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PART I

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HIGHLIGHTS OF THIS ISSUE

This listing does not affect the legal status of any document published in this issue. Detailed table of contents appears inside.

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Title 3—The President

PROCLAMATION 4101

Supplementing Proclamations Providing for Registration Under the Military Selective Service Act, as Amended

By the President of the United States of America

A Proclamation

Under authority vested in him by the Military Selective Service Act (62 Stat. 604), as amended, the President by Proclamations No. 2799 of July 20, 1948, No. 2937 of August 16, 1951, No. 2938 of August 16, 1951, No. 2942 of August 30, 1951, No. 2972 of April 17, 1952, and No. 3314 of September 14, 1959, provided for the registration of male citizens of the United States and of other male persons who are subject to registration under section 3 of said act.

Public Law 92-129, approved September 28, 1971, excluded from the requirement of registration under section 3 of the said act any alien lawfully admitted to the United States as a nonimmigrant under section 101(a)(15) of the Immigration and Nationality Act, as amended (66 Stat. 163; 8 U.S.C. 1101), for so long as he continues to maintain a lawful nonimmigrant status in the United States.

Certain provisions of the aforesaid proclamations refer to persons who shall be registered on the day they attain the eighteenth anniversary of the day of their birth or within five days thereafter.

NOW, THEREFORE, I, RICHARD NIXON, President of the United States of America, acting under and by virtue of the authority vested in me by the Constitution and the statutes, including the Military Selective Service Act, as amended, do proclaim that the registration

THE PRESIDENT

of persons shall continue to be accomplished in accordance with the provisions of the aforesaid proclamations except (1) that aliens excluded from the requirement of registration by Public Law 92-129 approved September 28, 1971 shall not be registered, and (2) that persons required by the aforesaid proclamations to be registered on the day they attain the eighteenth anniversary of the day of their birth or within five days thereafter shall be registered on the day they attain the eighteenth anniversary of the day of their birth or within the period of sixty days commencing thirty days before such date.

IN WITNESS WHEREOF, I have hereunto set my hand this 13th day of January, in the year of our Lord nineteen hundred seventy-two, and of the Independence of the United States of America the one hundred ninety-sixth.



[FR Doc.72-753 Filed 1-14-72; 11:54 am]

Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Commerce

Section 213.3314 is amended to show that one position of Confidential Assistant to the Special Assistant to the Secretary for Regional Economic Coordination is excepted under Schedule C.

Effective on publication in the FEDERAL REGISTER (1-15-72), subparagraph (23) of paragraph (a) is added to § 213.3314 as set out below.

§ 213.3314 Department of Commerce.

(a) *Office of the Secretary.* * * *

(23) One Confidential Assistant to the Special Assistant to the Secretary for Regional Economic Coordination.

(5 U.S.C. secs. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[FR Doc.72-631 Filed 1-14-72; 8:47 am]

PART 213—EXCEPTED SERVICE

Department of Commerce

Section 213.3314 is amended to show that the position of Director, Office of Business Development, Economic Development Administration, is no longer excepted under Schedule C.

Effective on publication in the FEDERAL REGISTER (1-15-72), subparagraph (2) of paragraph (q) of § 213.3314 is revoked.

(5 U.S.C. secs. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[FR Doc.72-630 Filed 1-14-72; 8:47 am]

PART 213—EXCEPTED SERVICE

Office of Economic Opportunity

Section 213.3373 is amended to reflect the fact that the Office of the Associate Director for Congressional Relations and the Office of the Associate Director for Public Affairs (both formerly in the Office of the Director) are now under the Office of the Assistant Director for Congressional and Public Affairs.

Effective on publication in the FEDERAL REGISTER (1-15-72), in § 213.3373 subparagraphs (10) and (12) of paragraph (a) are revoked; the headnote of para-

graph (e) and subparagraphs (2), (3), (4), and (5) are amended and subparagraphs (10) and (11) are added as set out below.

§ 213.3373 Office of Economic Opportunity.

(a) *Office of the Director.* * * *

(10) [Revoked]

(12) [Revoked]

(e) *Office of the Assistant Director for Congressional and Public Affairs.* * * *

(2) One Confidential Adviser to the Associate Director for Congressional Relations.

(3) One Special Assistant to the Associate Director for Congressional Relations.

(4) Three Confidential Assistants to the Associate Director for Congressional Relations.

(5) One Confidential Secretary to the Associate Director for Congressional Relations.

(10) Two Confidential Assistants to the Associate Director for Public Affairs.

(11) One Deputy Associate Director for Public Affairs.

(5 U.S.C. secs. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[FR Doc.72-629 Filed 1-14-72; 8:47 am]

PART 213—EXCEPTED SERVICE

Office of Economic Opportunity

Section 213.3373 is amended to show that one position of Special Assistant to the Chairman, Planning and Review Committee (interdepartmental activities), is no longer excepted under Schedule C.

Effective on publication in the FEDERAL REGISTER (1-15-72), subparagraph (11) of paragraph (a) of § 213.3373 is amended as set out below.

§ 213.3373 Office of Economic Opportunity.

(a) *Office of the Director.* * * *

(11) Two Special Assistants to the Chairman, Planning and Review Committee (interdepartmental activities).

(5 U.S.C. secs. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[FR Doc.72-633 Filed 1-14-72; 8:47 am]

PART 213—EXCEPTED SERVICE

Equal Employment Opportunity Commission

Section 213.3377 is amended to show that one additional position of Special Assistant to the Chairman is excepted under Schedule C.

Effective on publication in the FEDERAL REGISTER (1-15-72), paragraph (a) of § 213.3377 is amended as set out below.

§ 213.3377 Equal Employment Opportunity Commission.

(a) Four Special Assistants to the Chairman.

(5 U.S.C. secs. 3301, 3302, E.O. 10577; 3 CFR 1954-58 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,

[SEAL] JAMES C. SPRY,
Executive Assistant to the Commissioners.

[FR Doc.72-632 Filed 1-14-72; 8:47 am]

Title 7—AGRICULTURE

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

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 811, Amdt. 2]

PART 811—CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

Requirements, Quotas and Quota Deficits for 1972

Basis and purposes and bases and considerations. This amendment is issued pursuant to the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended (61 Stat. 922, as amended), hereinafter referred to as the "Act". The purpose of this amendment to Sugar Regulation 811, as amended, is to revise the determination of sugar requirements for the calendar year 1972, establish quotas, proratations and direct-consumption limits consistent with such requirements and to determine and prorate or allocate the deficits in quotas established pursuant to the Act.

Subsection 201(a) of the Act requires a determination of the amount of sugar needed to meet the requirements of consumers in the continental United States whenever necessary to attain the price objective set forth in subsection 201(b) of the Act.

Section 202(g)(3) of the Act, which sets forth the procedure to use in attaining such price objective, provides that whenever the simple average of prices of raw sugar for 7 consecutive market days ending after October 31 and before

March 1 is 3 percent or more above or below the average price objective for the preceding 2 calendar months, the determination of requirements of consumers shall be adjusted to the extent necessary to attain such price objective.

On January 4, 1972 the 7 consecutive market days average of raw sugar prices increased to 8.99 cents per pound which exceeded the applicable 2 months average price objective of 8.72 cents per pound by at least three percent (3.1). The 2-month average price objective of 8.72 cents per pound is the average for October and November 1971, the most recent months for which wholesale price index statistics were available on January 4, 1972. Therefore, an upward adjustment in sugar requirements is required by the Act.

An increase in requirements of 400,000 short tons, raw value, is necessary to obtain the price objective set forth in the Act.

Accordingly, total sugar requirements for the calendar year 1972 are hereby increased by 400,000 short tons, raw value, to a total of 11.6 million short tons, raw value.

Section 204(a) of the Act provides that the Secretary shall from time to time determine whether any area or country will be unable to fill its quota or proration of a quota. On the basis of current inventories, estimated production and projected marketing patterns during the calendar year 1972 for the Domestic Beet Area it appears that the Beet Area will be unable to market sugar in excess of 3,500,000 short tons, raw value. Therefore, a deficit is herein determined in the 1972 quota for the Domestic Beet Sugar Area of 96,667 short tons, raw value. If production exceeds the present estimates for the Domestic Beet Area, the marketing opportunities for that area within the total quota for that area will not be limited as a result of the deficit determination and proration provided herein.

The quota for Hawaii has been increased by 51,000 short tons, raw value, pursuant to section 202(a)(3) of the Act on the basis of recent estimates on production and marketing of Hawaiian sugar in 1971.

By virtue of the authority vested in the Secretary of Agriculture by the Act, Part 811 of this chapter is hereby amended by amending §§ 811.10, 811.11, 811.12, and 811.13 as follows:

1. Section 811.10 is amended to read as follows:

§ 811.10 Sugar requirements, 1972.

The amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1972 is hereby determined to be 11,600,000 short tons, raw value.

2. Section 811.11 is amended by amending paragraph (a) to read as follows:

§ 811.11 Quotas for domestic areas.

(a) (1) For the calendar year 1972 domestic area quotas limiting the quantities of sugar which may be brought into

or marketed for consumption in the continental United States are established, pursuant to section 202(a) of the Act, in column (1) and the amounts of such quotas for offshore areas that may be filled by direct-consumption sugar are established, pursuant to section 207 of the Act, in column (2) as follows:

Area	Quotas (1)	Direct-consumption limits (2)
	(Short tons, raw value)	
Domestic beet sugar.....	3,506,667	no limit
Mainland cane sugar.....	1,608,333	no limit
Hawaii.....	1,211,000	38,646
Puerto Rico.....	855,000	166,500

(2) It is hereby determined pursuant to section 204(a) of the Act that for the calendar year 1972 the Domestic Beet Sugar Area and Puerto Rico will be unable by 96,667 and 550,000 short tons, raw value, respectively, to fill the quotas established for such areas in subparagraph (1) of this paragraph. Pursuant to section 204(b) of the Act the determination of such deficits shall not affect the quotas established in subparagraph (1) of this paragraph.

3. Section 811.12 is amended to read as follows:

§ 811.12 Proration and allocation of deficits in quotas.

Of the domestic deficits determined in § 811.11(a)(2), totaling 646,667 short tons, raw value, a quantity of 550,000 tons representing a deficit in the quota of Puerto Rico was previously determined, allocated and prorated in this Part 811

(36 F.R. 21871). A deficit is herein determined in the quota for the Domestic Beet Area of 96,667 short tons, raw value, and is herein prorated and allocated pursuant to section 204(a) of the Act, by allocating 30.08 percent or 29,077 short tons, raw value, to the Republic of the Philippines and by prorating the remaining 67,590 short tons, raw value, to Western Hemisphere countries on the basis of quotas determined herein pursuant to section 202 of the Act.

4. Section 811.13 is amended by amending paragraphs (b) and (c) to read as follows:

§ 811.13 Quotas for foreign countries.

(b) For the calendar year 1972, the quota for the Republic of the Philippines is 1,320,537 short tons, raw value, representing 1,126,020 short tons, established pursuant to section 202 of the Act and 194,517 short tons established pursuant to section 204 of the Act. Of the quantity of 1,126,020 short tons established pursuant to section 202 of the Act, only 59,920 short tons, raw value, may be filled by direct-consumption sugar pursuant to section 207(d) of the Act.

(c) For the calendar year 1972, the prorrations to individual foreign countries other than the Republic of the Philippines pursuant to section 202 of the Act are shown in columns (1) and (2) of the following table. Deficit prorrations previously established in this Sugar Regulation § 811.13 are shown in column (3). Deficit prorrations established herein are shown in column (4). Total quotas and prorrations are shown in column (5).

Countries	Basic quotas (1)	Temporary quotas and prorrations pursuant to sec. 202(d) 1 (2)	Previous deficit prorrations (3)	New deficit prorrations (4)	Total quotas and prorrations (5)
(Short tons, raw value)					
Dominican Republic.....	412,639	138,461	80,920	14,232	646,262
Mexico.....	264,928	122,452	71,564	12,578	471,522
Brazil.....	355,901	119,423	69,793	12,267	557,384
Peru.....	254,676	85,456	49,943	8,778	398,853
West Indies.....	132,818	44,568	26,046	4,673	208,110
Ecuador.....	52,547	17,632	10,205	1,811	82,295
Argentina.....	49,323	16,550	9,672	1,700	77,245
Costa Rica.....	44,488	14,928	8,724	1,593	69,733
Colombia.....	43,843	14,712	8,508	1,511	68,574
Panama.....	27,402	9,195	5,374	945	42,916
Nicaragua.....	41,586	13,954	8,155	1,438	65,128
Venezuela.....	39,562	13,305	7,776	1,367	62,100
Guatemala.....	38,040	12,764	7,460	1,311	59,575
El Salvador.....	27,724	9,308	5,437	956	43,420
British Honduras.....	21,921	7,356	4,289	756	34,332
Haiti.....	19,987	6,707	3,919	659	31,302
Bahamas.....	17,408	5,841	3,414	600	27,263
Honduras.....	7,737	2,896	1,517	267	12,417
Bolivia.....	4,191	1,406	822	144	6,563
Paraguay.....	4,191	1,406	822	144	6,563
Australia.....	161,832	42,002			203,834
Republic of China.....	67,376	17,487			84,863
India.....	64,797	16,818			81,615
South Africa.....	45,777	11,881			57,658
Fiji Islands.....	35,461	9,204			44,665
Mauritius.....	23,856	6,191			30,047
Swaziland.....	23,856	6,191			30,047
Thailand.....	14,829	3,849			18,678
Uganda.....	11,928	3,096			15,024
Malagasy Republic.....	9,671	2,510			12,181
Ireland.....	5,361				5,361
Total.....	2,425,736	777,244	384,580	67,590	3,655,150

1 Proration of the quotas withheld from Cuba and Southern Rhodesia.

(Sec. 201, 202, 204, and 403; 61 Stat. 923, as amended, 924, as amended, 925, as amended, 932; and 7 U.S.C. 1111, 1112, 1114, and 1153)

Effective date. This action increases quotas for the calendar year 1972 by 400,000 tons, determines an additional deficit in quotas of 96,667 tons and prorates and allocates such deficit to the Philippines and Western Hemisphere quota countries. In order to promote orderly marketing, it is essential that this amendment be effective immediately so that all persons selling and purchasing sugar for consumption in the continental United States can promptly plan and market under the changed marketing opportunities. Therefore, it is hereby determined and found that compliance with the notice, procedure, and effective date requirements of 5 U.S.C. 553 is unnecessary, impracticable, and contrary to the public interest and this amendment shall be effective when filed for public inspection in the Office of the Federal Register.

Signed at Washington, D.C., on January 10, 1972.

KENNETH E. FRICK,
Administrator, Agricultural Sta-
bilization and Conservation
Service.

