asbestos, and/or other than asbestos, building roofing or sheathing, saturated or unsaturated, *paving joints*, expansion (asphalt or asphalt base); *pipe*, cement, containing asbestos fiber; *pitch*, roofing, in packages; *planks*, asphalt composition, paving or flooring; *ridge rolls*, asbestos, in packages; *roofing*, composition or prepared; *roofing*, or sheathing, asbestos hard, corrugated; *sheathing*, asbestos, hard flat, ornamented, or not ornamented, polished or shaped, with or without fiberboard center or back, and/or air-cell paper center; *shingles*, asbestos, hard (artificial stone shingles or slate), in bundles;

Shingles, asbestos; *shingles*, asphalt, asbestos, or composition; *sheathings*; *shorts*, asbestos; *siding*, asbestos; *siding*, asphalt; *straps*, tin, with fasteners, in packages; *tar*, roofing, in packages; *tile asphalt*, composition, floor; *wood preservatives*, in packages; from St. Louis, Mo., to points in Indiana; from Whiting, Ind., to St. Louis, Mo.; from Lockland, Ohio, and Chicago Heights, Ill., to points in Indiana; from Lowell, Ind., to points in Illinois; between Chicago Heights, Ill., on the one hand, and, on the other, South Bend, Lowell, and Whiting, Ind. *Nails*, *wire fencing*, and *fencing materials*, supplies, and equipment, and sheet metal roofing, sheet metal guttering, and spouting, and supplies and equipment used in the installation thereof, from Crawfordsville, Ind., to points in Illinois, Ohio, Michigan, Iowa, and Missouri, and Louisville, Owensboro, Covington, Newport, and Paducah, Ky.; *canned goods*, from Swayzee, Sweeter, and Galveston, Ind., to St. Louis, Mo., Louisville, Ky., Pittsburgh, Pa., and points in Illinois, Ohio, Wisconsin, and the Lower Peninsula of Michigan; *canned foods*, between Ladoga, Lebanon, and Brookston, Ind., Washington Court House, Ohio, and Mound City, Ill., on the one hand, and, on the other, points in Indiana, Illinois, Ohio, Michigan, Missouri, Iowa, and Louisville, Owensboro, Covington, Newport, and Paducah, Ky.;

Building materials and gypsum products, from the site of the United States Gypsum Co. plant, about 5 miles east of Shoals, Martin County, Ind., to St. Louis, Mo., points in Illinois, Kentucky, Ohio, and Tennessee, and points in Audrain, Bollinger, Boone, Butler, Callaway, Cape Girardeau, Carter, Clark, Cole, Crawford, Dent, Dunklin, Franklin, Gasconade, Iron, Jefferson, Lewis, Lincoln, Madison, Maries, Marion, Mississippi, Monroe, Montgomery, New Madrid, Osage, Perry, Pemiscot, Phelps, Pike, Ralls, Reynolds, Ripley, St. Charles, St. Francois, Ste. Genevieve, St. Louis, Scott, Shannon, Shelby, Stoddard, Warren, Washington, and Wayne Counties, Mo.; and *pallets and skids*, from the immediately above-specified destination points to the site of the United States Gypsum Co. plant, about 5 miles east of Shoals, Martin County, Ind.; *wire*, *bale ties*, *nails*, *staples*, *steel fence and steel fence materials*, *pipe*, *sheet steel*, *steel ridge rolls*, and *steel rods*, from Indianapolis, Ind., to Louisville, Ky., St. Louis, Mo.,

points in Illinois and Ohio, points in that part of Michigan on and south of Michigan Highway 46, and points in that part of Iowa on and east of U.S. Highway 69; *damaged, rejected, or unclaimed shipments* of the commodities specified immediately above, from points in the destination territory specified next above to Indianapolis, Ind.; *sewer pipe and clay products*, from Gnadenhuetten and Denison, Ohio, to points in Indiana; *iron and steel articles*, from Indianapolis, Ind., and Canton, Ohio, to points in Kentucky; *steel products*, from Sterling, Ill., and points within 1 mile thereof, to points in Kentucky, Ohio, and Tennessee; *steel*, from Dover, Ohio, to Anderson, Ind.; *iron and steel mill products*, from Chicago and Harvey, Ill., Newport, Ky., Youngstown, Warren, Massillon, and Cleveland, Ohio, to Anderson, Ind.;

Cigar and cigarette lighters, and hand-sprayers, between Roxana, Ill., on the one hand, and, on the other, Covington, Henderson, and Louisville, Ky., and points in Indiana, Iowa, Kansas, Michigan, Missouri, and Ohio, between St. Louis, Mo., on the one hand, and, on the other, Covington, Henderson, and Louisville, Ky., and points in Illinois, Indiana, Iowa, Kansas, Michigan, and Ohio; *lime*, from Ste. Genevieve, Mo., and points within 3 miles thereof, to Hartford, Ill., from Ste. Genevieve, Mo., and points within 3 miles thereof, to Roxana, Ill.; *rejected shipments of lime*, from Roxana, Ill., to Ste. Genevieve, Mo., and points within 3 miles of Ste. Genevieve, with restrictions; *petroleum products*, as described in appendix XIII to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 (except liquid or solid asphalt, roof coating, roofing pitch, roofing tar, and asphaltum or coal tar paint), in containers, from Cincinnati, Ohio, to points in that part of Indiana north of U.S. Highway 40, and points in Illinois (except Roxana, Ill.); and *iron and steel articles* as described in appendix V to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 (except those which require special handling or special equipment), from Portage, Ind., to points in Kentucky, Tennessee, and that part of Ohio south of U.S. Highway 40 and on and west of U.S. Highway 68; *buffing or polishing compound*, *iron or steel rust preventative compounds* other than petroleum, and *radiator cement*, from Roxana, Ill., to Covington, Henderson, and Louisville, Ky., and points in Indiana, Iowa, Michigan, Missouri, and Ohio; and *pallets, platforms, or skids*, from Covington, Henderson, and Louisville, Ky., and points in Indiana, Iowa, Michigan, Missouri, and Ohio, to Roxana, Ill.;

Aluminum ingot, from the site of the American Smelting & Refining Co. plant at Federal, Ill., to Muncie, Red Key, Winchester, Ind., with restriction; *groceries*, and in connection therewith, *premiums and advertising material*, as a contract carrier, over irregular routes, from the plantsites of the Procter & Gamble Co., at Cincinnati, Ivorydale, and St. Bernard, Ohio, to Fort Wayne, Ind., and points in that part of Indiana south of U.S.

Highway 24; with restriction *unclaimed, unsaleable, or returned shipments* of the commodities specified immediately above, from Fort Wayne, Ind., and points in that part of Indiana south of U.S. Highway 24, to the plantsites of the Procter & Gamble Co. at Cincinnati, Ivorydale, and St. Bernard, Ohio, with restriction, and soap, soap powder, soap products, lard substitute and compounds, and advertising matter and/or premiums when shipped with these items, between Cincinnati, Ivorydale, and St. Bernard, Ohio, on the one hand, and, on the other Fort Wayne, Ind., and points in that part of Indiana south of U.S. Highway 24 with restriction. McLAIN TRUCKING, INC., is authorized to operate as a common carrier in Indiana, Ohio, Michigan, Illinois, New York, and Kentucky. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10393. Authority sought for control by OMAHA FILM DEPOT, INC., 1508 Davenport Street, Omaha, Nebr. 68102, of FILM TRANSPORT CO., 501 South Eighth Street, Omaha, Nebr. 68102, and for acquisition by CHARLES F. ILES and HAROLD E. MCKINNEY, both of 214 15th Street, Des Moines, Iowa, of control of FILM TRANSPORT CO., through the acquisition by OMAHA FILM DEPOT, INC. Applicants' attorney: Homer E. Bradshaw, 11th Floor, Des Moines Building, Des Moines, Iowa 50309. Operating rights sought to be controlled: *General commodities*, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Omaha, Nebr., and Cherokee, Iowa, between junction U.S. Highway 59 and Iowa Highway 31 approximately 8 miles south of Cherokee and junction U.S. Highway 20 and U.S. Highway 59 near Holstein, Iowa, between junction U.S. Highway 59 and Iowa Highway 175, near Ida Grove, Iowa, and junction of U.S. Highway 141 and 59 north of Denison, Iowa, serving all intermediate points and the off-route point of Aurelia, Iowa, from Omaha, Nebr., to Clarinda, Iowa, serving intermediate and off-route points in Iowa within 25 miles of Clarinda, restricted to delivery; *general commodities*, except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading in packages not to exceed 200 pounds in weight, between Sioux City, Iowa, and Falls City, Nebr., serving all intermediate points and certain off-route points, between Omaha, Nebr., and York, Nebr., serving all intermediate points and the off-route point of David City, Nebr., between Omaha, Nebr., and Clarinda, Iowa, serving all intermediate points and the off-route point of Malvern, Iowa.

Farm implements and machinery, petroleum products, carbide, mill feeds, building materials, and binder twine, from St. Joseph, Mo., and Omaha and Nebraska City, Nebr., to Northboro, Iowa, serving intermediate and off-route points within 10 miles of Northboro, restricted to delivery; *feed, farm implements, twine,*

building materials, salt, flour, fencing, iron posts, and petroleum products in containers, from Omaha, Nebr., to Clarinda, Iowa, serving intermediate and off-route points within 20 miles of Clarinda; *feed*, from Kansas City and St. Joseph, Mo., to Clarinda, Iowa, serving intermediate and off-route points within 20 miles of Clarinda; *motion picture films and accessories*, including advertising matter, over irregular routes, between Omaha, Nebr., and Sioux Falls, S. Dak., between Omaha and Sioux Falls, on the one hand, and, points in Iowa on and north of U.S. Highway 20 and on and west of U.S. Highway 71, on the other, between Omaha, Nebr., on the one hand, and, on the other, certain specified points in Iowa; and *motion picture film, accessories, supplies and advertising matter* used by theaters in connection with the exhibition of motor pictures, and *newspapers and magazines*, between Omaha, Nebr., on the one hand, and, on the other, certain specified points in South Dakota. OMAHA FILM DEPOT, INC., hold no authority from this Commission. However, its controlling stockholders control IOWA PARCEL SERVICE, INC., 214 15th Street, Des Moines, Iowa, which is authorized to operate as a common carrier in Iowa, Illinois, Nebraska, and Missouri; and are affiliated with BRUCE MOTOR FREIGHT, INC., 3920 Delaware Avenue, Post Office Box 623, Des Moines, Iowa, which is authorized to operate as a common carrier in Minnesota, Iowa, Missouri, Illinois, and Wisconsin; and BRUCE MOTOR FREIGHT, INC., 1120 South Division Street, Post Office Box 21164, Indianapolis, Ind., which is authorized to operate as a common carrier in Wisconsin, Indiana, Ohio, Kentucky, and Illinois. Application has not been filed for temporary authority under section 210a(b).

No. MC-F-10394. Authority sought for control and merger by ASSOCIATED TRUCK LINES, INC., Vandenberg Center, Grand Rapids, Mich. 49502, of the operating rights and property of ROBERTSON MOTOR FREIGHT, INC., Box 609, Jeannette, Pa. Applicants' attorneys: Rex Eames, 900 Guardian Building, Detroit, Mich. 48226, and Henry M. Wick, Jr., 2130 Grant Building, Pittsburgh, Pa. 15219. Operating rights sought to be controlled and merged: *General commodities*, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Cleveland, Ohio, and Pittsburgh, Pa., serving all intermediate points and the off-route points of New Kensington and McKeesport, Pa., between points in Pennsylvania, between points in Ohio, serving all intermediate points; and *general commodities*, except those of unusual value, livestock, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment (not including those requiring refrigeration), and those injurious or contaminating to other lading, over irregular routes, between Pittsburgh, Pa., on the one hand, and, on the other, points in Westmoreland County, Pa., on and south of U.S. Highway 22 and on and

north of Pennsylvania Highway 31 and that portion of Indiana County, Pa., on and south of U.S. Highway 422. ASSOCIATED TRUCK LINES, INC., is authorized to operate as a common carrier in Michigan, Illinois, Ohio, Indiana, and Kentucky. Application has been filed for temporary authority under section 210a(b).

No. MC-F-10396. Authority sought for control by DENVER-LOVELAND TRANSPORTATION, INC., 255 South Cleveland, Denver, Colo. 80537, of DENVER-LARAMIE-WALDEN TRUCK LINE, INC., 48 East 56th Avenue, Denver, Colo. 80216, and for acquisition by PAUL D. AMEN, FLOYD A. HENRIKSON and A. GENE HOOD, all of 255 South Cleveland Avenue, Loveland, Colo. 80537, of control of DENVER-LARAMIE-WALDEN TRUCK LINE, INC., through the acquisition by DENVER-LOVELAND TRANSPORTATION, INC. Applicants' attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver, Colo. 80203. Operating rights sought to be controlled: *General Commodities*, excepting, among others, household goods and commodities in bulk, as a common carrier, over regular routes, between Denver, Colo., and Laramie, Wyo., and the intermediate points of Fort Collins, Colo., and those between Fort Collins and Laramie, without restriction; Lafayette, Longmont, Berthoud, and Loveland, Colo., restricted to traffic moving to or from Laramie, Wyo.; between Loveland, Colo., on the one hand, and, on the other, Denver, Colo., over one alternate route for operating convenience only. DENVER-LOVELAND TRANSPORTATION, INC., is authorized to operate as a common carrier in Colorado and Nebraska. Application has been filed for temporary authority under section 210a(b).

MOTOR CARRIER OF PASSENGERS

No. MC-F-10395. Authority sought for purchase by ATWOOD'S TRANSPORT LINES, INC., 5500 Tuxedo Road, Tuxedo, Md. 20781, of a portion of the operating rights and certain property of GREYHOUND LINES, INC., (Eastern Division), 1400 West Third Street, Cleveland, Ohio, and for acquisition by UNITED TRANSIT COMPANY, 101 South Davis Avenue, Richmond, Va. 23213, and, in turn by AMERICAN TRANSPORTATION ENTERPRISES, INC., 14 East 75th Street, New York, N.Y. 10021, of control of such rights and property through the purchase. Applicants' attorneys and representatives: L. C. Major, Jr., Suite 301 Tower Square, 421 King Street, Alexandria, Va. 22314, Barrett Elkins, 1400 West Third Street, Cleveland, Ohio 44113, and Charles E. Thomas, 208 Walnut Street, Harrisburg, Pa. 17108. Operating rights sought to be transferred: Passengers and their baggage and express and mail in the same vehicle with passengers as a common carrier, over regular routes, between Baltimore, Md., and Washington, D.C., with restriction, between Baltimore, Md., and junction U.S. Highway 1 and Alternate U.S. Highway 1, near Cedar Heights, Md., serving all intermediate points;

passengers and express, mail and newspapers in the same vehicle with passengers, between Frederick, Md., and Washington, D.C.; and passengers and their baggage and express and newspapers in the same vehicle with passengers, between Waldorf, Md., and Leonardtown, Md., between Leonardtown, Md., and Patuxent River Naval Air Station, Md., over one alternate route for operating convenience only. ATWOOD TRANSPORT LINES, INC. is authorized to operate as a common carrier in Maryland, Virginia, and the District of Columbia. Application has been filed for temporary authority under section 210a(b). NOTE: MC-1515 Sub 129 is a matter directly related.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-2106; Filed, Feb. 18, 1969;
3:49 a.m.]