[FR Doc.72-554 Filed 1-11-72; 11:23 am]

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

**PART 907—NAVEL ORANGES
GROWN IN ARIZONA AND DESIG-
NATED PART OF CALIFORNIA**

**Expenses and Rate of Assessment
and Carryover of Unexpended Funds**

On December 28, 1971, notice of proposed rule making was published in the FEDERAL REGISTER (36 F.R. 25040) regarding proposed expenses and related rate of assessment for the period November 1, 1971, through October 31, 1972, and carryover of unexpended funds from the period November 1, 1970, through October 31, 1971, pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907), regulating the handling of Navel oranges grown in Arizona and designated part of California. This regulatory program is effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice which were submitted by the Navel Orange Administrative Committee (established pursuant to the amended marketing agreement and order), it is hereby found and determined that:

**§ 907.209 Expenses and rate of assess-
ment.**

(a) **Expenses.** Expenses that are reasonable and likely to be incurred by the Navel Orange Administrative Committee,

during the period November 1, 1971, through October 31, 1972, will amount to \$374,200.

(b) **Rate of assessment.** The rate of assessment for said period, payable by each handler in accordance with § 907.41, is fixed at \$0.013 per carton of Navel oranges.

(c) **Reserve.** Unexpended funds in excess of expenses incurred during the fiscal year ended October 31, 1971, are carried over as a reserve in accordance with § 907.42 of said marketing agreement and order.

It is hereby found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that (1) the relevant provisions of said amended marketing agreement and this part require that the rate of assessment fixed for a particular fiscal year shall be applicable to all assessable Navel oranges from the beginning of such year; and (2) the current fiscal year began on November 1, 1971, and said rate of assessment will automatically apply to all assessable Navel oranges beginning with such date.

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

Dated: January 11, 1972.

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

[FR Doc.72-621 Filed 1-14-72; 8:47 am]

[Navel Orange Reg. 249, Amdt. 1]

**PART 907—NAVEL ORANGES
GROWN IN ARIZONA AND DESIG-
NATED PART OF CALIFORNIA**

Limitation of Handling

(a) **Findings.** (1) Pursuant to the marketing agreement, as amended, and Order No. 907, as amended (7 CFR Part 907, 35 F.R. 16359), regulating the handling of Navel oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Navel Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Navel oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this amendment is based became available and the time when this amend-

ment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restrictions on the handling of Navel oranges grown in Arizona and designated part of California.

(b) **Order, as amended.** The provisions in paragraph (b) (1) (i), and (ii) of § 907.549 (Navel Orange Regulation 249, 37 F.R. 134) during the period January 7, 1972, through January 13, 1972, are hereby fixed as follows:

§ 907.549 Navel Orange Regulation 249.

- (b) **Order.** (1) * * *
(i) District 1: 860,000 cartons;
(ii) District 2: 140,000 cartons.

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

Dated: January 12, 1972.

PAUL A. NICHOLSON,
Deputy Director, Fruit and Vege-
table Division, Consumer and
Marketing Service.

[FR Doc.72-645 Filed 1-14-72; 8:48 am]

[Lemon Reg. 516]

**PART 910—LEMONS GROWN IN
CALIFORNIA AND ARIZONA**

Limitation of Handling

§ 910.816 Lemon Regulation 516.

(a) **Findings.** (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910; 36 F.R. 9061), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth.

The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 11, 1972.

(b) *Order.* (1) The quantity of lemons grown in California and Arizona which may be handled during the period January 16, through January 22, 1972, is hereby fixed at 185,000 cartons.

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

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

Dated: January 12, 1972.

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

[FR Doc. 72-695 Filed 1-14-72; 8:49 am]

[Grapefruit Reg. 85]

PART 912—GRAPEFRUIT GROWN IN THE INDIAN RIVER DISTRICT IN FLORIDA

Limitation of Handling

§ 912.385 Grapefruit Regulation 85.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 912, as amended (7 CFR Part 912), regulating the handling of grapefruit grown in the Indian River District in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Indian River Grapefruit Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such grapefruit, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice,

engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Indian River grapefruit, and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Indian River grapefruit; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on January 13, 1972.

(b) *Order.* (1) The quantity of grapefruit grown in the Indian River District which may be handled during the period January 17, 1972, through January 23, 1972, is hereby fixed at 225,000 standard packed boxes.

(2) As used in this section, "handled," "Indian River District," "grapefruit," and "standard packed box" have the same meaning as when used in said amended marketing agreement and order.

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

Dated: January 13, 1972.

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

[FR Doc. 72-749 Filed 1-14-72; 11:26 am]

PART 914—ORANGES GROWN IN THE INTERIOR DISTRICT IN FLORIDA

Expenses and Rate of Assessment and Establishment of Reserve and Carryover of Unexpended Funds

On December 31, 1971, notice of rule making was published in the FEDERAL REGISTER (36 F.R. 25431) regarding proposed expenses and the related rate of

assessment for the period August 1, 1971, through July 31, 1972, approval of the establishment of a reserve and carryover of unexpended funds for the period ended July 31, 1971, pursuant to the marketing agreement and Order No. 914 (7 CFR Part 914), regulating the handling of oranges grown in the Interior District in Florida. No written data, views, or arguments were filed with respect to said proposals during the period specified therein in the notice. This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674). After consideration of all relevant matters presented, including the proposals set forth in such notice which were submitted by the Interior Orange Marketing Committee (established pursuant to said marketing agreement and order), it is hereby found and determined that:

§ 914.202 Expenses and rate of assessment.

(a) *Expenses.* Expenses that are reasonable and likely to be incurred by the Interior Orange Marketing Committee during the fiscal period August 1, 1971, through July 31, 1972, will amount to \$28,000.

(b) *Rate of assessment.* The rate of assessment for said period, payable by each handler in accordance with § 914.31, is fixed at \$0.004 per standard packed box of oranges.

(c) *Reserve.* (1) It is necessary and appropriate to establish and maintain a reserve in an amount not to exceed approximately one-half of one fiscal period's expenses.

(2) A part of the unexpended assessment funds in excess of expenses incurred during the fiscal period ended July 31, 1971, in the amount of \$5,000, is carried over as a reserve in accordance with § 914.32 of said marketing agreement and order.

(d) *Terms used in the marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said marketing agreement and order.*

It is hereby further found that good cause exists for not postponing the effective date hereof until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that (1) shipments of oranges are now being made, (2) the relevant provisions of said marketing agreement and this part require that the rate of assessment herein fixed shall be applicable to all assessable oranges handled during the aforesaid period, and (3) such period began on August 1, 1971, and said rate of assessment will automatically apply to all such oranges beginning with such date.

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

Dated: January 12, 1972.

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

[FR Doc. 72-646 Filed 1-14-72; 8:48 am]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Animal and Plant Health Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

[Docket No. 72-503]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111-113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

1. In § 76.2, in paragraph (e) (1) relating to the State of Texas, a new subdivision (iv) relating to Webb County is added to read:

(1) *Texas.* * * *
(iv) That portion of Webb County bounded by a line beginning at the junction of U.S. Highway 59 and State Highway 420; thence, following U.S. Highway 59 in a northeasterly direction to Farm-to-Market Road 2895; thence, following Farm-to-Market Road 2895 in a generally southwesterly direction to State Highway 359; thence, following State Highway 359 in a northwesterly direction to State Highway 20; thence, following State Highway 20 in a southwesterly direction to U.S. Highway 83; thence, following U.S. Highway 83 in a northerly, then westerly direction to State Highway 420; thence, following State Highway 420 in a northerly direction to its junction with U.S. Highway 59.

2. In § 76.2, the reference to the State of Tennessee in paragraph (f) is deleted, and paragraph (g) is amended by adding thereto the name of the State of Tennessee.

(Secs. 4-7, 23 Stat. 32, as amended; secs. 1 and 2, 32 Stat. 791-792, as amended; secs. 1-4, 33 Stat. 1264, 1265, as amended; sec. 1, 76 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111-113, 114g, 115, 117, 120, 121, 123-126, 134b, 134f; 29 F.R. 16210, as amended; 36 F.R. 20707)

Effective date. The foregoing amendments shall become effective upon issuance.

The amendments quarantine a portion of Webb County in Texas because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. The restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will apply to the quarantined portion of such county.

The amendments delete Tennessee from the list of hog cholera eradication States in § 76.2(f), and the special provisions pertaining to the interstate movement of swine and swine products from or to such eradication States are no longer applicable to Tennessee. Further, the amendments add Tennessee to the list of hog cholera free States in § 76.2(g), and the special provisions pertaining to the interstate movement of swine and swine products from or to such free States are applicable to Tennessee.

Insofar as the amendments impose certain further restrictions necessary to prevent the interstate spread of hog cholera, they must be made effective immediately to accomplish their purpose in the public interest. Insofar as they relieve restrictions, they should be made effective promptly in order to be of maximum benefit to affected persons. It does not appear that public participation in this rule making procedure would make additional relevant information available to this Department.

Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendments are impracticable, unnecessary, and contrary to the public interest, and good cause is found for making them effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 12th day of January 1972.

F. J. MULHERN,
Administrator,
Animal and Plant Health Service.

[FR Doc. 72-641 Filed 1-14-72; 8:48 am]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airworthiness Docket No. 71-WE-28-AD, Amdt. 39-1378]

PART 39—AIRWORTHINESS DIRECTIVES

McDonnell Douglas Model DC-9 Series and C-9A (DC-9-32F) Airplanes

There have been instances of cracks occurring in the main landing gear attach fittings on McDonnell Douglas DC-9-10 and -30 series airplanes. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued to require repetitive inspections of the main landing gear attach fittings for cracks and treatment or replacement, if necessary, on McDonnell Douglas DC-9-10, -20, -30, -40 Series and C-9A (DC-9-32F) airplanes.

The 30 calendar day compliance time for the initial inspection has been established by the agency on the basis of safety considerations. This compliance time

provides the lead time for operators to schedule and plan compliance with the AD with a minimum burden. To prescribe the initial inspection required by this AD under the usual notice and public procedures followed by the agency within the time the agency has determined is required in the interest of safety, would necessarily result in a reduction of the compliance time for the initial inspection required by this AD. This could possibly leave the operators insufficient time to schedule airplanes for compliance with the AD. Therefore, accomplishment of the initial inspection required by this AD within the time the agency has determined is necessary to make strict compliance with the notice and public procedures provisions of the Administrative Procedure Act impracticable; therefore, this amendment becomes effective 30 days after publication in the FEDERAL REGISTER. However, interested persons are invited to submit such written data, views, or arguments as they may desire regarding this AD. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Administration, Western Region, Attention: Regional Counsel, Airworthiness Rule Docket, Post Office Box 92007, World Way Postal Center, Los Angeles, CA 90009. All communications received before the effective date will be considered by the Administrator, and the AD may be changed in light of the comments received. All comments will be available, both before and after the effective date, in the Airworthiness Rules Docket for examination by interested persons. Operators are urged to submit their comments as early as possible to evaluate comments received near the effective date in sufficient time to amend the AD before it becomes effective.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

McDONNELL DOUGLAS. Applies to Model DC-9 series airplanes, Fuselage Nos. 1 through 414, inclusive, which correspond to the factory serial numbers listed in Douglas Service Bulletin No. 57-86, Revision 4, dated November 19, 1971, or later FAA approved revisions.

Compliance required as indicated.

To detect cracking of the main landing gear attach fittings (P/N 5911258, 5919289, 5924841), accomplish the following:

A. Within the next 30 calendar days after the effective date of this AD, unless accomplished within the last 150 calendar days prior to the effective date of this AD, inspect the inboard, outboard, and aft surfaces of the fitting for any evidence of cracking in accordance with Steps 1 through 6 of Figure 3 of Douglas Service Bulletin No. 57-86, Revision 4, dated November 19, 1971, or later FAA approved revisions, or an equivalent method approved by the Chief, Aircraft Engineering Division, FAA Western Region:

1. If no cracks are found,

(a) Apply the interim anticorrosion treatment in accordance with Steps 7 through 9 of Figure 3 of Douglas Service Bulletin No. 57-86, Revision 4, dated November 19, 1971, or later FAA approved revisions,

or an equivalent method approved by the Chief, Aircraft Engineering Division, FAA Western Region, and, repeat the inspections and interim anticorrosion treatment at intervals not to exceed 180 calendar days; or,

(b) Accomplish the permanent preventative shot-peening and anticorrosion rework in accordance with Phase II of Figures 1, 2, and 3 of Douglas Service Bulletin No. 57-86, Revision 4, dated November 19, 1971, or later FAA approved revisions, or an equivalent method approved by the Chief, Aircraft Engineering Division, FAA Western Region. When this is accomplished, the operator may return to the normal FAA approved inspection periods.

2. If cracks are found in any location identified in Douglas Service Bulletin No. 57-86, Revision 3, dated December 17, 1971, or later FAA approved revisions,

(a) Replace the fitting (See Paragraph B); or,

(b) Treat the crack in accordance with Paragraph 2 of Douglas Service Bulletin No. 57-86, Revision 3, dated December 17, 1971, or later FAA approved revisions or an equivalent method approved by the Chief, Aircraft Engineering Division, FAA Western Region, and inspect the treated crack at the intervals specified in that service bulletin; and,

(c) Apply the interim anticorrosion treatment to the noncracked areas of the fitting in accordance with Steps 7 through 9 of Figure 3 of Douglas Service Bulletin 57-86, Revision 4, dated November 19, 1971, or later FAA approved revisions, or an equivalent method approved by the Chief, Aircraft Engineering Division, FAA Western Region, and at intervals not to exceed 180 calendar days, inspect and treat in accordance with Steps 1 through 9 of Figure 3 of that service bulletin; or,

(d) Accomplish the permanent preventative shot-peening and anticorrosion rework to the noncracked areas of the fitting in accordance with Phase II of Figures 1, 2, and 3 of Douglas Service Bulletin No. 57-86, Revision 4, dated November 19, 1971, or later FAA approved revisions, or an equivalent method approved by the Chief, Aircraft Engineering Division, FAA Western Region. When this is accomplished, the operator may return to the normal FAA approved inspection periods for inspection of the shot-peened and anticorrosion treated areas.

3. If cracks are found in locations on the fitting other than those identified in Douglas Service Bulletin No. 57-86, Revision 3, dated December 17, 1971, or later FAA approved revisions, replace the fitting, or rework in a manner approved by the Chief, Aircraft Engineering Division, FAA Western Region.

B. The requirements specified above may be discontinued upon replacement of the existing 7079-T6 fitting with a new-improved 7079-T6 (factory shot-peened) or 7075-T73 (non shot-peened) main landing gear attach fitting.

This amendment becomes effective February 22, 1972.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Los Angeles, Calif., on January 7, 1972.

ROBERT O. BLANCHARD,
Acting Director,
FAA Western Region.