[Notice 781]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

FEBRUARY 14, 1969.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC-67 (49 CFR Part 340) published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, within 15 calendar days after the date of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

A copy of the application is on file, and can be examined at the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and also in the field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 23942 (Sub-No. 19 TA), filed February 10, 1969. Applicant: THE SEACOAST TRANSPORTATION COMPANY, 500 Water Street, Jacksonville, Fla. 32202. Applicant's representative: Richard D. Sanborn, Jr. (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, except in bulk, and those requiring specialized equipment, between Jacksonville, Fla., and Waycross, Ga., over U.S. Highway 1, serving no intermediate points, service requested will be auxiliary to, and supplemental of that of Seaboard Coast Line Railroad Co., for 180 days. NOTE: Applicant in-

tends to tack this authority with that presently held. Supporting shippers: There are approximately 22 statements of support attached to the application, which may be examined here at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: District Supervisor G. H. Fauss, Jr., Bureau of Operations, Interstate Commerce Commission, Box 35008, 400 West Bay Street, Jacksonville, Fla. 32202.

No. MC 59352 (Sub-No. 2 TA), filed February 11, 1969. Applicant: C. L. & A. MOTOR DELIVERY, INC., 4110 Dane Avenue, Cincinnati, Ohio 45223. Applicant's representative: R. J. Krovocheck (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fresh carcass meat on hooks, fresh packaged meat, packing-house products in packages and dairy products in packages, from Cincinnati, Ohio, to Hamilton, Ohio, over U.S. Highway 127 and Ohio Highway 4, for 180 days. Supporting shipper: St. Louis Independent Packing Co., 824 South Vandeventer Avenue, St. Louis, Mo. 63110. Send protests to: Emil P. Schwab, District Supervisor Interstate Commerce Commission, Bureau of Operations, 1010 Federal Building, 550 Main Street, Cincinnati, Ohio 45202.

No. MC 65802 (Sub-No. 43 TA), filed February 10, 1969. Applicant: LYNDEN TRANSFER, INC., doing business as LYNDEN TRANSPORT, INC., Lynden, Wash. 98264. Applicant's representative: James T. Johnson, 1610 IBM Building, Seattle, Wash. 98101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Dry fertilizer in sacks, from the port of entry on the international boundary between the United States and Canada, located at or near Sumas, Wash., to points in Washington, Oregon, and Idaho; and empty pallets, on return; and (2) clay products, from the port of entry on the international boundary line between the United States and Canada, located at or near Sumas, Wash., to points in Oregon and Idaho; and empty pallets, on return, for 180 days. Supporting shipper: Clayburn-Harison, 400 18th Avenue NE., Bellevue, Wash. 98004; and Globe Evergreen Fertilizer, Ltd., 8380 Crompton Street, Vancouver 15, British Columbia, Canada. Send protests to: E. J. Casey, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 6130 Arcade Building, Seattle, Wash.

No. MC 106398 (Sub-No. 388 TA), filed February 10, 1969. Applicant: NATIONAL TRAILER CONVOY, INC., 1925 National Plaza, Box 8096, Dawson Station, Tulsa, Okla. 74151. Applicant's representative: Irvin Tull (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Trailers, designed to be drawn by passenger automobiles, from Fairbury, Ill., to points in the United States (except Alaska and Hawaii), for 180 days. Supporting ship-

per: Thrive Center (Division of TSC Industries), Lyle J. Hanegger, General Manager, Fairbury, Ill. 61739. Send protests to: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 350, American General Building, 210 Northwest Sixth, Oklahoma City, Okla. 73102.

No. MC 112520 (Sub-No. 197 TA), filed February 11, 1969. Applicant: McKENZIE TANK LINES, INC., New Quincy Road, Tallahassee, Fla. 32302. Applicant's representative: Sol H. Proctor, 1729 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquefied petroleum gas, in bulk, in tank vehicles, from Citronelle, Ala., to Pensacola, Fla., for 180 days. Supporting shipper: Warren Petroleum Corp., Post Office Box 1589, Tulsa, Okla. 74102. Send protests to: District Supervisor G. H. Fauss, Jr., Bureau of Operations, Interstate Commerce Commission, Box 35008, 400 West Bay Street, Jacksonville, Fla. 32202.

No. MC 114290 (Sub-No. 38 TA), filed February 10, 1969. Applicant: EXLEY EXPRESS, INC., 2610 Southeast Eighth Avenue, Portland, Ore. 97202. Applicant's representative: James T. Johnson, 1610 IBM Building, 1200 Fifth Avenue, Seattle, Wash. 98101. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Bananas, from Seattle, Wash., to Portland, Eugene, Salem, Corvallis, Klamath Falls, Roseburg, Coos Bay, Medford, and Bend, Ore., for 180 days. Supporting shippers: United Salad Co., 636 Southeast 10th Avenue, Portland, Ore. 97214; Pacific Gamble Robinson Co., doing business as Pacific Fruit & Produce Co., Post Office Box 3687, Seattle, Wash. Send protests to: District Supervisor W. J. Huetig, Interstate Commerce Commission, Bureau of Operations, 450 Multnomah Building, 120 Southwest Fourth Avenue, Portland, Ore. 97204.

No. MC 124333 (Sub-No. 10 TA), filed February 10, 1969. Applicant: BAKER PETROLEUM TRANSPORTATION CO., INC., Pyles Lane, New Castle, Del. 19720. Applicant's representative: Samuel W. Earnshaw, 833 Washington Building, Washington, D.C. 20005. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Fuel oil, in bulk, in tank vehicles, for account of Paragon Oil Co., Division of Texaco, Inc., from Claymont, Del., to Bridgeton, Glassboro, Millville, and Vineland, N.J., for 150 days. Supporting shipper: Paragon Oil Co., Division of Texaco, Inc., Philadelphia, Pa. Paul C. Huelsenbeck, Assistant Area Manager. Send protests to: Paul J. Lowry, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 129 East Main Street, Salisbury, Md. 21801.

No. MC 127994 (Sub-No. 3 TA), filed February 11, 1969. Applicant: JOHN HANLEY, 54 Kuhn Drive, Saddle Brook, N.J. 07662. Applicant's representative: Bert Collins, 140 Cedar Street, New York, N.Y. 10006. Authority sought to operate

as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plastic cushioning material*, from Chicago, Ill., to points in Wisconsin, Minnesota, Iowa, Illinois, Indiana, Missouri, Kentucky, Michigan, and Ohio, for 180 days. Supporting shipper: Sealed Air Corp., 179 Goffe Road, Hawthorne, N.J. 07506. Send protests to: District Supervisor Joel Morrums, Bureau of Operations, Interstate Commerce Commission, 970 Broad Street, Newark, N.J. 07102.

No. MC 129645 (Sub-No. 6 TA), filed February 10, 1969. Applicant: BASIL J. SMEESTER AND JOSEPH G. SMEESTER, doing business as SMEESTER BROTHERS, 1330 South Jackson Street, Iron Mountain, Mich. 49801. 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: *Wood dimension stock*, from the plantsite of Northern Hardwood Division, Copper Range Co., Houghton, Mich., to points in New York, Pennsylvania, West Virginia, Virginia, North Carolina, South Carolina, Tennessee, Kentucky, Georgia, Alabama, Louisiana, Connecticut, New Jersey, Michigan, Wisconsin, Minnesota, Illinois, Ohio, Indiana, Missouri, Arkansas, California, and Texas, for 180 days. Supporting shipper: Wm. P. Nicholls, vice-president and general manager, Northern Hardwoods Division, Copper Range Co., Houghton, Mich. 49931. Send protests to: C. R. Flemming, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 225 Federal Building, Lansing, Mich. 48933.

No. MC 133457 TA, filed February 10, 1969. Applicant: M. K. TRUCKING COMPANY, INC., Post Office Box 7032, Murray, Utah 84107. Applicant's representative: Irene Warr, 419 Judge Building, Salt Lake City, Utah 84111. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Roofing materials*, including *asphalt saturated roofing*, *nails*, *ground rock*, *both dust and granulated*, *saturated and unsaturated building papers*, *liquid asphalt coating and allied products* in metal containers, *hard asphalt*, in metal and paper containers, and *hot asphalt*, in bulk, from Woods Cross, Utah, to points in Utah, Idaho, Montana, Oregon, Wyoming, and Nevada, under a continuing contract with Lloyd A. Fry Roofing Co., for 180 days. Supporting shipper: Lloyd A. Fry Roofing Co., 999 West 1500 South Street, Woods Cross, Utah 84087. Send protests to: John T. Vaughan, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 6201 Federal Building, Salt Lake City, Utah 84111.

No. MC 133462 TA, filed February 11, 1969. Applicant: GREAT EASTERN TRANSPORT SYSTEMS, INC., 152-50 Rockaway Boulevard, Jamaica, N.Y. 11434. Applicant's representative: Samuel Zinder, Station Plaza East, Great Neck, N.Y. 11021. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* in containers, and *trailers* which have a prior or subsequent

movement by water, between points in the commercial zone of New York, N.Y. as defined by the Interstate Commerce Commission, for 150 days. Supporting shipper: Transamerican Trailer Transport, Inc., 358 St. Marks Place, Staten Island, N.Y. 10301. Send protests to: E. N. Carignan, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 133470 TA, filed February 11, 1969. Applicant: S. J. DURRANCE COMPANY, INC., Room 207, Administration Building, State Farmers Market, Forest Park, Ga. 30050. Applicant's representative: Guy H. Postell and Frank D. Hall, 1273 West Peachtree Street NE, Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Frozen foods*, when moving with commodities exempt from regulation under the provisions of section 203(b)(6) of the Interstate Commerce Act, between points in Glynn and Chatham Counties, Ga., and points in the United States (except Alaska and Hawaii), for 180 days. Supporting shippers: King Shrimp Co., Inc., Brunswick, Ga.; Sea Pak, Division of W. R. Grace & Co., Box 667, St. Simon Island, Ga. 31522; Golden Shore Seafoods, Inc., Brunswick, Ga. Send protests to: William L. Scroggs, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 309, 1252 West Peachtree Street NW, Atlanta, Ga. 30309.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-2107; Filed, Feb. 18, 1969;
8:49 a.m.]

[Notice 296]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 14, 1969.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-71089. By order of February 10, 1969, the Motor Carrier Board approved the transfer to Lawrence Neppi, Halbur, Iowa 51444, of certificate No. MC-4705, issued May 13, 1937, to Albert Neppi, Halbur, Iowa 51444, authorizing the transportation of specified commodities from and to specified points in Iowa and Nebraska.

No. MC-FC-71091. By order of February 7, 1969, the Motor Carrier Board approved the transfer to Francis Hill, Philadelphia, Pa., of certificates Nos. MC-31364 and MC-31364 (Sub-No. 2), issued October 16, 1967 and December 3, 1968, respectively, to Mary Hill, doing business as Hill Furniture Carriers, Philadelphia, Pa., authorizing the transportation of: Household goods, new furniture and furniture frames between specified points in Pennsylvania and points in New York, New Jersey, Maryland, Connecticut, Delaware, Virginia, West Virginia, and the District of Columbia. Alan Kahn, 1920 Two Penn Center Plaza, Philadelphia, Pa. 19102, attorney for applicants.

No. MC-FC-71093. By order of February 10, 1969, the Motor Carrier Board approved the transfer to Coleman Transfer & Storage, Inc., Hutchinson, Kans., of the operating rights in certificate No. MC-115366 issued October 7, 1955, to Iyle-Jeans Warehouses, Inc., Joplin, Mo., authorizing the transportation of household goods, as defined by the Commission, between specified points in Missouri, Kansas, Oklahoma, and Illinois. Clyde N. Christey, 641 Harrison, Topeka, Kans. 66603, attorney for applicants.

No. MC-FC-71105. By order of February 7, 1969, the Motor Carrier Board approved the transfer to Stinson Transfer & Storage Co., Inc., Kinsley, Kans., of certificate in No. MC-52351, issued March 14, 1967, to Bertie Stinson, doing business as Stinson Transfer Co., Kinsley, Kans., authorizing the transportation of: Livestock, from Kinsley, Kans., and points within 25 miles thereof, to Kansas City, Mo., and between points within 40 miles of Kinsley, Kans., on the one hand, and, on the other, points in Colorado; household goods as defined by the Commission, and emigrant moveables, between Kinsley, Kans., on the one hand, and, on the other, points in Colorado, and between points in Kansas (except Kinsley) on and west of U.S. Highway 81, on the one hand, and, on the other, points in Colorado; and new and used farm machinery and implements and parts therefor, from Kansas City, Mo., to specified counties in Kansas. J. T. Miller, 7501 Mission Road, Shawnee Mission, Kans. 66208, attorney for applicants.

[SEAL]

H. NEIL GARSON,
Secretary.

[P.R. Doc. 69-2108; Filed, Feb. 18, 1969;
8:49 a.m.]

[Notice 296A]

MOTOR CARRIER TRANSFER PROCEEDINGS

FEBRUARY 14, 1969.

Application filed for temporary authority under section 210(a)(b) in connection with transfer application under section 212(b) and Transfer Rules, 49 CFR Part 1132:

No. MC-FC-71159. By application filed February 12, 1969, BUFFALO VAN &

STORAGE, INC., 300 Elm Street, Buffalo, N.Y. 14203, seeks temporary authority to lease the operating rights of KENMORE MOVING & STORAGE CO., INC., 300 Woodward Avenue, Kenmore, N.Y. 14217, under section 210a(b). The transfer to BUFFALO VAN & STORAGE, INC., of the operating rights of KENMORE MOVING & STORAGE CO., INC., is presently pending.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-2109; Filed, Feb. 18, 1969;
8:49 a.m.]

NOTICE OF FILING OF MOTOR CARRIER INTRASTATE APPLICATIONS

FEBRUARY 14, 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 ad-

ressed to or filed with the Interstate Commerce Commission.

State Docket No. L-13924, filed January 30, 1969. Applicant: OAKMAN DISTRIBUTION CENTER, INC., 1400 Oakman Boulevard, Detroit, Mich. Applicant's representative: William B. Elmer, 22644 Gratiot Avenue, East Detroit, Mich. Certificate of public convenience and necessity sought to operate a freight service as follows: Transportation of *furniture and appliances*, from the warehouse facilities of Oakman Distribution Center, Inc., at Detroit, Mich., to points in Wayne, Oakland, Macomb, St. Clair, Genesee, and Washtenaw Counties, Mich. Both intrastate and interstate authority sought.