[FR Doc.72-602 Filed 1-14-72; 8:45 am]

[Docket No. 72-CE-1-AD; Amdt. 39-1379]

PART 39—AIRWORTHINESS DIRECTIVES

Cessna 411/421 Series Airplanes

There have been instances of propeller separation on Cessna 411 and 421 series airplanes. As a result of investigations and tests by the aircraft manufacturer, it has been determined that propeller separation can occur when propeller attachment bolt torque is inadequate and when engine roughness due to misfiring or a dead cylinder exists in combination with engine operation at critical r.p.m. Since the condition described herein is likely to exist or develop in other airplanes of the same or similar type design, an Airworthiness Directive, applicable to Cessna 411/421 series airplanes, is being issued requiring checking of correct torque on the propeller attachment nuts, installation of a placard and color markings of engine tachometer specifying restricted engine r.p.m. range and incorporation of appropriate revisions to the Airplane Flight Manual.

Since immediate action is required in the interest of safety, compliance with the notice and public procedure provisions of the Administrative Procedure Act is impracticable and good cause exists for making this amendment effective in less than thirty (30) days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new AD.

CESSNA. Applies to Models 411, 411A, 421, 421A, and 421B (up to and including Serial No. 421B0147) airplanes.

Compliance: Required within the next 50 hours' time in service after the effective date of this AD, unless already accomplished:

To prevent possible propeller separation in flight as a result of rough engine operation, accomplish the following:

(A) Check the torque on the propeller attachment nuts by applying 80 to 85 ft.-lbs. torque. Nuts which do not move when the proper torque is applied should not be further tightened. If any nuts are found loose (70 ft.-lbs. torque or less), complete the detailed inspection required by Cessna Service Letter ME71-16 Supplement No. 2, dated January 7, 1972.¹

NOTE: A special adapter, Cessna P/N 5090006-5 for Hartzell propellers or P/N 5090006-9 for McCauley propellers, or equivalent, is required to accomplish the above torque check.

(B) Modify the engine tachometer by incorporating a yellow arc restricting continuous engine operation for Models 411 and 411A airplanes between 2,100 and 2,350 r.p.m., and for Models 421, 421A, and 421B airplanes between 1,950 and 2,225 r.p.m.

(C) Install appropriate operational placard on the engine tachometer with the following wording:

¹ This does not preclude continued recheck of propeller attach bolt as required by FAR 91 and specified for each 100 hours' time in service per Cessna Service Instructions.

"AVOID CONTINUOUS OPERATION IN YELLOW ARC"

(D) Replace existing Airplane Flight Manual pages with the following FAA/DOA approved revised Airplane Flight Manual pages, or later FAA/DOA approved revision, as appropriate:

1. Model 411—Revision No. 12 dated December 7, 1971.

2. Model 411A—Revision No. 4 dated December 7, 1971.

3. Model 421—Revision No. 8 dated December 8, 1971.

4. Model 421A—Revision No. 4 dated December 8, 1971.

5. Model 421B (Serial Nos. 421B001 through 421B0147)—Revision No. 4 dated December 1, 1971.

(E) Equivalent methods of compliance with this AD must be approved by Chief, Engineering and Manufacturing Branch, FAA, Central Region.

Cessna Service Letter ME71-16 Supplement No. 2 dated January 7, 1972, pertains to this subject.

This amendment becomes effective January 18, 1972.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1423, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Kansas City, Mo., on January 7, 1972.

JOHN M. CYROCKI,
Director, Central Region.

[FR Doc.72-603 Filed 1-14-72; 8:45 am]

[Docket No. 11629; Amdt. 39-1381]

PART 39—AIRWORTHINESS DIRECTIVES

Certain Rolls Royce Dart Models

There have been reports of self-lock nuts on the bolts securing the compressor front inner and interstage guide vane casings becoming loose and damaging the back plate of the first stage impeller on Rolls Royce Dart MK 542 engines. In one case this resulted in an in-flight failure. Since this condition is likely to exist or develop in other engines of the same type design, an airworthiness directive is being issued to require inspections for freedom of rotation of the compressor, unusual noises from the compressor, traces of aluminum dust in the engine oil, security of the compressor front inner casing to interstage guide vane casing retention bolts, and damage caused by passage of foreign objects, and rebuilding of compressors as necessary on Rolls Royce Dart Models 542-4, 542-4K, 542-10, 542-10J, and 542-10K engines.

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

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

the following new airworthiness directive:

ROLLS ROYCE. Applies to Rolls Royce Dart engine Models 542-4, 542-4K, 542-10, 542-10J, and 542-10K that incorporate Rolls Royce Dart Modification 1527. These engines are installed on, but not necessarily limited to, Convair 600, Convair 640, and NAMC YS-11 airplanes.

Compliance is required as indicated unless already accomplished.

To prevent damage to the rear face of the first stage impeller that could lead to impeller disintegration in service, accomplish the following:

(a) For engines with compressors with an accumulation of less than 3,000 flights since installed new or since the last compressor overhaul, whichever is applicable, on the effective date of this AD, within the next 50 hours' time in service after the effective date of this AD, comply with paragraph (d). Thereafter, at intervals not to exceed 25 hours' time in service from the last inspection, until relieved by paragraph (f) or until paragraph (g) is complied with, inspect the first stage impeller in accordance with paragraph (d) (1) and (2).

(b) For engines with compressors with an accumulation of 3,000 or more flights since installed new or since the last compressor overhaul, whichever is applicable, on the effective date of this AD, within the next 50 hours' time in service after the effective date of this AD, comply with paragraphs (d) and (e). Thereafter, at intervals not to exceed 25 hours' time in service from the last inspection, until relieved by paragraph (f), or until paragraph (g) is complied with, inspect the first stage impeller in accordance with paragraph (d) (1) and (2).

(c) For all engines, at the next engine overhaul, or when the engine is returned to an approved overhaul shop for any reason, or within the next 3,600 hours' time in service after the effective date of this AD, whichever occurs first, overhaul the compressor front inner casing to interstage guide vane casing retention features in accordance with paragraph (g).

(d) Comply with the following as applicable:

(1) Inspect the first stage impeller for freedom of rotation by rotating it at least one full turn in each direction, and listen for unusual noises from the compressor area. If the first stage impeller does not rotate freely in each direction or if unusual noises emanate from the compressor area during rotation, before further flight, comply with paragraph (g).

(2) Visually inspect the oil pressure filter for traces of fine aluminum dust in the bottom of the filter cap or in suspension in the residual oil in the filter cap. If traces of fine aluminum dust are found, before further flight replace the engine oil and comply with paragraph (e).

(3) Inspect, using a torque wrench, the torque loading of the nine accessible first stage compressor diffuser bolts. If more than two of the bolts are found to have a torque loading of less than 20 inch-pounds, before further flight comply with paragraph (e).

(4) After completing the inspection specified in paragraph (d) (3) or paragraph (e), whichever is applicable, before returning the engine to service accomplish the following:

(i) For the six first stage compressor diffuser bolts that have nuts accessible from the rear of the compressor casing, retorquer the nuts to 320 inch-pounds; further tighten each bolt to the next split hole, without exceeding 450 inch-pounds of torque loading on the bolt; and lock the bolt with a new split pin.

(ii) For the three first stage compressor diffuser bolts that have nuts accessible from

the front of the compressor casing, retorquer the nuts to 235 inch-pounds and relcock with a tab washer.

(e) Remove one combustion chamber assembly and visually inspect the compressor outlet elbow, H.P. nozzle guide vanes, and H.P. turbine blades for evidence of aluminum splatter and for impact damage due to the passage of a foreign object. If such evidence or damage is found, before further flight comply with paragraph (g).

(f) The repetitive inspections required by this AD may be discontinued after either—

(1) Two consecutive sets of inspections in accordance with paragraph (d) (1) and (2) (not including the initial inspections required by this AD) have revealed no defects; or

(2) The initial inspection required by paragraph (b) to be performed in accordance with paragraph (d) (1), (2), and (3), and paragraph (e) have revealed no defects, and the retorquing and relcocking requirements of paragraph (d) (4) have been accomplished.

(g) Dismantle the engine as necessary and visually inspect the compressor front inner casing to interstage guide vane casing retention features and the first stage impeller rear face for signs of damage. If damage is found, rebuild the engine in accordance with Rolls Royce Alert Service Bulletin Da 72-A 383, dated June 21, 1971, or an FAA-approved equivalent.

(h) For the purpose of complying with this AD a flight shall constitute an engine operating sequence consisting of an engine start, takeoff operation, landing, and engine shutdown. The number of flights may be determined by actual count or, subject to acceptance by the assigned FAA Maintenance Inspector, may be calculated by dividing the compressor section's time in service by the operator's fleet average time per flight for airplanes equipped with the subject type engines.

This amendment becomes effective January 20, 1972.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, 1423; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on January 11, 1972.

R. S. SLIFF,
Acting Director,
Flight Standards Service.

[FR Doc.72-604 Filed 1-14-72; 8:45 am]

[Airspace Docket No. 71-SW-53]

PART 75—ESTABLISHMENT OF JET ROUTES, AND AREA HIGH ROUTES

Alteration and Extension of Jet Route Segments

On October 29, 1971, a notice of proposed rule making was published in the *FEDERAL REGISTER* (36 F.R. 20767) stating that the Federal Aviation Administration (FAA) was considering amendments to Part 75 of the Federal Aviation Regulations that would alter segments of Jet Routes Nos. 6, 8, 19, 72, 76, 78, 96, 102, and 134.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. The only comment received in response to the notice was from the Air Transport Association of America (ATA).

The ATA advised that they concurred with the proposed alterations and ex-

tensions with the exception of the proposed realignment of J-134 segment. The ATA recommended that the present alignment of J-134 from Prescott, Ariz., to Gallup, N. Mex., be retained.

The intent of the proposals as stated in the notice was to provide flexibility for the movement of climbing or descending turbojet aircraft into or away from the jet route structures. The realignment of J-134 as proposed would help alleviate traffic congestion in the Winslow, Ariz., area. It is the opinion of the FAA that retention of the present alignment as suggested by the ATA would negate the intent of the proposal and the reduction of congestion in the Winslow, Ariz., area.

Air traffic control will, when traffic conditions permit, clear individual flights when requested from Prescott direct Winslow direct Gallup.

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., March 2, 1972, as hereinafter set forth.

Section 75.100 (36 F.R. 2371, 13377) is amended as follows:

a. In Jet Route No. 6 text "Winslow, Ariz.;" is deleted and "Zuni, Ariz.;" is substituted therefor.

b. In Jet Route No. 8 caption "Amarillo, Tex.;" is deleted and "Needles, Calif.;" is substituted therefor, and in the text all before "Springfield, Okla.;" is deleted and "From Needles, Calif., via Winslow, Ariz.; Gallup, N. Mex.; Borger, Tex.; INT Borger 095° and Kingfisher, Okla., 261° radials; Kingfisher;" is substituted therefor.

c. In Jet Route No. 19 text all before "Las Vegas, N. Mex.;" is deleted and "From Phoenix, Ariz., via INT Phoenix 051° and Zuni, Ariz., 242° radials; Zuni;" is substituted therefor.

d. In Jet Route No. 72 text "Winslow, Ariz.;" is deleted and "Winslow, Ariz.; Zuni, Ariz.;" is substituted therefor.

e. In Jet Route No. 76 text "Amarillo, Tex.;" is deleted and "Tucumcari, N. Mex.;" is substituted therefor.

f. In Jet Route No. 78 text "Winslow, Ariz.;" is deleted and "Zuni, Ariz.;" is substituted therefor.

g. In Jet Route No. 96 text "Winslow, Ariz.; Gallup, N. Mex.;" is deleted and "INT Prescott 084° and Gallup, N. Mex., 231° radials; Gallup;" is substituted therefor.

h. In Jet Route No. 102 text "Gallup, N. Mex.;" is deleted and "INT Phoenix 051° and Gallup, N. Mex., 231° radials; Gallup;" is substituted therefor.

i. In Jet Route No. 134 text "Winslow, Ariz.; Gallup, N. Mex.;" is deleted and "INT Prescott 084° and Gallup, N. Mex., 246° radials; Gallup;" is substituted therefor.

(Sec. 307(a), Federal Aviation Act of 1958, 49 U.S.C. 1348(a); sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on January 7, 1972.

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

[FR Doc.72-601 Filed 1-14-72; 8:45 am]

[Docket No. 11628, Amdt. 791]

**PART 97—STANDARD INSTRUMENT
APPROACH PROCEDURES****Miscellaneous Amendments**

This amendment to Part 97 of the Federal Aviation regulations incorporates by reference therein changes and additions to the Standard Instrument Approach Procedures (SIAPs) that were recently adopted by the Administrator to promote safety at the airports concerned.

The complete SIAP's for the changes and additions covered by this amendment are described in FAA Forms 3139, 8260-3, 8260-4, or 8260-5 and made a part of the public rule making dockets for the FAA in accordance with the procedures set forth in Amendment No. 97-696 (35 F.R. 5609).

SIAP's are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591. Copies of SIAP's adopted in a particular region are also available for examination at the headquarters of that region. Individual copies of SIAP's may be purchased from the FAA Public Document Inspection Facility, HQ-405, 800 Independence Avenue SW., Washington, DC 20591, or from the applicable FAA regional office in accordance with the fee schedule prescribed in 49 CFR 7.85. This fee is payable in advance and may be paid by check, draft, or postal money order payable to the Treasurer of the United States. A weekly transmittal of all SIAP changes and additions may be obtained by subscription at an annual rate of \$125 per annum from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

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

In consideration of the foregoing, Part 97 of the Federal Aviation regulations is amended as follows, effective on the dates specified:

1. Section 97.23 is amended by establishing, revising, or canceling the following VOR-VOR/DME SIAP's, effective February 10, 1972.

Astoria, Ore.—Clatsop County Airport; VOR Runway 7, Amdt. 6; Revised.
Astoria, Ore.—Clatsop County Airport; VOR Runway 13, Amdt. 9; Revised.
Atlanta, Ga.—De Kalb-Peachtree Airport; VOR Runway 27, Amdt. 10; Revised.
Chico, Calif.—Chico Municipal Airport; VOR Runway 13, Amdt. 3; Revised.
Chico, Calif.—Chico Municipal Airport; VOR Runway 31, Amdt. 2; Revised.
Flagstaff, Ariz.—Pulliam Airport; VOR-A, Amdt. 1; Revised.
Newport, Ore.—Newport Municipal Airport; VOR-A, Original; Established.
Newport, Ore.—Newport Municipal Airport; VOR-1, Amdt. 4; Canceled.
St. Paul, Minn.—St. Paul Downtown Holman Field; VOR Runway 30, Amdt. 5; Revised.
Aurora, Ore.—Aurora State Airport; VOR/DME 1, Amdt. 1; Revised.