HEARING: Monday, February 17, 1969, at 9:30 a.m., Lewis Cass Building, South Walnut Street, Lansing, Mich. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Michigan Public Service Commission, Lewis Cass Building, Lansing, Mich. 48913, and should not be directed to the Interstate Commerce Commission.

State Docket No. 44146M, filed December 9, 1968. Applicant: KENNETH F. SHADE, doing business as K & B FREIGHT LINE, 740 North 11th Street, Salina, Kans. Applicant's representative: John E. Jandera, 641 Harrison Street, Topeka, Kans. Certificate of public convenience and necessity sought to operate a property service as follows: Transportation of *General commodities* (except those of unusual value and except dangerous explosives), household goods as defined in Practice of Motor Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities

requiring special equipment, and those injurious or contaminating to other loading, between Salina, Kans., and Salina, Kans., from Salina, Kans., via U.S. Highway 40 to the intersection of Kansas Highway 14, thence via Kansas Highway 14 to its intersection with U.S. Highway 156, thence over U.S. Highway 156 to its intersection with Kansas Highway 4, thence east over Kansas Highway 4 to Lindsborg, Kans., thence north via U.S. Highway 81 to Salina, Kans., with service authorized to, from, and between all intermediate points and the off-route points of Kanopolis, the commercial locations at the intersection of Interstate Highway 70 and U.S. Highway 156, Clafin, Lorraine, Kanopolis Reservoir, Salemburg, Smolan, Ralun, Mentor, and the Roxbury and Lindsborg commercial intersection on Interstate Highway 35, also as an alternate route for operating convenience only, between Ellsworth, Kans., and the intersection of Kansas Highway 14 and Kansas Highway 4 approximately 2 miles west of Genesee, Kans., via Kansas Highway 14. Both intrastate and interstate authority sought.

HEARING: Thursday, March 20, 1969, at 10 a.m., at Wichita, Kans. Requests for procedural information including the time for filing protests concerning this application should be addressed to the Kansas State Corporation Commission, Transportation Division, Fourth Floor, State Office Building, Topeka, Kans. 66612, and should not be directed to the Interstate Commerce Commission.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 69-2110; Filed, Feb. 18, 1969;
8:49 a.m.]

CUMULATIVE LIST OF PARTS AFFECTED—FEBRUARY

The following numerical guide is a list of parts of each title of the Code of Federal Regulations affected by documents published to date during February

3 CFR	Page	10 CFR	Page	19 CFR	Page
PROCLAMATION:		PROPOSED RULES:		1	1721
3893	2297	50	2357	4	1648
EXECUTIVE ORDERS:		115	2357	16	2111
7966 (revoked by PLO 4585)	2252	12 CFR		PROPOSED RULES:	
11426 (superseded by EO		226	2002, 2017	1	2254, 2311
11455)	2299	265	1633	8	1951
11454	1935	545	2019	10	1951
11455	2299	PROPOSED RULES:		18	1951
11456	2301	207	2257	25	1951
PRESIDENTIAL DOCUMENTS OTHER		220	2261	33	1951
THAN PROCLAMATIONS AND EX-		221	2268	21 CFR	
ECUTIVE ORDERS:		13 CFR		8	2111
Salary recommendations	2241	108	2108	45	1588
5 CFR		119	1945	120	1588, 1589, 1946, 2021, 2112
213	2198, 2243	120	1945, 2248	121	1589, 1771, 1826, 2021, 2307
534	1859	123	1820	PROPOSED RULES:	
7 CFR		PROPOSED RULES:		46	1773
6	2021	111	2311	22 CFR	
26	1859	14 CFR		42	1813
301	1937, 2351	39	1633, 1634, 1769, 2246	24 CFR	
354	2351	71	1586,	221	1896
401	1629, 1820		1587, 1721, 1890-1894, 2047, 2108,	25 CFR	
413	1629		2109, 2247, 2306	214	2201
722	2351	73	2306	221	2201, 2202
724	1629-1631	75	1721, 1894, 1895, 2307	255	2248
725	1761	93	2110	PROPOSED RULES:	
728	1762	95	1769	221	2115
775	2022	97	1813, 2177	26 CFR	
907	1632, 1762, 1889, 2107	121	2247	1	1896
908	1762, 2046, 2107	151	1634	31	1826
910	1585, 1889, 2243, 2303	165	1634, 2307	170	2248
912	1890, 2046	207	2197	186	1590
913	1585, 1890, 2047	208	2197	194	1592
929	2108	212	2197	196	2248
965	1763	225	1819	201	1592, 1946, 2248
967	1763	288	2110	250	2249
1002	1763, 1890	297	2198	251	1597, 2249
1079	2108	PROPOSED RULES:		252	1598, 2249
1120	2303	39	1955, 1956, 2137, 2356	29 CFR	
1132	2303	71	1910, 2054, 2255, 2256, 2357	1604	1648
1421	1585, 2243	15 CFR		PROPOSED RULES:	
1423	2304	379	1635	526	2208
1443	2047	384	1587, 1895	31 CFR	
PROPOSED RULES:		385	1635	250	1897
729	1773	16 CFR		315	1600
777	2051	13	1820-1824, 2199, 2200, 2352, 2353	316	1600
814	2051	15	1648, 1824, 1825, 2111	342	1600
953	1656	PROPOSED RULES:		365	1600
965	2051	416	1773	500	2355
991	2208	17 CFR		32 CFR	
1046	1602	240	1587, 2354	65	1649
1071	2115	PROPOSED RULES:		888	2048
1079	1603	239	2362	891	1946
1103	2254	249	2362	907	1949
1104	2115	270	1910	33 CFR	
1106	2115	18 CFR		2	2202
1130	2117	141	1895	110	1826, 2112, 2113, 2252
8 CFR		260	1895	117	2112
214	1586	PROPOSED RULES:			
238	1586	239	2362		
9 CFR		249	2362		
97	1586	270	1910		
317	2177	18 CFR			
PROPOSED RULES:		141	1895		
71	1602	260	1895		
330	2134	PROPOSED RULES:			
		260	1604		

33 CFR—Continued

205	2048
208	2205
PROPOSED RULES:	
80	1831
86	1831
126	1831
144	1831

36 CFR

7	1950, 2206
326	2206
PROPOSED RULES:	
7	2356

37 CFR

1	2206
PROPOSED RULES:	
1	2136
6	2052

38 CFR

13	1601
36	1601

39 CFR

139	1722
157	1722
171	1722

41 CFR

4-1	2308
4-4	2308
5-12	1897
8-1	2309
12B-12	2207
50-201	2207
50-204	2207
101-43	1905
101-44	1907
101-45	1907

42 CFR

57	1827
PROPOSED RULES:	
81	2053, 2054

43 CFR

PUBLIC LAND ORDER:	
4585	2252
PROPOSED RULES:	
Ch. II	2356

45 CFR

1012	1650
------	------

46 CFR

146	2084
308	2309
310	1601
540	1771
PROPOSED RULES:	

2	1831
6	1831
20	1831
24	1831
25	1831
30	1831
31	1831
32	1831
33	1831
34	1831
35	1831
38	1831
39	1831
40	1831
42	2254
43	2254
45	1831, 2254
70	1831
72	1831
75	1831
78	1831
90	1831
92	1831
94	1831
96	1831
97	1831
98	1831
110	1831
111	1831
146	1831