Chico, Calif.—Chico Municipal Airport; VOR/DME Runway 13, Original; Established.

Newport, Ore.—Newport Municipal Airport; VOR/DME Runway 16, Amdt. 2; Revised.

Teterboro, N.J.—Teterboro Airport; VOR/DME-A, Amdt. 4; Revised.

2. Section 97.25 is amended by establishing, revising or canceling the following SDF-LOC-LDA SIAP's effective February 10, 1972.

Reno, Nev.—Reno International Airport; LOC/DME (BC)-B, Amdt. 1; Revised.

St. Paul, Minn.—St. Paul Downtown Holman Field; LOC Runway 30, Original; Established.

3. Section 97.27 is amended by establishing, revising, or canceling the following NDB/ADF SIAPs, effective February 10, 1972.

Coeur d'Alene, Idaho—Coeur d'Alene Air Terminal; NDB Runway 5, Amdt. 1; Revised.

Teterboro, N.J.—Teterboro Airport; NDB Runway 6, Amdt. 11; Revised.

4. Section 97.29 is amended by establishing, revising, or canceling the following ILS SIAPs, effective February 10, 1972.

Hibbing, Minn.—Chisholm-Hibbing Municipal Airport; ILS Runway 31, Original; Established.

Teterboro, N.J.—Teterboro Airport; ILS Runway 6, Amdt. 20; Revised.

5. Section 97.31 is amended by establishing, revising, or canceling the following Radar SIAPs, effective February 10, 1972.

Mobile, Ala.—Mobile Aerospace Airport; Radar-1, Original; Canceled.

Roanoke, Va.—Roanoke Municipal Airport; Radar-1, Amdt. 5; Revised.

6. Section 97.33 is amended by establishing, revising, or canceling the following RNAV SIAPs, effective February 10, 1972.

Columbia, C.C.—Columbia Metropolitan Airport; RNAV Runway 5, Amdt. 1; Revised.

(Secs. 307, 313, 601, 1110, Federal Aviation Act of 1958, 49 U.S.C. 1438, 1354, 1421, 1510; sec. 6(c) Department of Transportation Act, 49 U.S.C. 1655(c) and 5 U.S.C. 552(a)(1))

Issued in Washington, D.C., on January 5, 1972.

JAMES F. RUDOLPH,
Director, Flight Standards Service.

NOTE: Incorporation by reference provisions in §§ 97.10 and 97.20 (35 F.R. 5610) approved by the Director of the Federal Register on May 12, 1969.

[FR Doc.72-542 Filed 1-14-72; 8:45 am]

**Title 33—NAVIGATION AND
NAVIGABLE WATERS****Chapter II—Corps of Engineers,
Department of the Army****PART 207—NAVIGATION
REGULATIONS****Hudson River, N.Y.**

Pursuant to the provisions of section 7 of the River and Harbor Act of August

8, 1917 (40 Stat. 206; 33 U.S.C. 1), § 207-900 governing the use and navigation of restricted areas in the vicinity of Maritime Administration Reserve Fleets is hereby amended by revoking paragraph (a) (1), effective upon publication in the FEDERAL REGISTER (1-15-72), since the area is no longer needed, as follows:

§ 207.900 Restricted areas in vicinity of Maritime Administration Reserve Fleets.

(a) * * *

(1) [Revoked]

[Regs. Dec. 9, 1971, 1522-01 (Hudson River Reserve Fleet, Jones Point, N.Y.) DAEN-CWO-N] (Sec. 7, 40 Stat. 206; 33 U.S.C. 1)

For the Adjutant General.

R. B. BELNAP,
Special Advisor to TAG.

[FR Doc.72-608 Filed 1-14-72; 8:46 am]

Title 32—NATIONAL DEFENSE**Chapter XIV—Renegotiation Board****SUBCHAPTER B—RENEGOTIATION BOARD
REGULATIONS UNDER THE 1951 ACT****PART 1499—RENEGOTIATION
RULINGS AND BULLETINS****Changes in Accounting Methods****Correction**

In F.R. Doc. 71-18541 appearing at page 24058 in the issue for Saturday, December 18, 1971, in § 1499.2-19(f) (2), lines 2 and 3, the reference to "2 fiscal years" should read "one fiscal year".

**Title 41—PUBLIC CONTRACTS
AND PROPERTY MANAGEMENT****Chapter 101—Federal Property
Management Regulations****SUBCHAPTER E—SUPPLY AND PROCUREMENT****PART 101-26—PROCUREMENT
SOURCES AND PROGRAMS****Subpart 101-26.6—Procurement
Sources Other Than GSA****DEFENSE SUPPLY AGENCY SUPPORT FOR
PACKAGED PETROLEUM PRODUCTS AND
ELECTRONIC ITEMS**

Subpart 101-26.6 is amended to include the expanded support now provided by the Defense Supply Agency (DSA) to civil agencies requiring packaged petroleum products and to recognize that Agency's policy on local procurement of DSA-managed items.

1. Section 101-26.602-2 is revised to read as follows:

§ 101-26.602-2 Procurement of packaged petroleum products.

(a) Items contained in Federal Supply Catalogs C9100-ML-CA and C9100-IL-CA covering FSC class 9150—Oils and

Greases and FSC class 9160—Miscellaneous Waxes, Oils and Fats, shall be obtained by submitting requisitions in FEDSTRIP/MILSTRIP format to the Defense General Supply Center (DGSC), Richmond, VA 23219, using routing identifier code S9G. DGSC will distribute copies of these catalogs on a one-time basis to those activities on record to receive copies of the GSA Stock Catalog. Subsequent requirements for additional copies may be requested from DGSC. Requisitions for packaged petroleum items not contained in these catalogs and not otherwise included in Defense Fuel Supply Center (DFSC) procurements under the provisions of § 101-26.602-1 may be submitted to DGSC. DGSC will supply items requisitioned from inventory or will refer the requisition to the DFSC for purchase and direct delivery to the requisitioner. Packaged petroleum items may be obtained from other Federal activities by agreement with the activity concerned or from local purchase sources when such action is authorized under the provisions of the Defense Supply Agency (DSA) local purchase policy contained in subparagraph (b), below.

(b) Activities may effect local purchase of any DSA-managed, centrally procured item, commercially available, provided such purchase:

(1) Is limited to immediate-use requirements generated by emergency conditions (e.g., work stoppage, etc.), or

(2) Is to satisfy a routine requirement having a total line value not in excess of \$10 and is determined to be the most economical method of supply.

(c) DGSC may return requisitions for local purchase action citing FEDSTRIP/MILSTRIP status code CW with the concurrence of the requisitioning activity when it is deemed that a local purchase action would be the most economical method of supply. A determination will be based on recognition of excessive costs (procurement, transportation/shipping, and special packaging considerations) as compared to those costs associated with local purchase action. Requisition priorities, backorder situations, procurement and required delivery dates (PDD/RDD), and requisition line item dollar values shall not be a basis or consideration for a Status Code CW reject action. Requisitions from overseas activities will not be returned to overseas activities for a local purchase action.

2. Section 101-26.603 is revised to read as follows:

§ 101-26.603 Electronic items available from the Defense Supply Agency.

Requirements of executive agencies for electronic items listed in the Federal Supply Catalog shall be obtained from the Defense Electronic Supply Center (DESC), Defense Supply Agency (DSA), Department of Defense. Other Federal agencies are encouraged to use the DESC as a source of supply for their electronic requirements. DSA has made available for use by civil agencies a Federal supply catalog (C5900-IL-CA and C5900-ML-CA) for those Federal Sup-

ply Group 59 items for which DESC has been designated as the primary source of supply. Requisitions shall be prepared in accordance with the FEDSTRIP Operating Guide (Subpart 101-26.2) and submitted to DESC, 1507 Wilmington Pike, Dayton, OH 45401, using routing identifier S9E. Electronic items may be obtained from local purchase sources when such action is authorized under the provisions of § 101-26.602-2(b). DESC may return requisitions for local purchase action under the same conditions as set forth with respect to the return of requisitions by the Defense General Supply Center (§ 101-26.602-2(c)).

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

Effective date. This regulation is effective upon publication in the FEDERAL REGISTER (1-15-72).

Dated: January 10, 1972.

ROBERT L. KUNZIG,
Administrator of General Services.
[FR Doc. 72-635 Filed 1-14-72; 8:47 am]

Title 40—PROTECTION OF ENVIRONMENT

Chapter I—Environmental Protection Agency

PART 85—CONTROL OF AIR POLLUTION FROM NEW MOTOR VEHICLE AND NEW MOTOR VEHICLE ENGINES

Miscellaneous Amendments

On November 10, 1970 regulations for the control of air pollution from new motor vehicles and new motor vehicle engines beginning with the 1972 model year were published in 45 CFR Part 85 (35 F.R. 17258). Subsequently (35 F.R. 19181), Part 85 was redesignated as Part 1201 in Chapter XII of Title 45 of the Code of Federal Regulations, and the terms "Department of Health, Education, and Welfare" and "Secretary" in the part were deemed to mean "Environmental Protection Agency" and "Administrator", respectively.

On March 20, 1971 (36 F.R. 534) miscellaneous amendments to 45 CFR Part 1201 were adopted.

On July 2, 1971, 45 CFR Part 1201 (36 F.R. 12652) was amended to adopt an Oxides of Nitrogen Exhaust Emission Standard and Test Procedure applicable to 1973 and later model year light duty vehicles. More stringent exhaust emission standards were also adopted and changes in the test procedure made as applicable to 1975 and later model year light duty vehicles. Subsequently (36 F.R. 22448), Part 1201 was redesignated as Part 85 in Chapter I of Title 40 of the Code of Federal Regulations.

Numerous questions and comments were received by the Office of Air Programs from manufacturers concerning the interpretation and application of the provisions of these regulations. In

order that the Office of Air Programs personnel could properly respond to the industry's inquiries and observations, a technical meeting was held at the Office of Air Programs headquarters at the Parklawn Building, Rockville, Md. On July 27, 1971, notice of the meeting was mailed to vehicle manufacturers and industry associations both domestic and foreign, together with an invitation affording them an opportunity to discuss the implementation of those regulations. In addition, an announcement of the meeting was made through a press release which invited the public to participate. In attendance at the meeting, in addition to Federal personnel, were representatives of the domestic and foreign automobile manufacturers, the industry associations, and other interested persons. The miscellaneous amendments and corrections set forth below are the result of that meeting and of further efforts at clarification by program personnel. These amendments, now being adopted are divided into two sections. The first section, as indicated below, changes the regulations as applicable to 1973 and 1974 model year light duty vehicles. The second section of amendments change the regulations as applicable to 1975 and later model year light duty vehicles.

The Agency finds that good cause exists for omitting as unnecessary and impracticable a notice of proposed rule making, public rule making procedure, and postponement of effective date in the issuance of these amendments, in that (1) they are designed to correct and clarify the regulations; (2) to the extent that minor substantive revisions are made they are mitigative in nature, and both industry and the public were provided opportunity to discuss the need for revision at the public technical meeting; and (3) considerations of lead time for the 1973 model year dictate immediate promulgation.

Part 85 of Chapter I, Title 40 of the Code of Federal Regulations as applicable to 1973 and 1974 model year light duty vehicles is amended as follows, effective upon publication in the FEDERAL REGISTER (1-15-72).

(Sec. 301(a), 81 Stat. 504; 42 U.S.C. 1857g(a), as amended by sec. 15(c)(2), Public Law 91-604, 84 Stat. 1713)

Dated: January 7, 1972.

WILLIAM D. RUCKELSHAUS,
Administrator.

1. In the Table of Sections, the following heading is added: "Appendix E—Oxides of Nitrogen Analytical System".

§ 85.4 [Amended]

2. In § 85.4(a)(4)(iv), the word "valve" is changed to "value".

3. In § 85.12, the second sentence is revoked. As amended, § 85.12 reads as follows:

§ 85.12 Test procedures.

Every manufacturer of new motor vehicles or new motor vehicle engines subject to the standard prescribed in this subpart shall, prior to taking any of

the actions specified in section 203(a) (1) of the Act, test or cause to be tested motor vehicles or motor vehicle engines in accordance with good engineering practice to ascertain that such test vehicles or engines, with proper maintenance, will meet the requirements of § 85.11 for the useful life of the vehicle or engine.

4. In § 85.23, the second sentence is revoked. As amended, § 85.23 reads as follows:

§ 85.23 Test procedures.

Every manufacturer of new motor vehicles subject to the standards prescribed in this subpart shall, prior to taking any of the actions specified in section 203(a) (1) of the Act, test or cause to be tested motor vehicles in accordance with test procedures in Subpart H of this part to ascertain that such test vehicles meet the requirements of §§ 85.21 and 85.22, as applicable.

5. Section 85.55(a)(2) is revised to read as follows:

§ 85.55 Certification.

(a) * * *

(2) Such certificate will be issued for such period not more than 1 year as the Administrator may determine and upon such terms as he may deem necessary to assure that any new motor vehicle covered by the certificate will meet the requirements of these regulations relating to durability and performance.

6. Section 85.75(b) is revised to read as follows:

§ 85.75 Dynamometer driving schedule.

(b) The speed tolerance at any given time on the dynamometer driving schedule prescribed in Appendix A or as printed on a driver's aid chart approved by the Administrator is defined by upper and lower limits. The upper limit is 2 m.p.h. higher than the highest point on the trace within 1 second of the given time. The lower limit is 2 m.p.h. lower than the lowest point on the trace within 1 second of the given time. Speed variations greater than the tolerances (such as occur when shifting manual transmission vehicles) are acceptable provided they occur for less than 2 seconds on any one occasion. Speeds lower than those prescribed are acceptable provided the vehicle is operated at maximum available power during such occurrences. Further, speed deviations from those prescribed due to stalling are acceptable provided the provisions of § 85.80(f) are adhered to.

7. In § 85.76(e)(2), subdivisions (i) and (ii) are revised. As amended, § 85.76 reads as follows:

§ 85.76 Dynamometer procedure.

(e) * * *

(2) * * *

(i) Measuring the absolute manifold pressure of a representative vehicle, of the same equivalent inertia weight class, when operated on a level road under balanced wind conditions at a true speed of 50 m.p.h., and

(ii) Noting the dynamometer indicated road load horsepower setting required to reproduce that manifold pressure when the same vehicle is operated on the dynamometer at a true speed of 50 m.p.h. The tests on the road and on the dynamometer shall be performed with the same vehicle ambient absolute pressure (usually barometric), i.e. within ± 5 mm. Hg.

8. In § 85.80(b), subparagraph (2) is revised to read as follows:

§ 85.80 Engine starting and restarting.

(b) * * *

(2) Vehicles equipped with manual chokes shall be operated according to the manufacturer's operating or owner's manual. If not specified, the choke shall be operated to maintain engine idle at $1,100 \pm 50$ r.p.m. during the initial idle period and used where necessary during the remainder of the test to keep the engine running.