46 CFR—Continued

PROPOSED RULES—Continued	
147	1831
151	1831
160	1831
161	1831
164	1831
167	1831
175	1831
177	1831
180	1831
184	1831
188	1831
190	1831
192	1831
195	1831
536	2362

47 CFR

19	1722
67	1723
73	2048
PROPOSED RULES:	
2	2055
15	1732
73	1603, 1959, 2055, 2208, 2358, 2359
74	2361, 2362

49 CFR

211	1827
369	1830
371	1908, 1909, 2114, 2252
1001	2207
1033	1729-1731, 2050, 2355

PROPOSED RULES:

71	1656, 1958
173	2256
178	2257
232	1957, 1958
371	1836
375	1957
1056	1605

50 CFR

33	2050, 2113
240	1651

FEDERAL REGISTER

VOLUME 34 • NUMBER 34

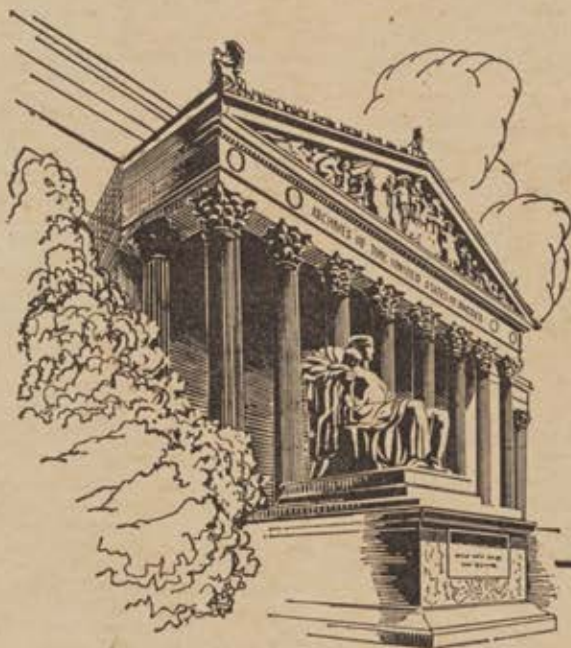
Wednesday, February 19, 1969 • Washington, D.C.

PART II

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

•
Advisory Circular Checklist
and
Status of
Federal Aviation Regulations



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[AC 00-2L—Effective Jan. 17, 1969]

ADVISORY CIRCULAR CHECKLIST AND STATUS OF FEDERAL AVIATION REGULATIONS

1. *Purpose.* This notice contains the revised checklist of current FAA advisory circulars and the status of Federal Aviation Regulations as of January 17, 1969.

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.

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 para-

graph 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 00-2K Advisory Circular Checklist, 8-30-68. Canceled by AC 00-2L, Advisory Circular Checklist, 1-17-69.
- AC 00-3 Realm of Flight, 5-1-63. Canceled.
- AC 00-4 Facts of Flight, 5-1-63. Canceled.
- AC 00-5 Path of Flight, 2-1-63. Canceled.
- AC 00-15B FAA Publications. Canceled.
- AC 00-23 Near Midair Collision Study, 1-1-68. Canceled by AC 00-23A, Near Midair Collision Reporting, 12-18-68.
- AC 20-26 and Changes 1 and 2 Turbine and Compressor Rotors Type Certification Substantiation Procedures, 7-22-64. Canceled by AC 33-3, Turbine and Compressor Rotors Type Certification Substantiation Procedures, 9-9-68.
- AC 20-32 Carbon Monoxide (CO) Contamination in Aircraft—Detection and Prevention, 1-22-65. Canceled by AC 20-32A, Carbon Monoxide (CO) Contamination in Aircraft—Detection and Prevention, 9-13-68.
- AC 20-35 Tie-Down Sense, 4-29-65. Canceled by AC 20-35A, Tie-Down Sense, 10-20-68.
- AC 61-18A Airline Transport Pilot (Airplane) Written Test Guide, 4-28-66. Canceled by AC 61-18B, Airline Transport Pilot (Airplane) Written Test Guide, 7-1-68.
- AC 65-7 1968 Maintenance Symposium—The Man In The Maintenance Reliability System—A Positive Review, 7-18-68. Canceled.
- AC 90-22 Automatic Terminal Information Services (ATIS) 2-17-65. Canceled by AC 90-22A, Automatic Terminal Information Service (ATIS), 10-9-68.
- AC 91-1B Operation of Civil Aircraft With One Cabin Door Removed for Parachuting, Sky Diving, or Other Special Operations, 3-24-67. Canceled by AC 105-2, Sport Parachute Jumping, 9-6-68.
- AC 105-1 Intentional Parachute Jumping, 11-19-63. Canceled by AC 105-2, Sport Parachute Jumping, 9-6-68.
- AC 121-5 Aircraft Weight and Balance Control, 1-8-65. Canceled by AC 120-27, Aircraft Weight and Balance Control, 10-15-68.

- AC 127.13-2 Helicopter Weight and Balance Control, 11-2-64. Canceled by AC 120-27, Aircraft Weight and Balance Control, 10-15-68.
- AC 150/4290-1 Assistance in Obtaining Copper Products for Airport Lighting, 10-6-66. Canceled by AC 150/4290-2, Assistance in Obtaining Copper Products for Airport Lighting, 9-18-68. (Self-canceling.)
- AC 150/5060-1 Airport Capacity Criteria Used in Preparing the National Airport Plan, 11-10-66. Canceled by AC 150/5060-1A, Airport Capacity Criteria Used in Preparing the National Airport Plan, 7-8-68.
- AC 150/5100-3 and Change 1 Federal-aid Airport Program Procedures Guide for Sponsors, 6-30-66 and 8-23-65. Canceled by AC 150/5100-3A, Federal-aid Airport Program Procedures Guide for Sponsors, 9-20-68.
- AC 150/5210-1 Airport Emergency Planning, 8-15-63. Canceled by AC 150/5200-10, Airport Emergency Operations Planning, 7-26-68.
- AC 150/5210-3 Airport Emergency Operations—Aircraft Emergency, 7-17-64. Canceled by AC 150/5200-10, Airport Emergency Operations Planning, 7-26-68.
- AC 150/5310-1 Preparation of Airport Layout Plans, 9-9-65. Canceled by AC 150/5310-2, Airport Planning and Airport Layout Plans, 9-19-68.
- AC 211-4 New Series of Sectional Aeronautical Charts—Scale 1:500,000, 11-9-67. Canceled.
- Contractions Handbook, 7340.1, 1965. Canceled by Contractions Handbook 7340.1A, Jan. 1, 1969.
- Location Identifiers, 7350.1H, 1968. Canceled by Location Identifiers, 7350.1K, Jan. 15, 1969. Note: Cancellation of 7350.1H to be effective 1-15-69.

8. Additions. The following advisory circulars are added to the list:

- AC 00-2L Advisory Circular Checklist, 1-17-69.
- AC 00-23A Near Midair Collision Reporting, 12-18-68.
- AC 20-7E Supplement 2, 9-6-68.
- AC 20-7E Supplement 3, 10-4-68.
- AC 20-7E Supplement 4, 11-7-68.
- AC 20-7E Supplement 5, 12-9-68.
- AC 20-32A Carbon Monoxide (CO) Contamination in Aircraft—Detection and Prevention, 9-13-68.
- AC 20-35A Tie-Down Sense, 10-29-68.
- AC 21-2A Change 4 Export Airworthiness Approval Procedures, 11-6-68.
- AC 33-3 Turbine and Compressor Rotors Type Certification Substantiation Procedures, 9-9-68.
- AC 37-2 Test Procedures for Maximum Allowable Airspeed Indicators, 12-9-68.
- AC 43.13-1 Change 5 Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repairs, 9-20-68.
- AC 60-6 FAA Approved Airplane Flight Manual, Placards, Listings, Instrument Markings—Small Airplanes, 12-13-68.
- AC 61-18B Airline Transport Pilot (Airplane) Written Test Guide, 7-1-68.
- AC 70/7460-1 Change 1 Obstruction Marking and Lighting, 11-12-68.
- AC 90-22A Automatic Terminal Information Service (ATIS), 10-9-68.
- AC 90-40 Intersection Takeoffs, 9-5-68.
- AC 90-41 Standard Terminal Arrival Routes, 9-6-68.
- AC 90-42 Traffic Advisory Practices at Non-tower Airports, 12-9-68.
- AC 91-18 Course Needle Oscillations on VHF Omnidirectional Range (VOR) Receivers, 12-6-68.
- AC 105-2 Sport Parachute Jumping, 9-6-68.
- AC 120-27 Aircraft Weight and Balance Control, 10-15-68.

- AC 121-1 Change 15 Standard Maintenance Specifications Handbook, 8-9-68.
- AC 121-1 Change 16 Standard Maintenance Specifications Handbook, 10-11-68.
- AC 121-1 Change 17 Standard Maintenance Specifications Handbook, 11-6-68.
- AC 121-1 Change 18 Standard Maintenance Specifications Handbook, 11-19-68.
- AC 123-1 Air Travel Clubs, 10-17-68.
- AC 135-1 Air Taxi Aircraft Weight and Balance Control, 9-17-68.
- AC 150/4290-2 Assistance in Obtaining Copper Products for Airport Lighting, 9-18-68.
- AC 150/5060-1A Airport Capacity Criteria Used in Preparing the National Airport Plan, 7-8-68.
- AC 150/5100-3A Federal-Aid Airport Program—Procedures Guide for Sponsors, 9-20-68.
- AC 150/5200-10 Airport Emergency Operations Planning, 7-26-68.
- AC 150/5200-11 Airport Terminals and the Physically Handicapped, 11-27-68.
- AC 150/5220-7 Guide Specification for 2,500-Gallon Aircraft Fire and Rescue Truck, 8-30-68.
- AC 150/5300-5 Airport Reference Point, 9-26-68.
- AC 150/5310-2 Airport Planning and Airport Layout Plans, 9-19-68.
- AC 150/5340-18 Taxiway Guidance Sign System, 9-27-68.
- AC 150/5340-19 Taxiway Centerline Lighting System, 11-14-68.
- AC 150/5380-4 Ramp Operations During Periods of Snow and Ice Accumulation, 9-11-68.
- AC 170/6850-1 Aeronautical Beacons and True Lights, 8-28-68.
- AC 170-9 Criteria for Providing FAA Services for Civil Aviation Interest(s) Navigational and Air Traffic Control Systems and Equipment, 11-26-68.
- Contractions Handbook, 7340.1A, 1-1-69.
- Location Identifiers, 7350.1K, 1-15-69.

ADVISORY CIRCULAR CHECKLIST

General

SUBJECT NO. 00

00-1 The Advisory Circular System (12-4-62).

Describes the FAA Advisory Circular System.

00-2L Advisory Circular Checklist (1-17-69).

Transmits the revised checklist of current FAA advisory circulars and the status of the Federal Aviation Regulations as of 1-17-69.

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.

00-23A Near Midair Collision Reporting (12-18-68).

Advises that the FAA will continue through December 31, 1969, to handle reports of near midair collisions in accordance with the policy established January 1, 1968.

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.

20-7E Supplement 2, General Aviation Inspection Aids (October 1968).

Supplement 2 to 1968 Summary.

20-7E Supplement 3, General Aviation Inspection Aids (November 1968).

Supplement 3 to 1968 Summary.

20-7E Supplement 4, General Aviation Inspection Aids (December 1968).

Supplement 4 to 1968 Summary.

20-7E Supplement 5, General Aviation Inspection Aids (January 1969).

Supplement 5 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.

20-27A 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.

20-32A Carbon Monoxide (CO) Contamination in Aircraft—Detection and Prevention (9-13-68).

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.

20-35A Tie-Down Sense (10-29-68).

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 Safelying of Turnbuckles on Civil Aircraft (9-17-65).

Provides information on turnbuckle safelying 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 guidance 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 document.

21-2A CH 3 Export Airworthiness Approval Procedures (3-20-68).

Changes to basic document.

21-2A CH 4 Export Airworthiness Approval Procedures (11-6-68).

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 in-

stallation 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 means, 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.

33-3 Turbine and Compressor Rotors Type Certification Substantiation Procedures (9-9-68).

Sets forth guidance and acceptable means, not the sole means, by which compliance may be shown with the turbine and compressor rotor substantiation requirements in FAR Part 33.

37-2 Test Procedures for Maximum Allowable Airspeed Indicators (12-9-68).

Provides guidance concerning test procedures which may be used in showing compliance with the standards in FAR 37.145 (TSO-C46a).

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 fall 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. (\$3—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); Ch. 5 (9-20-68).

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. (\$2—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 airman applicants. The applicant will be provided information concerning the subject matter areas in which one or more questions were answered incorrectly on the test.

60-6 FAA Approved Airplane Flight Manuals, Placards, Listings, Instrument Markings—Small Airplanes (12-13-68).

Alerts pilots to the regulatory requirements relating to the subject and provides information to aid pilots to comply with the provisions of FAR section 91.31.

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 check-out 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 procedures, 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.)

61-18B Airline Transport Pilot (Airplane) Written Examination Guide (7-1-68).

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 1968. (\$0.55 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).

Inform 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 (9-23-66).

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 certification 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).

Inform 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 Rotocraft 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 Rotocraft/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. (\$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 (12-3-67).

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.

65.33-1 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.)

70/7460-1 CH 1 Obstruction Marking and Lighting (11-12-68).

Outlines additional standards on obstruction marking and lighting requirements. (No additional charge.)

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.

90-22A Automatic Terminal Information Service (ATIS) (10-9-68).

Provides updated information concerning the 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.

90-40 Intersection Takeoffs (9-5-68).

Apprises pilots concerning procedures governing intersection takeoffs.

90-41 Standard Terminal Arrival Routes (9-6-68).

Describes a program for establishment and use of standard terminal arrival (STARS).

90-42 Traffic Advisory Practices at Nontower Airports (12-9-68).

This circular establishes, as good operating practices, procedures for pilots to exchange traffic information when operating to or from nontower airports.

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-command 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.

91-18 Course Needle Oscillations on VHF Omnidirectional Range (VOR) Receivers (12-6-68).

Advises all operators of aircraft equipped with VHF omnidirectional range (VOR) receivers regarding course needle oscillations.

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.

105-2 Sport Parachute Jumping (9-6-68).

Provides suggestions to improve sport parachuting safety; information to assist parachutists in complying with FAR Part 105; and a list of aircraft which may be operated with one cabin door removed, including the procedures for obtaining FAA authorization for door removal.

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 $\frac{3}{4}$ -mile visibility or RVR 4,000 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 criteria 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.

120-27 Aircraft Weight and Balance Control (10-15-68).

Provides a method and procedures for weight and balance control.

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.

121-1 CH 15 Standard Maintenance Specifications Handbook (8-9-68).