9. In § 85.81, paragraphs (b)(10) and (c)(12) are revised to read as follows:

§ 85.81 Sampling and analytical system (exhaust emissions).

(b) * * *

(10) Filters (F1 and F2) to remove particulate matter from dilution air and dilute exhaust samples.

(c) * * *

(12) Recorders (R1, R2, and R3) or digital printers to provide permanent records of calibration, spanning and sample measurements; or, in those facilities where computerized data acquisition systems are incorporated, the computer facility printout may be used.

10. In § 85.82(d), subparagraph (3) is revised to read as follows:

§ 85.82 Sampling and analytical system (fuel evaporative emissions).

(d) * * *

(3) Other types of temperature sensing systems may be provided by the manufacturer if they record the information specified in subparagraph (1) of this paragraph with the required accuracy and if they are self contained. Type J thermocouples are required for compatibility with recording instruments used in Federal certification facilities.

§ 85.83 [Amended]

11. In § 85.83, the number "+5" in paragraph (1) is revised to read "+5°".

12. In § 85.84, paragraphs (a) (2) and (3), and (b) (2) are revised to read as follows:

§ 85.84 Analytical system calibration and sample handling.

(a) * * *

(2) Zero the hydrocarbon analyzer with zero grade air and the carbon monoxide and oxides of nitrogen analyzers with either zero grade air or nitrogen. The allowable zero gas impurity concentrations should not exceed 6 p.p.m. equivalent carbon response, 10 p.p.m. carbon monoxide and 1 p.p.m. nitric oxide.

(3) Set the CO analyzer gain to give the desired range. Select desired attenuation scale of the HC analyzer and set the sample capillary flow rate, by adjusting the back pressure regulator to give the desired range. Select the desired scale of the NO_x analyzer and adjust the phototube high voltage supply or amplifier gain to give the desired range. The operating range of the analyzers shall be such that the analyzer deflection which indicates an emission level equivalent to the respective standard is in the upper two-thirds of the scale.

(b) * * *

(2) Introduce span gases and set the CO analyzer gain, the HC analyzer sample capillary flow rate and the NO_x analyzer high voltage supply or amplifier gain to match the calibration curves. In order to avoid corrections, span and calibrate at the same flow rates used to analyze the test samples. Span gases should have concentrations equal to approximately 80 percent of full scale. If gain has shifted significantly on the CO analyzer, check tuning. If necessary, check calibration. Recheck after test. Show actual concentrations on chart.

13. In § 85.85(b), the present subparagraphs (12), (13), and (14) are redesignated as (13), (14), and (15), respectively and a new subparagraph (12) is added to read as follows:

§ 85.85 Dynamometer test runs.

(b) * * *

(12) Immediately after the end of the sample period turn off the cooling fan and close the engine compartment cover.

14. Section 85.87 is revised to read as follows:

§ 85.87 Calculations (exhaust emissions).

The final reported test results shall be computed by use of the following formulae:

- (a) For light duty vehicles, excluding off-road utility vehicles:
(1) Hydrocarbon mass:

$$HC_{mass} = V_{mix} \times \text{Density}_{HC} \times \frac{HC_{conc}}{1,000,000}$$

- (2) Carbon monoxide mass:

$$CO_{mass} = V_{mix} \times \text{Density}_{CO} \times \frac{CO_{conc}}{100}$$

- (3) Oxides of nitrogen mass:

$$NO_{x_{mass}} = V_{mix} \times \text{Density}_{NO_2} \times \frac{NO_{x_{conc}}}{1,000,000} \times K_H$$

- (b) For off-road utility vehicles:

$$(1) HC_{mass} = V_{mix} \times \text{Density}_{HC} \times \frac{HC_{conc}}{1,000,000} \times 0.85$$

$$(2) CO_{mass} = V_{mix} \times \text{Density}_{CO} \times \frac{CO_{conc}}{100} \times 0.85$$

$$(3) NO_{x_{mass}} = V_{mix} \times \text{Density}_{NO_2} \times \frac{NO_{x_{conc}}}{1,000,000} \times 0.85 \times K_H$$

(c) Meaning of symbols:

HC_{mass} = Hydrocarbon emissions, in grams per vehicle mile.
 Density_{HC} = Density of hydrocarbons in the exhaust gas, assuming an average carbon to hydrogen ratio of 1:1.85, in grams per cubic foot at 68° F. and 760 mm. Hg pressure (16.33 gm./cu. ft.).
 HC_{conc} = Hydrocarbon concentration of the dilute exhaust sample minus hydrocarbon concentration of the dilution air sample in p.p.m. carbon equivalent i.e. equivalent propane $\times 3$.
 CO_{mass} = Carbon monoxide emissions, in grams per vehicle mile.
 Density_{CO} = Density of carbon monoxide in grams per cubic foot at 68° F. and 760 mm. Hg pressure (32.97 gm./cu. ft.).
 CO_{conc} = Carbon monoxide concentration of the dilute exhaust sample minus the carbon monoxide concentration of the dilution air sample, in volume percent.
 $NO_{x_{mass}}$ = Oxides of nitrogen emissions in grams per vehicle mile.
 Density_{NO_2} = Density of oxides of nitrogen in the exhaust gas assuming they are in the form of nitrogen oxide, in grams per cubic foot at 68° F. and 760 mm. Hg pressure (54.16 gm./cu. ft.).
 $NO_{x_{conc}}$ = Oxides of nitrogen concentration of the dilute exhaust sample minus the oxides of nitrogen concentration of the dilution air sample, in p.p.m.
 V_{mix} = Total dilute exhaust volume in cubic feet per mile, corrected to standard conditions (528° R and 760 mm. Hg).

$$V_{mix} = K_1 \times V_o \times N \times \frac{P_B - P_i}{T_p}$$

where:
 $K_1 = \frac{528^\circ R}{760 \text{ mm. Hg} \times 7.5 \text{ miles}} = 0.00263.$

V_o = Volume of gas pumped by the positive displacement pump, in cubic feet per revolution. This volume is dependent on the pressure differential across the positive displacement pump.
 N = Number of revolutions of the positive displacement pump during the test while samples are being collected.

P_B = Barometric pressure in mm. Hg.

P_i = Pressure depression below atmosphere measured at the inlet to the positive displacement pump.

T_p = Average temperature of dilute exhaust entering positive displacement pump during test while samples are being collected, in degrees Rankine.

K_H = Humidity correction factor.

$$K_H = \frac{1}{1 - 0.0047 (H - 75)}$$

where:

H = Absolute humidity in grains of water per pound of dry air.

$$H = \frac{(43.478) R_a \times P_a}{P_B - (P_a \times R_a / 100)}$$

R_a = Relative humidity of the ambient air, in percent.
 P_a = Saturated vapor pressure, in mm. Hg at the ambient dry bulb temperature.

(d) Example calculation of mass emissions values:

Assume $V_o = 0.265$ cu. ft. per revolution; $N = 20,250$ revolutions; $R_a = 65\%$; $P_B = 754$ mm. Hg; $P_a = 22.225$ mm. Hg; $P_i = 24$ mm.; $H_g = 550^\circ R$; $HC_{conc} = 160$ p.p.m. carbon equivalent; $CO_{conc} = 0.09\%$; and $NO_{x_{conc}} = 70$ p.p.m.

Then:

$$V_{mix} = (0.00263) (0.265) (20,250) \frac{(754 - 24)}{(550)} = 659.8 \text{ cu. ft. per mile.}$$

$$H = \frac{(43.478) (65) (22.225)}{754 - (22.225 \times 65 / 100)} = 85 \text{ grains per pound of dry air.}$$

$$K_H = \frac{1}{1 - 0.0047 (85 - 75)} = 1.049.$$

- (1) For a 1973 light duty vehicle:

$$HC_{mass} = 659.8 \times 16.33 \times \frac{160}{1,000,000} = 1.72 \text{ grams per vehicle mile.}$$

$$NO_{x_{mass}} = 659.8 \times 54.16 \times \frac{70}{1,000,000} \times 1.049 = 2.62 \text{ grams per vehicle mile.}$$

- (2) For a 1973 off-road utility vehicle.

$$CO_{mass} = 659.8 \times 32.97 \times \frac{0.09 \times 0.85}{100} = 16.6 \text{ grams per vehicle mile.}$$

15. Section 85.90(a) (3) is revised to read as follows:

§ 85.90 Maintenance.

(a) * * *

(3) Allowable maintenance on emission data vehicles shall be limited to the adjustment of engine idle speed at the 4,000-mile test point, except that other maintenance or repairs may be allowed with the advance approval of the Administrator.

16. Section 85.111(a) (2) is revised to read as follows:

§ 85.111 Maintenance.

(a) * * *

(2) Allowable maintenance on emission data engines shall be limited to the adjustment of engine idle speed at the 125-hour test point, except that other maintenance or repairs may be allowed with the advance approval of the Administrator.

17. Section 85.131(a) (2) is revised to read as follows:

§ 85.131 Maintenance.

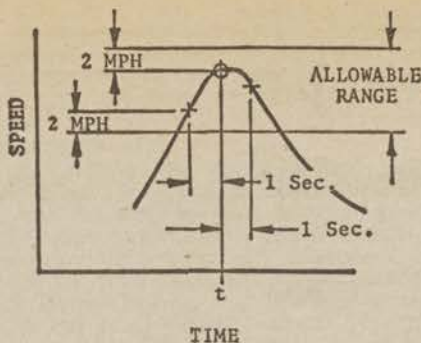
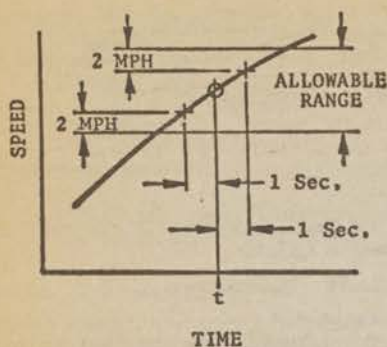
(a) * * *

(2) Allowable maintenance on emission data engines shall be limited to the adjustment of engine low idle speed at the 125-hour test point, except that other maintenance or repairs may be allowed with the advance approval of the Administrator.

18. At the end of Part 85, the following diagrams and explanation are added to the end of Appendix A as follows:

The diagrams below show the range of acceptable speed tolerances for typical points. The curve on the left is typical of portions of the speed curve which are increasing or decreasing throughout the two second time interval. The curve on the right is typical of portions of the speed curve which include a maximum or minimum value.

RULES AND REGULATIONS



19. At the end of Part 85, Appendix C is revised to read as follows:

APPENDIX C

CONSTANT VOLUME SAMPLER FLOW CALIBRATION

The following procedure is used in Federal laboratories to calibrate the gas flow of constant volume samplers which use positive displacement pumps. First, the gas flow as a function of the pressure increase across the pump is determined. Second, the whole system, including the instruments, is checked to determine if it accounts for an amount of pure propane or carbon monoxide (caution—carbon monoxide is extremely toxic) introduced into the system.

The following steps are followed to determine the gas flow as a function of the pressure increase across the pump in cubic feet per pump revolution.

1. The pump inlet pressure depression during a typical test is determined.

2. A variable flow restrictor, such as a slide valve, is attached to the CVS at a point upstream of the positive displacement pump. The dilution air filter system may or may not be in use during calibration, depending on the particular CVS design.

3. A flow measuring device (laminar flow element) is attached ahead of the flow restrictor.

4. The CVS is operated at several different pump inlet pressure settings (controlled by the flow restrictor) and the measurements as specified in § 85.83 (h), (j), (l), (m), the time per test, and the measurements related to the flow device are recorded. The data points are equally spaced around the normal operating condition.

5. The gas flow, Q , at each test point is calculated in standard cubic feet per minute from the flow device data.

6. The gas flow (at pump inlet pressure and temperature) is calculated in cubic feet per revolution from the following:

$$V_o = \frac{Q}{n} \times \frac{T_p}{528} \times \frac{760}{P_p}$$

Where:

Q = Gas flow in standard cubic feet per minute.

n = Pump speed in revolution per minute. See § 85.87 for remainder of definitions.

7. V_o is plotted versus the square root of the pressure increase across the pump, ΔP , and a linear fit is performed.

The following procedure is followed to check the CVS calibration using a known quantity of injected gas. It assumes a reliable analyzer calibration.

1. A small cylinder is charged with pure propane or carbon monoxide gas (caution—carbon monoxide is extremely toxic).

2. The cylinder is weighed to the nearest 0.01 gram.

3. The CVS is operated in the normal manner and a quantity of pure propane or carbon monoxide is released into the system.

4. The calculations of § 85.87 are performed in the normal way except the density of propane (17.30 grams/cu. ft./carbon atom) is used in place of the density of exhaust hydrocarbons.

5. The CVS measured mass is compared to the gravimetric measured mass.

6. The reason for any discrepancy is found and corrected.

20. At the end of Part 85, in Appendix E, the term "rate of constant" is changed to "rate constant".

Part 85 of Chapter I, Title 40 of the Code of Federal Regulations as applicable to 1975 and later model year light duty vehicles is amended as follows, effective upon publication in the FEDERAL REGISTER (1-15-72).

§ 85.20 [Amended]

1. In § 85.20, the words "and 1972 model year vehicles with an engine displacement of less than 50 cubic inches" are deleted.

2. In § 85.21, paragraph (a) is revised to read as follows:

§ 85.21 Standards for exhaust emissions.

(a) Exhaust emissions from 1975 model year vehicles shall not exceed:

(1) Hydrocarbons—0.41 gram per vehicle mile.

(2) Carbon monoxide—3.4 grams per vehicle mile.

(3) Oxides of nitrogen—3.1 grams per vehicle mile.

3. In § 85.74(b), subparagraphs (2) and (4) are revised to read as follows:

§ 85.74 Evaporative emission collection procedure.

(b) * * *

(2) Where an external vent is located such that any "running loss" emissions would be inducted into the engine, the vapor loss measurement system shall be temporarily disconnected from that vent and clamped. Vapor losses from this vent need not be measured during this part of the test.

(4) Vapor losses need not be measured during the 10-minute soak or 505-second "hot" start test. Any vapor loss collection system used during the cold start shall be temporarily disconnected and clamped. At the end of the hot start test, the vapor collection systems shall be reconnected for the following phase.

4. In § 85.80, present paragraphs (d), (e), and (f) are redesignated as (e), (f), and (g), respectively, and a new paragraph (d) is added to read as follows:

§ 85.80 Engine starting and restarting.

(d) If the manufacturer's operating or owner's manual does not specify a warm engine starting procedure, the engine (automatic and manual choke engines) shall be started by depressing the acceleration pedal about half way and cranking the engine until it starts.

5. In § 85.81, paragraphs (b) (10), (14), and (15); (c) (1), (4), (13), and (16); and Figures 1a and 1b are revised to read as follows:

§ 85.81 Sampling and analytical system (exhaust emissions).

(b) * * *

(10) Filters (F1 and F2) to remove particulate matter from dilution air and dilute exhaust samples.

(14) Three-way solenoid valves (V1, V2, V3, and V4) to direct sample streams to either their respective bags or overboard.

(15) Quick-connect, leak-tight fittings (C1, C2, C3, and C4) with automatic shutoff on bag side to attach sample bags to sample system.

(c) * * *

(1) Quick-connect leak-tight fitting (C5) to attach sample bags to analytical system.

(4) Selector valves (V5, V6, V7, V8, and V14) for directing samples, span gases or zeroing gases to the analyzers.

(13) Sample conditioning columns to remove remainder of water (WR1 and WR2 containing indicating CaSO_4 or indicating silica gel) and carbon dioxide (CDR1 and CDR2 containing ascarite) from the CO analysis stream.

(16) Recorders (R1, R2, R3, and R4) or digital printers to provide permanent records of calibration, spanning and sample measurements; or in those facilities where computerized data acquisition systems are incorporated, the computer facility printout may be used.

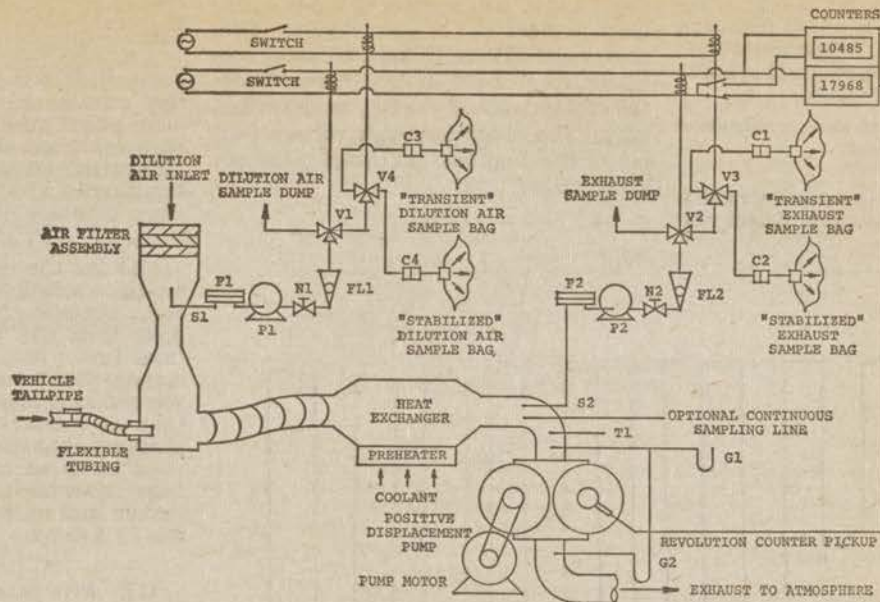


Figure 1a. Exhaust Gas Sampling System

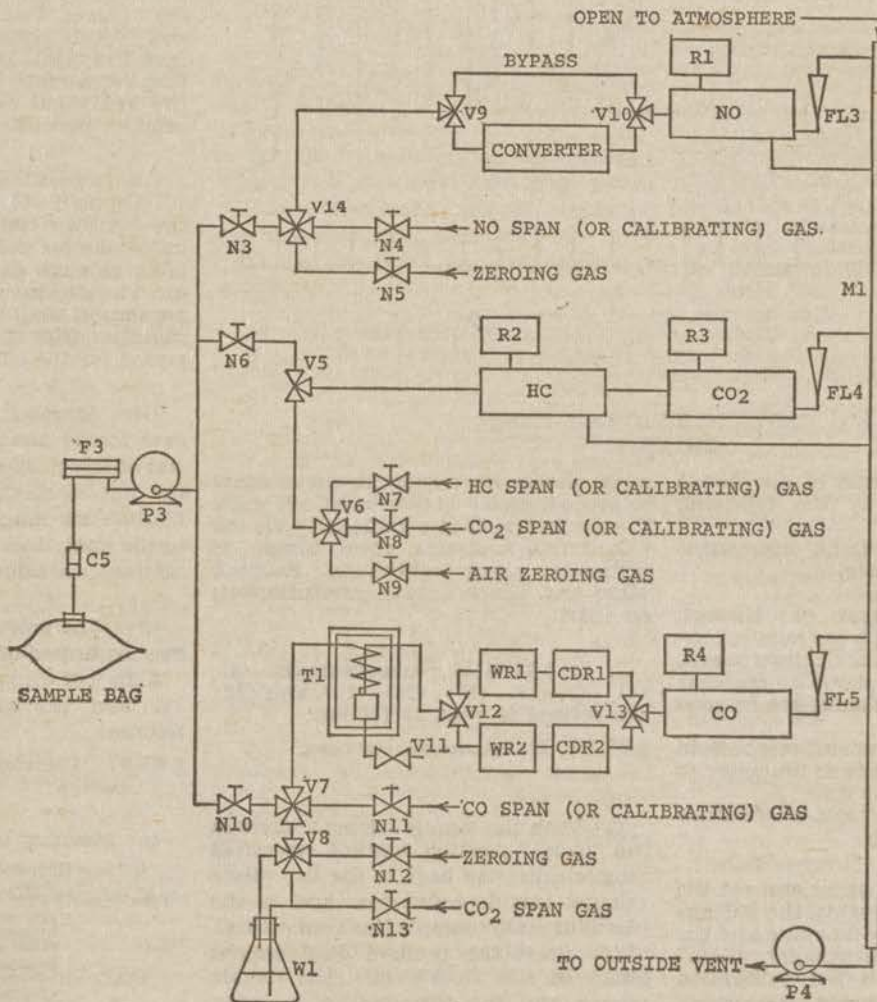


Figure 1b. Exhaust Gas Analytical System

6. In § 85.84, paragraph (a) (3) is revised, a new Figure 1c is added following paragraph (a) (6) (iii), a new paragraph (a) (7) is added, and paragraph (b) (2) is revised to read as follows:

§ 85.84 Analytical system calibration and sample handling.

(a) * * *

(3) Set the CO and CO₂ analyzer gains to give the desired ranges. Select the

desired attenuation scale of the HC analyzer and set the sample capillary flow rate, by adjusting the back pressure regulator, to give the desired range. Select the desired scale of the NO_x analyzer and adjust the phototube high voltage supply or the amplifier gain to give the desired range:

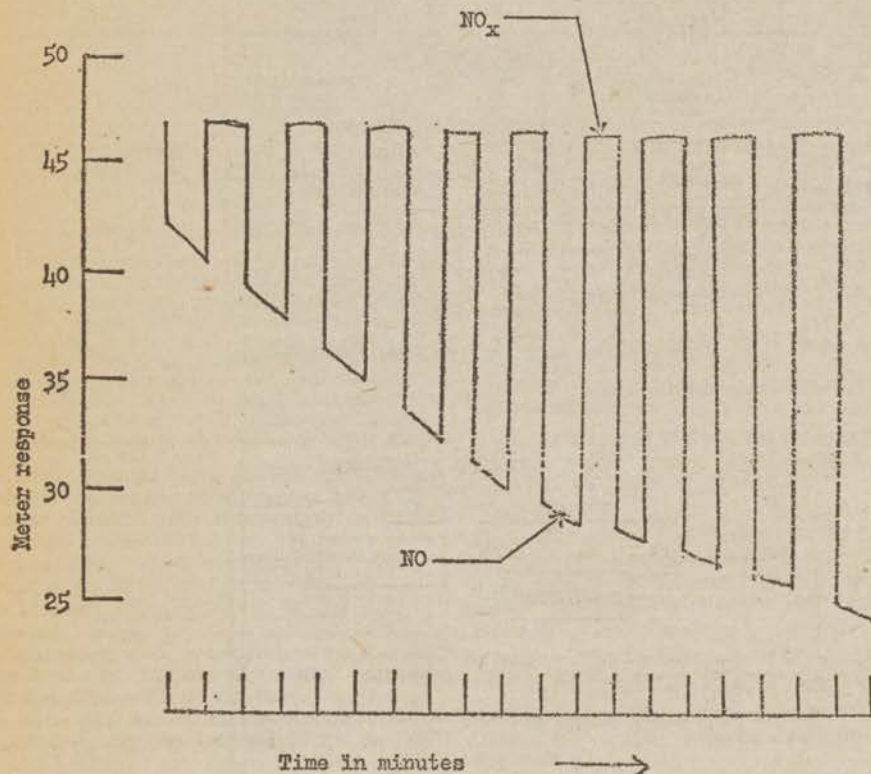


Figure 1c. CONVERTER EFFICIENCY CHECK RESPONSE

(7) Check the efficiency of the sample conditioning system by the following procedure:

(i) Zero and span the CO instrument on its most sensitive scale.

(ii) Recheck zero.

(iii) Bubble CO₂ span gas through water and then through the sample conditioning system into the CO instrument. If the CO instrument shows no response to the wet CO₂, the columns are in good condition.

(iv) If the CO instrument responds to wet CO₂, replace columns as necessary to bring response back to zero.

(v) The conditioning system efficiency should be checked daily.

(b) * * *

(2) Introduce span gases and set the CO and CO₂ analyzer gains, the HC analyzer sample capillary flow rate and the NO_x analyzer high voltage supply or amplifier gain to match the calibration curves. In order to avoid corrections, span and calibrate at the same flow rates used to analyze the test samples. Span

gases should have concentrations equal to approximately 80 percent of full scale. If gain has shifted significantly on the CO or CO₂ analyzers, check tuning. If necessary, check calibration. Recheck after test. Show actual concentrations on chart.

7. In § 85.85(b), subparagraphs (3), (4), (7), (11), (13), (16), (18), and (20) are revised to read as follows:

§ 85.85 Dynamometer test runs.

(b) * * *

(3) With the sample solenoid valves in the "dump" position connect evacuated sample collection bags to the two dilute exhaust sample connectors and to the two dilution air sample line connectors.

(4) Start the positive displacement pump (if not already on), the sample pumps and the temperature recorder. (The heat exchanger of the constant volume sampler should be preheated to its

operating temperature before the test begins.)

(7) Simultaneously start the revolution counter for the positive displacement pump, position the sample solenoid valves to direct the sample flow into the "transient" exhaust sample bag and the "transient" dilution air sample bag, and start cranking the engine.

(11) At the end of the deceleration which is scheduled to occur at 505 seconds, simultaneously switch the sample flows from the "transient" bags to the "stabilized" bags, switch off revolution counter No. 1 and start counter No. 2. As soon as possible and in no case longer than 20 minutes after the end of this portion of the test disconnect the "transient" exhaust and dilution air sample bags, transfer them to the analytical system and process the samples according to § 85.84.

(13) Five seconds after the engine stops running, simultaneously turn off revolution counter No. 2 and position the sample solenoid valves to the "dump" position. As soon as possible and in no case longer than 20 minutes after the end of this portion of the test disconnect the "stabilized" exhaust and dilution air sample bags, transfer them to the analytical system and process the samples according to § 85.84.

(16) Repeat the steps in subparagraphs (2) through (10) of this paragraph for the hot start test except only one evacuated sample bag is required for sampling exhaust gas and one for dilution air. The step in subparagraph (7) of this paragraph shall begin between 9 and 11 minutes after the end of the sample period for the cold start test.

(18) As soon as possible and in no case longer than 20 minutes after the end of this portion of the test disconnect the hot start "transient" exhaust and dilution air sample bags, transfer them to the analytical system and process the samples according to § 85.84.

(20) The positive displacement pump may be turned off, if desired.

8. In § 85.87, paragraphs (c), and (d) (1) and (4) are revised to read as follows:

§ 85.87 Calculations (exhaust emissions).

(c) Meaning of symbols:

HC_{mass} = Hydrocarbon emissions, in grams per test phase.
Density_{HC} = Density of hydrocarbons in the exhaust gas, assuming an average carbon to hydrogen ratio of 1:1.85, in grams per cubic foot at 68° F. and 760 mm. Hg pressure (16.33 gm./cu. ft.).
HC_{conc} = Hydrocarbon concentration of the dilute exhaust sample corrected for background, in p.p.m. carbon equivalent, i.e. equivalent propaneX3.

$$HC_{conc} = HC_s - HC_d(1 - 1/DF)$$

where:
 HC_e = Hydrocarbon concentrations of the dilute exhaust sample as measured, in p.p.m. carbon equivalent.
 HC_d = Hydrocarbon concentration of the dilution air as measured in p.p.m. carbon equivalent.
 $NO_{x_{mass}}$ = Oxides of nitrogen emissions, in grams per test phase.
 $Density_{NO_2}$ = Density of oxides of nitrogen in the exhaust gas, assuming they are in the form of nitrogen dioxide, in grams per cubic foot at 68° F. and 760 mm. Hg pressure (54.16 gm./cu. ft.).
 $NO_{x_{conc}}$ = Oxides of nitrogen concentration of the dilute exhaust sample corrected for background, in p.p.m.
 $NO_{x_{conc}} = NO_{x_e} - NO_{x_d} (1 - 1/DF)$

where:
 NO_{x_e} = Oxides of nitrogen concentration of the dilute exhaust sample as measured, in p.p.m.
 NO_{x_d} = Oxides of nitrogen concentration of the dilution air as measured, in p.p.m.
 CO_{mass} = Carbon monoxide emissions, in grams per test phase.
 $Density_{CO}$ = Density of carbon monoxide in grams per cubic foot at 68° F. and 760 mm. Hg pressure (32.97 gm./cu. ft.).
 CO_{conc} = Carbon monoxide concentration of the dilute exhaust sample corrected for background, water vapor and CO_2 extraction, in p.p.m.
 $CO_{conc} = CO_e - CO_d (1 - 1/DF)$

where:
 CO_e = Carbon monoxide concentration of the dilute exhaust sample volume corrected for water vapor and carbon dioxide extraction, in p.p.m. The calculation assumes the carbon to hydrogen ratio of the fuel is 1:1.85.
 $CO_e = (1 - 0.01925 CO_{2e} - 0.000323 R) CO_{em}$

where:
 CO_{em} = Carbon monoxide concentration of the dilute exhaust sample as measured in p.p.m.
 CO_{2e} = Carbon dioxide concentration of the dilute exhaust sample, in mole percent.
 R = Relative humidity of the dilution air, in percent.
 CO_d = Carbon monoxide concentration of the dilution air corrected for water vapor extraction, in p.p.m.
 $CO_d = (1 - 0.000323 R) CO_{dm}$

where:
 CO_{dm} = Carbon monoxide concentration of the dilution air sample as measured, in p.p.m.

$$DF = \frac{13.4}{CO_{2e} + (HC_e + CO_e) \times 10^{-4}}$$

V_{mix} = Total dilute exhaust volume in cubic feet per test phase corrected to standard conditions (528° R and 760 mm. Hg).

$$V_{mix} = V_o \times N \frac{(P_b - P_i)(528^\circ R)}{(760 \text{ mm. Hg})(T_p)}$$

where:
 V_o = Volume of gas pumped by the positive displacement pump, in cubic feet per revolution. This volume is dependent on the pressure differential across the positive displacement pump.
 N = Number of revolutions of the positive displacement pump during the test phase while samples are being collected.
 P_b = Barometric pressure in mm. Hg.
 P_i = Pressure depression below atmosphere measured at the inlet to the positive displacement pump.
 T_p = Average temperature of dilute exhaust entering positive displacement pump during test while samples are being collected, in degrees Rankine.
 K_H = Humidity correction factor.

$$K_H = \frac{1}{1 - 0.0047 (H - 75)}$$

where:
 H = Absolute humidity in grains of water per pound of dry air.

$$H = \frac{(43.478) R_a \times P_d}{P_b - (P_d \times R_a / 100)}$$

R_a = Relative humidity of the ambient air, in percent.
 P_d = Saturated vapor pressure, in mm. Hg at the ambient dry bulb temperature.