Transmits revised material to the subject handbook.

121-1 CH 16 Standard Maintenance Specifications Handbook (10-11-68).

Transmits revised material to the subject handbook.

121-1 CH 17 Standard Maintenance Specifications Handbook (11-6-68).

Transmits revised material to the subject handbook.

121-1 CH 18 Standard Maintenance Specifications Handbook (11-19-68).

Transmits revised 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 crew-member 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.

121-6 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 alternate provision of section 121.195(d) may be met.

123-1 Air Travel Clubs (10-17-68).

Sets forth guidelines and procedures to assist air travel clubs using large aircraft in meeting safety requirements of FAR Part 123.

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.

135-1 Air Taxi Aircraft Weight and Balance Control (9-17-68).

Provides a method and procedures for developing a weight and balance control system for small aircraft operating in the air taxi fleet under FAR Part 135.

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 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

150/4290-2 Assistance in Obtaining Copper Products for Airport Lighting (9-18-68).

Advises that the conditions which led to the use of copper substitutes have been alleviated and that there is no longer any need to impose restrictions on the use of copper and copperbase alloy mill products. This circular is self-canceling.

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.*

150/5060-1A Airport Capacity Criteria Used in Preparing the National Airport Plan (7-8-68).

Presents the method used by the Federal Aviation Administration 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 planning 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.

150/5100-3A Federal-aid Airport Program-Procedures Guide for Sponsors (9-20-68).

Provides guidance to public agencies that sponsor or propose to sponsor projects under the Federal-aid Airport Program (FAAP) authorized by the Federal Airport Act.

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.

150/5200-10 Airport Emergency Operations Planning (7-26-68).

Provides guidance to airport management and disaster control personnel in the preparation of plans for emergency actions at civil airports.

150/5200-11 Airport Terminals and the Physically Handicapped (11-27-68).

Discusses the problems of the physically handicapped air traveler and suggests features that can be incorporated in modification or new construction of airport terminal buildings.

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.

150/5210-4 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.

150/5220-7 Guide Specification for 2,500-Gallon Aircraft Fire and Rescue Truck (8-30-68).

Guide Specification developed to assist 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.

150/5300-5 Airport Reference Point (9-26-68).

Defines and presents the method for calculating an airport reference point.

150/5310-2 Airport Planning and Airport Layout Plans (9-19-68).

Contains guidance material for airport planning and preparation of airport layout plans. It applies to any airport. It is also used as a basis for determining the acceptability of airport layout plans prepared or revised with Federal cost participation under the Federal-aid Airport Program.

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 Administration 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 accom-

plishing 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 nonagency owned airport visual aids associated with the National Airspace System.

150/5340-18 Taxiway Guidance System (9-27-68).

Describes the recommended standards for design, installation, and maintenance of a taxiway guidance sign system.

150/5340-19 Taxiway Centerline Lighting System (11-14-68).

Describes the recommended standards for design, installation, and maintenance of a taxiway centerline lighting 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-289 Internally Lighted Airport Taxi Guidance Sign (10-15-63).

Required for FAAP project activity.

150/5345-4 CH 1 Specification for L-289 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 in-pavement 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.

150/5380-4 Ramp Operations During Periods of Snow and Ice Accumulation (9-11-68).

Directs attention to an increased accident potential when snow or ice accumulates on the surfaces of ramps and aircraft parking and holding areas and suggests some measures to reduce this potential.

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.

170/6850-1 Aeronautical Beacons and True Lights (8-28-68).

Describes FAA standards for the installation and operation of aeronautical beacons serving as true lights.

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, common frequencies may be assigned to like components of two instrument landing systems serving opposite ends of the same runway. This will include the localizers, glide slopes, and associated outer and middle marker compass locators (LOM and LMM).

170-9 Criteria for Acceptance of Ownership and Servicing of Civil Aviation Interest(s) Navigational and Air Traffic Control Systems and Equipment (11-26-68).

Contains a revised FAA policy under which the FAA accepts conditional own-

ership of equipment and systems from civil aviation interests, without the use of Federal funds, and operates, maintains, and provides the logistic support of such equipment.

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 Code 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.

Internal Directives

Contractions Handbook, 7340.1A (1-1-69).

Gives approved word and phrase contractions used by personnel connected with air traffic control, communications, weather, charting and associated services. (\$1 GPO.)

Location Identifiers, 7350.1K.

Incorporates all authorized 3-letter location identifiers for special use in United States, worldwide, and Canadian

assignments. Dated 1-15-69. (\$6 Sub.—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 January 17, 1969

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	\$0.45	15
11	General Rule-Making Procedures	11-10-62	.35	9
13	Enforcement Procedures	11-10-62	.25	7
15	Non-discrimination in Federally Assisted Programs of the Federal Aviation Agency	1-30-65	.20	
21	Certification Procedures for Products and Parts	2-1-65	.60	20
23	Airworthiness Standards: Normal, Utility, and Aerobatic Category Airplanes	2-1-65	1.25	6
25	Airworthiness Standards: Transport Category Airplanes	2-1-65	2.25	13
27	Airworthiness Standards: Normal Category Rotorcraft	2-1-65	.70	3
29	Airworthiness Standards: Transport Category Rotorcraft	2-1-65	.75	4
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	.20	1
43	Maintenance, Preventive Maintenance, Rebuilding, and Alteration	7-6-64	.55	9
45	Identification and Registration Marking	4-20-64	.20	6
47	Aircraft Registration	5-1-60	.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	20
63	Certification: Flight Crewmembers Other Than Pilots	11-1-62	.25	10
65	Certification: Airmen Other Than Flight Crewmembers	11-1-62	.35	12
67	Medical Standards and Certification	11-1-62	.25	6
*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	7
91	General Operating and Flight Rules	9-30-63	1.25	38
93	Special Air Traffic Rules and Airport Traffic Patterns	9-30-63	.35	14
**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	5
105	Parachute Jumping	2-26-63	.20	4
121	Certification and Operations: Air Carriers and Commercial Operators of Large Aircraft	4-1-65	2.00	30
123	Certification and Operation: Air Travel Clubs Using Large Airplanes	10-14-68	.25	
127	Certification and Operations of Scheduled Air Carriers with Helicopters	11-2-64	.35	10
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	.35	5
	and			
137	Agricultural Aircraft Operations	9-7-64	.25	3
141	Pilot Schools	1-1-66	.35	7
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 Lifts	9-17-62	.25	1
151	Federal Aid to Airports	2-11-63	.40	25
153	Acquisition of U.S. Land for Public Airports	2-11-63	.20	3
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	1
159	National Capital Airports	10-1-62	.30	11
161	(Deleted effective 6-1-65)			
163	(Deleted effective 7-1-65)			
165	Wake Island Code	9-4-62	.30	1
167	Annette Island, Alaska, Airport	5-21-66	.15	
171	Non-Federal Navigation Facilities	10-1-64	.25	4
181	(Rescinded 4-1-67)			
183	Representatives of the Administrator		.20	Released March 1968
185	Testimony by Employees and Production of Records in Legal Proceedings		.20	
187	Fees for Copying and Certifying Federal Aviation Agency Records		.15	
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, en route 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:

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

Orders from foreign countries, except

Canada and Mexico, should include an additional amount of one-fourth the purchase price to cover foreign mailing. Remittance should be by International Money Order or by a draft on a U.S. bank.

CHARLES H. McKEON,
Manager, Headquarters Operations.

[P.R. Doc. 69-2080; Filed, Feb. 18, 1969; 8:45 a.m.]