(d) Example calculation of mass emission values:

(1) For the "transient" phase of the cold start test assume $V_o = 0.29344$ cu. ft. per revolution; $N = 10,485$; $R = 48.0\%$; $R_a = 48.2\%$; $P_b = 762$ mm. Hg; $P_d = 22.225$ mm. Hg; $P_i = 70$ mm. Hg; $T_p = 570^\circ R$;

$HC_e = 105.8$ p.p.m. carbon equivalent; $NO_{x_e} = 11.2$ p.p.m.; $CO_{em} = 306.6$ p.p.m.; $CO_{2e} = 1.43\%$; $HC_d = 12.1$ p.p.m.; $NO_{x_d} = 0.8$ p.p.m.; $CO_{dm} = 15.3$ p.p.m. Then:

$$V_{mix} = \frac{(0.29344)(10,485)(762 - 70)(528)}{(760)(570)} = 2595.0 \text{ cu. ft. per test phase.}$$

$$H = \frac{(43.478)(48.2)(22.225)}{762 - (22.225 \times 48.2/100)}$$

$$K_H = \frac{1}{1 - 0.0047(62 - 75)} = 0.9424.$$

$$CO_e = (1 - 0.01925(1.43) - 0.000323(48)) 306.6 = 293.4 \text{ p.p.m.}$$

$$CO_d = (1 - 0.000323(48)) 15.3 = 15.1 \text{ p.p.m.}$$

$$DF = \frac{13.4}{1.43 + (105.8 + 293.4) \times 10^{-4}} = 9.116.$$

$$HC_{conc} = 105.8 - 12.1(1 - 1/9.116) = 95.03.$$

$$HC_{mass} = (2595)(16.33)(95.03/1,000,000) = 4.027 \text{ grams per test phase.}$$

$$NO_{x_{conc}} = 11.2 - 0.8(1 - 1/9.116) = 10.49.$$

$$NO_{x_{mass}} = (2595)(54.16)(10.49/1,000,000)(0.9424) = 1.389 \text{ grams per test phase.}$$

$$CO_{conc} = 293.4 - 15.1(1 - 1/9.116) = 280.$$

$$CO_{mass} = (2595)(32.97)(280/1,000,000) = 23.96 \text{ grams per test phase.}$$

(4) For a 1975 light duty vehicle:

§ 85.92 [Amended]

9. In § 85.92, paragraph (a) is amended by changing the reference "§§ 1201.21 and 1201.22" to read "§§ 85.21 and 85.22"; and the following paragraph (c) is inserted after paragraph (b):

(c) The procedure for determining compliance of a new light duty motor vehicle with exhaust and fuel evaporative emission standards is as follows:

10. Section 85.101 is revised to read as follows:

$$HC_{wm} = ((0.43)(4.027) + (0.57)(0.51) + 0.62) / 7.5 = 0.352 \text{ gram per vehicle mile.}$$

$$NO_{x_{wm}} = ((0.43)(1.389) + (0.57)(1.38) + 1.27) / 7.5 = 0.354 \text{ gram per vehicle mile.}$$

$$CO_{wm} = ((0.43)(23.96) + (0.57)(5.01) + 5.98) / 7.5 = 2.55 \text{ grams per vehicle mile.}$$

Item	ASTM designation	Specifications
Octane, Research, min.	D 1656	100
Pb. (organic), gm./U.S. gal.	D 526	3.1-3.3
Distillation range.	D 86	
1 B.P., °F.		75-95
10 percent point, °F.		120-135
50 percent point, °F.		200-230
90 percent point, °F.		300-325
EP, °F. (max.)		415
Sulfur, wt. percent max.	D 1266	0.10
Phosphorus, theory.		0.0
RVP, lb.	D 323	8.7-9.2
Hydrocarbon composition.	D 1319	
Olefins, percent, max.		10
Aromatics, percent, max.		35
Saturates.		Remainder

(b) Fuel having the following specifications, or substantially equivalent specifications approved by the Administrator shall be used in service accumulation. The octane rating of the fuel used shall be in the range recommended by the engine manufacturer. The Reid Vapor Pressure of the fuel used shall be characteristic of the seasonal motor fuel. Where the Administrator determines that the engines represented by a test engine will

§ 85.101 Gasoline fuel specifications.

(a) Fuel having the following specifications or substantially equivalent specifications approved by the Administrator shall be used in exhaust emission testing. Where the Administrator determines that the engines represented by a test engine will be operated using fuels of a different lead content or octane rating than that prescribed in this paragraph, he may consent in writing to use of a fuel otherwise substantially equivalent to the following specifications but with a different lead content or octane rating.

be operated using fuels of a different lead content than that prescribed in this paragraph, he may consent in writing to use of a fuel otherwise substantially equivalent to the following specifications but with a different lead content.

Item	ASTM Designation	Regular	Premium
Pb. (organic), gm./U.S. gal.	D 526	2.1-3.2	2.1-3.2
Sulfur, wt. percent	D 1266	0.02-0.10	0.02-0.10
Hydrocarbon composition	D 1319		
Olefins, percent, max.		30	15
Aromatics, percent, max.		40	40
Saturates.		Remainder	Remainder

(c) The specifications of the fuel to be used under paragraph (b) of this section shall be reported in accordance with § 85.51(b) (3).

[FR Doc.72-487 Filed 1-14-72; 8:45 am]

Proposed Rule Making

DEPARTMENT OF TRANSPORTATION

Coast Guard

[46 CFR Parts 72, 92, 190]

[CGFR 72-4]

WASHROOMS AND TOILET ROOMS

Proposed Unrestricted Use of Facilities by Female Crewmembers

The Coast Guard is considering amending the construction and arrangement regulations to allow female members of the crew to use washrooms and toilet rooms that are also used by a male crewmember.

Interested persons may participate in this proposed rule making by submitting written data, views, or arguments to the U.S. Coast Guard (CMC), Washington, D.C. 20590. Each person submitting comments should include his name and address, identify the notice (CGFR 72-4), and give reasons for any recommendations. Comments received will be available for examination by interested persons in Room 8234, Department of Transportation, Nassif Building, 400 Seventh Street SW., Washington, DC.

The Commandant, U.S. Coast Guard will evaluate all communications received before February 18, 1972, and take final action on this proposal. The proposed regulations may be changed in the light of comments received.

Current regulations for passenger, cargo, miscellaneous, and oceanographic vessels require female crew members to have toilet and washing facilities in separate spaces from the facilities for other crew members. The tank vessel regulations are silent as to the required accommodations for the female members of the crew. The Coast Guard has found that the present passenger, cargo, miscellaneous, and oceanographic vessel regulations are unduly restrictive on most modern vessels which usually have facilities that are attached to rooms. In addition, the Coast Guard has determined that the present regulations may have been the basis for unintended discriminatory practices in the hiring of females for service aboard merchant vessels.

Accordingly, the Coast Guard proposes to amend §§ 72.20-25, 92.20-25, and 190.20-25 to allow female members of the crew to share facilities without restriction as to sex.

In consideration of the foregoing, it is proposed to amend Chapter I of Title 46, Code of Federal Regulations as follows:

1. By revoking §§ 72.20-25(b) (3), 92.20-25(b) (3), and 190.20-25(b) (3).

These amendments are proposed under the authority of R.S. 4405, as amended (46 U.S.C. 375), R.S. 4462, as amended

(46 U.S.C. 416), section 6(b) (1), 80 Stat. 937 (49 U.S.C. 1655(b) (1); and 49 CFR 1.46(b)).

Dated January 11, 1972.

W. F. REA, III,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Merchant Marine
Safety.

[FR Doc. 72-622 Filed 1-14-72; 8:46 am]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Parts 89, 91, 93]

[Docket No. 18261; FCC 72-7]

LAND MOBILE CHANNELS

Availability in Urban Areas

In the matter of amendment of Parts 89, 91, and 93 of the rules to reflect the availability of Land Mobile Channels in the 470-512 MHz band in the 10 largest urbanized areas of the United States, Docket No. 18261.

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

2. In our first report and order in this proceeding, released on May 21, 1970, we adopted a plan under which two of the lower seven UHF television channels (14 through 20) were made available for land mobile use within 50 miles from the center of the 10 largest urban areas of the United States.¹ The sharing plan was designed to provide adequate radio facilities to land mobile radio users without causing interference to the reception of UHF television stations. The basic criterion we adopted to accomplish this objective is for land mobile radio stations to provide at least 50 db² protection to television stations operating on the same channel at an assumed Grade B contour 55 miles from the protected TV station's location and 0 db protection (again at the Grade B contour) to stations on adjacent channels.

3. To implement this basic interference protection criterion, tables were adopted which prescribe the power and the antenna height land mobile stations may employ at various distances from the protected television station. In these tables, we have prescribed maximum permissible radiated power for base stations (1,000 watts) and maximum permissible antenna height (500 feet), con-

sidered adequate facilities for land mobile stations in this frequency range. Nevertheless, serious practical difficulties have been brought to our attention with respect to the maximum limit placed on the antenna height (500 feet above average terrain). These difficulties relate first to the availability of suitable antenna sites, especially in the larger cities, and also to coverage. In New York City, for example, it is necessary to install antennas on top of the taller buildings for adequate coverage of the city. The 500-foot limitation, therefore, severely restricts the number of sites that may be used and, of course, mounting antennas at the side of buildings is not practical nor desirable. Further, in areas such as San Francisco, Calif., and Pittsburgh, Pa., many sites may not be usable because the ground elevation may exceed the 500-foot maximum.

4. To remedy this serious difficulty, but without compromising the basic protection standard we have prescribed, we propose to revise the various tables we have adopted to permit licensees to utilize antenna heights greater than 500 feet, but with lower power so that the predicted signal values at the 55-mile grade B contour of any protected TV facility would not be different from those on which our tables in the current rules are based. The proposed revision would apply to the tables for base stations. The tables for mobile stations would remain unchanged. To determine the power reduction necessary if antenna heights above 500 feet are used, we propose to incorporate into the rules a graph (see below) which was derived from the F(50, 10) curves found in FCC Report No. R-6602 which was also the source of the antenna/height tables now in the rules. The proposed revision of the rules would provide the additional flexibility required for the effective use of the frequencies in the 470-512 MHz band in the land mobile radio services without, as we said before, compromising the desired protection to television stations.

5. The graph would apply to Parts 89, 91, and 93 of the Commission's rules. Standards for antenna heights in excess of 500 feet above average terrain for Domestic Public Land Mobile Radio Service stations in the 470-512 MHz band will be considered in a separate document in the near future.

6. Authority for the proposed amendments is contained in sections 4(i) and 303 of the Communications Act of 1934, as amended. Pursuant to applicable procedures set forth in § 1.415 of the Commission's rules, interested persons may file comments on or before February 23, 1972, and reply comments on or before March 3, 1972. All relevant and timely comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision

¹ This plan has been implemented in part by rules adopted in our second report and order released on June 22, 1971 (35 F.R. 8634), and the frequencies made available in most of the 10 urban areas effective Aug. 17, 1971.

² 40 db protection is to be afforded Channel 15 in New York, N.Y., and Cleveland, Ohio, and Channel 16 in Detroit, Mich.

the Commission may also take into account other relevant information before it, in addition to the specific comments by this notice.

7. In accordance with the provisions of § 1.419 of the Commission's rules, an original and 14 copies of all statements, briefs, or comments filed shall be furnished the Commission. Responses will be available for public inspection during the regular business hours in the Commission's Public Reference Room at its Headquarters in Washington, D.C.

Adopted: January 5, 1972.

Released: January 7, 1972.

FEDERAL COMMUNICATIONS
COMMISSION,^a

[SEAL] BEN F. WAPLE,
Secretary.

Part 89 of Chapter I of Title 47 of the Code of Federal Regulations is amended as set forth below. Rules identical in substance to those proposed for Part 89 will be incorporated in Parts 91 and 93.

In § 89.123(a), subparagraph (7) is added, and in paragraph (b), Figure H and Figure I are added to read as follows:

§ 89.123 Frequencies in the band 470-512 MHz.

(a) * * *

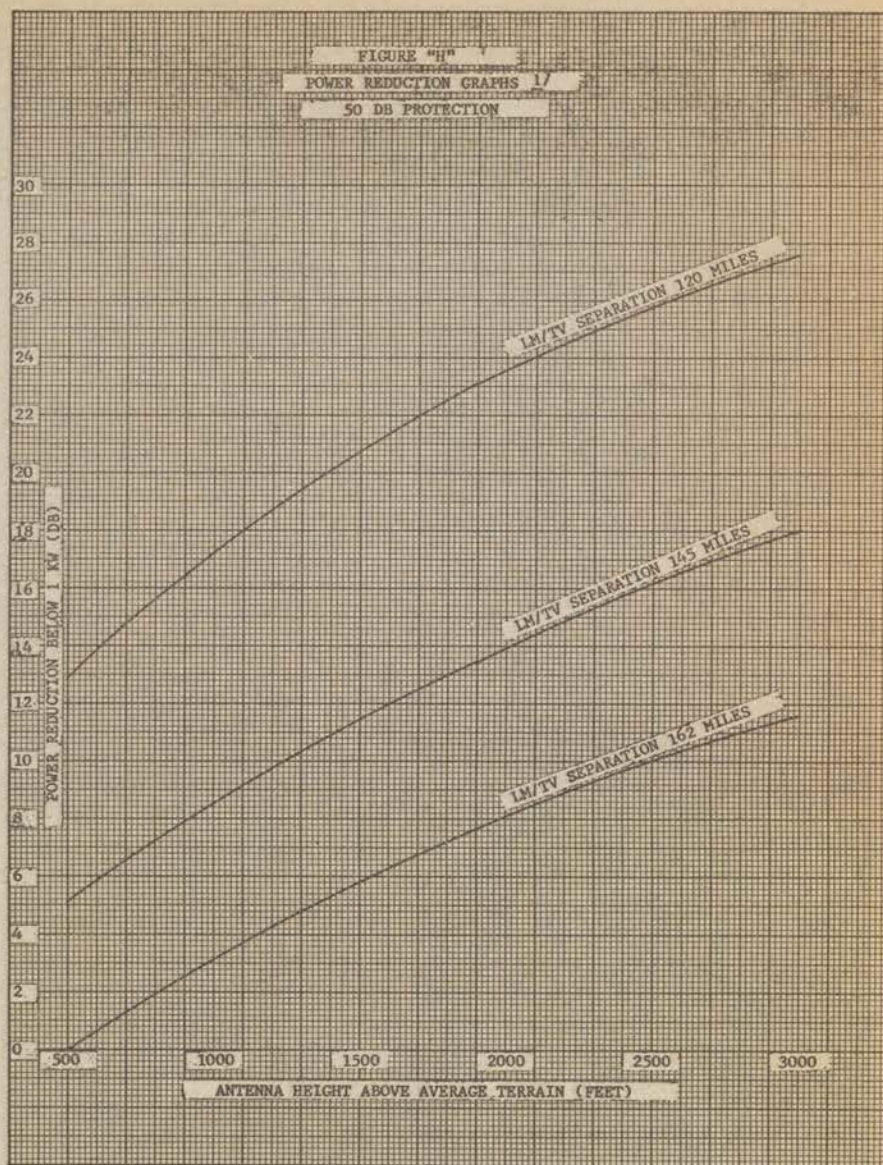
(7) For antenna heights between 500 feet and 3,000 feet above average terrain the effective radiated power must be reduced below 1 kilowatt in accordance with the values shown in the power reduction graph in Figure H, below, except for Channel 15 in New York, N.Y., and Cleveland, Ohio, and Channel 16 in Detroit, Mich., where the effective radiated power must be reduced in accordance with Figure I. For heights of more than 500 feet above average terrain, the distance to the radio path horizon will be calculated assuming smooth earth. If the distance so determined equals or exceeds the distance to the Grade B contour of a cochannel TV station, an authorization will not be granted unless it can be shown that actual terrain considerations are such as to provide the desired protection at the Grade B contour.

(b) * * *

* * *

^a Commissioner H. Rex Lee absent.

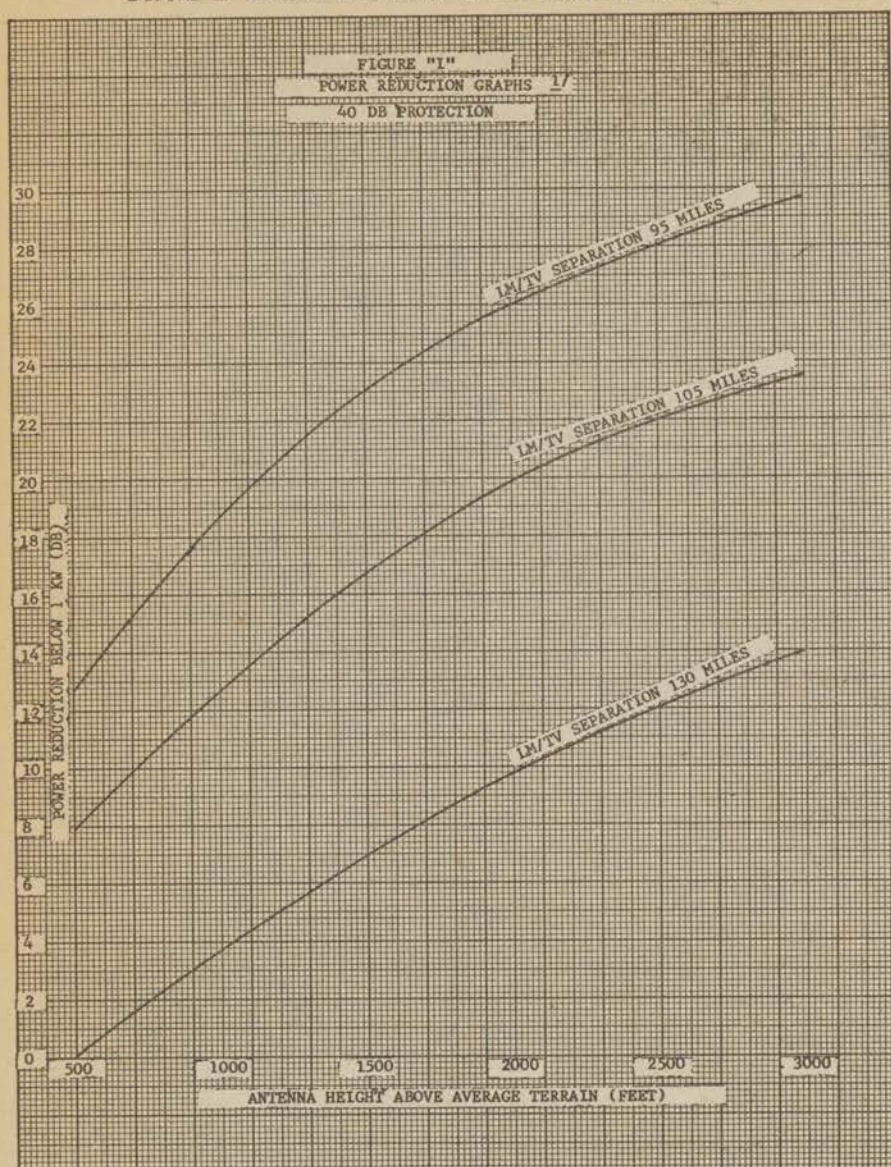
FIGURE H.—POWER REDUCTION GRAPH (50 dB PROTECTION)



¹ Directions for using this graph:

1. Determine antenna height above average terrain.
2. Locate this value on the antenna height axis.
3. Determine the separation between the LM antenna site and the nearest protected cochannel TV station.
4. Draw a vertical line to intersect the LM/TV separation curve at the distance determined in step 3 above. For distances not shown on the graph, use linear interpolation.
5. From the intersection of the LM/TV separation curve draw a horizontal line to the power reduction scale.
6. The power reduction in dB determines the reduction below 1 kW. that must be achieved.

FIGURE I.—POWER REDUCTION GRAPH (40 dB PROTECTION)



¹ Directions for using this graph:

1. Determine antenna height above average terrain.
2. Locate this value on the antenna height axis.
3. Determine the separation between the LM antenna site and the nearest protected cochannel TV station.
4. Draw a vertical line to intersect the LM/TV separation curve at the distance determined in step 3 above. For distances not shown on the graph, use linear interpolation.
5. From the intersection of the LM/TV separation curve draw a horizontal line to the power reduction scale.
6. The power reduction in dB determines the reduction below 1 kW, that must be achieved.

[FR Doc. 72-522 Filed 1-14-72; 8:45 am]

FEDERAL MARITIME COMMISSION

[46 CFR Part 510]

[Docket No. 72-4]

INDEPENDENT OCEAN FREIGHT FORWARDERS

Proposed Licensing Requirements

On December 22, 1961, the Federal Maritime Commission published in the FEDERAL REGISTER (26 F.R. 12252) rules with respect to the licensing of independent ocean freight forwarders (46 CFR Part 510). Section 510.5 of these rules set forth the requirements for licensing, and included a provision that an applicant must be found "(2) fit, willing and able properly to carry on the business of forwarding and to conform to the provisions of the Shipping Act, 1916, as amended, and the requirements, rules and regulations of the Commission issued thereunder."

Section 510.5 does not identify the person or persons employed by the applicant whose experience and training would be considered in deciding whether a particular applicant is fit, willing and properly able to carry on the business of forwarding.

In order to assure continuity of responsibility and experience of such person or persons associated with an applicant who will be considered by the Commission in determining the applicant's qualifications by reason of training and experience, the Commission is considering amending § 510.5(a) to provide that an individual proprietor; an active managing partner; or an active corporate or association officer of an applicant must be individually qualified through training and experience to carry on the business of forwarding and to conform to the provisions of the Shipping Act, 1916, and the requirements, rules and regulations of the Commission.

Therefore, pursuant to the authority of section 43 and 44 of the Shipping Act, 1916 (46 U.S.C. 841(a), 841(b)); and section 4 of the Administrative Procedure Act (5 U.S.C. 553); notice is hereby given that the Federal Maritime Commission is considering amending Part 510 of Title 46 CFR by adding to § 510.5 (a) the following:

§ 510.5 Requirements for licensing.

(a) * * *

In determining whether an applicant has the qualifications to be considered fit, willing, and able properly to carry on the business of forwarding and to conform to the provisions of the Shipping Act, 1916, and the requirements, rules and regulations of

the Commission, the applicant's training and experience will be considered on the following basis:

1. In the case of the applicant who is an individual proprietorship, the individual applicant must himself qualify.
2. In the case of an applicant who is a partnership, at least one of the active managing partners must qualify.
3. In the case of an applicant which is a corporation or association, at least one of the active corporate or association officers must qualify.

Any license issued to an individual owning a sole proprietorship runs to the individual and not to the sole proprietorship itself. If the licensee transfers ownership of the sole proprietorship, or in any manner withdraws from the sole proprietorship, the sole proprietorship may not act as an ocean freight forwarder until the new owner receives a license in his own name. This may be accomplished by transfer of an existing license, which requires approval by the Commission pursuant to § 510.8(d) of these rules or by applying for a license as a new applicant.

When a partnership or corporation or association applicant has been licensed based

upon the qualifications of one or more partners or officers as set forth above, and the qualifying person should at any time thereafter leave such position, then such change shall be reported to the Commission within 30 days as required by paragraph (c) of this section. Within the same 30 day period the licensee shall furnish the Commission with the name and detailed ocean freight forwarder training and experience of the active managing partner(s) or officer(s) who will continue with the licensee.

A license which has been granted pursuant to qualifications of individuals as required herein may be suspended or revoked, after notice and hearing, for failure to comply with this rule, or failure to have an active managing partner or officer who is qualified through training and experience to carry on the business of forwarding and conform to the provisions of the Shipping Act, 1916, and the requirements, rules and regulations of the Commission.

Interested persons may participate in this rule making proceeding by filing with the Secretary, Federal Maritime Commission, Washington, D.C. 20573, on

or before January 25, 1972, an original and 15 copies of their views or arguments pertaining to the proposed rules. All suggestions for changes in text should be accompanied by drafts of the language thought necessary to accomplish the desired change and by statements and arguments in support thereof.

The Bureau of Hearing Counsel, Federal Maritime Commission, shall file Reply to Comments on or before February 4, 1972, by serving an original and 15 copies on the Federal Maritime Commission and one copy to each party who filed comments. Answers to Hearing Counsel's replies shall be submitted to the Federal Maritime Commission on or before February 11, 1972.

By order of the Federal Maritime Commission.

[SEAL]

FRANCIS C. HURNEY,
Secretary.

[FR Doc. 72-647 Filed 1-14-72; 8:48 am]

Notices

DEPARTMENT OF STATE

Agency for International
Development

OPERATION CROSSROADS AFRICA, INC.

Register of Voluntary Foreign Aid Agencies

In accordance with the regulations of the Agency for International Development concerning Registration of Agencies for Voluntary Foreign Aid (A.I.D. Reg. 3) 22 CFR Part 203, promulgated pursuant to section 621 of the Foreign Assistance Act of 1961, as amended, notice is hereby given that a certificate of registration as a voluntary foreign aid agency has been issued by the Advisory Committee on Voluntary Foreign Aid of the Agency for International Development to the following agency:

Operation Crossroads Africa, Inc., 150 Fifth Avenue, New York, NY 10011.

HARRIETT S. CROWLEY,
Director, Office for
Private Overseas Programs.

JANUARY 10, 1972.

[FR Doc.72-616 Filed 1-14-72; 8:47 am]

Office of the Secretary

[Delegation of Authority 122-1; Public
Notice 349]

INTERNATIONAL FISHERIES COMMISSIONS

Delegation of Authority to Special Assistant to Secretary for Fisheries and Wildlife and Coordinator of Ocean Affairs

By virtue of the authority vested in me by section 4 of the Act of May 26, 1949 (63 Stat. 111, 22 U.S.C. 2658), as amended, I hereby delegate to the Special Assistant to the Secretary for Fisheries and Wildlife and Coordinator of Ocean Affairs the following function:

The designation of Alternate U.S. Commissioners to the International Commission for the Northwest Atlantic Fisheries as vested in me by section 3(a) of the Northwest Atlantic Fisheries Act of 1950 as amended on August 11, 1971, 16 U.S.C. 982(a).

This delegation amends Delegation of Authority No. 122 of March 3, 1971 (36 F.R. 4897, March 13, 1971).

[SEAL] WILLIAM P. ROGERS,
Secretary of State.

JANUARY 4, 1972.

[FR Doc.72-617 Filed 1-14-72; 8:47 am]

DEPARTMENT OF THE TREASURY

Bureau of Customs

[T.D. 72-22]

CERTAIN FOREIGN CURRENCIES

Rates of Exchange

Rates of exchange certified to the Secretary of the Treasury by the Federal Reserve Bank of New York for the French franc, Japanese yen and Republic of South Africa rand.

The Federal Reserve Bank of New York, pursuant to section 522(c), Tariff Act of 1930, as amended (31 U.S.C. 372 (c)), has certified the following rates of exchange which vary by 5 per centum or more from the quarterly rate published in Treasury Decision 71-259 for the dates and countries indicated. Therefore, as to entries covering merchandise exported on the dates and from the countries listed, whenever it is necessary for Customs purposes to convert such currency into currency of the United States, conversion shall be at the following daily rates:

French franc:	
December 27, 1971	\$0.191300
December 28, 1971	.191300
December 29, 1971	.191300
December 30, 1971	.191418
December 31, 1971	.191716
Japanese yen:	
December 27, 1971	\$0.00317500
December 28, 1971	.00317450
December 29, 1971	.00317250
December 30, 1971	.00317450
December 31, 1971	.00317450
Republic of South Africa rand:	
December 24, 1971	\$1.301666
December 27, 1971	1.306250
December 28, 1971	1.301250
December 29, 1971	1.301250
December 30, 1971	1.303750
December 31, 1971	1.303750

[SEAL] EDWIN F. RAINS,
Acting Commissioner of Customs.

[FR Doc.72-639 Filed 1-14-72; 8:48 am]

Internal Revenue Service

[Order No. 12 (Rev. 4)]

SUPERVISORY OFFICIALS

Delegation of Authority To Designate Acting Supervisory Officials

Pursuant to authority vested in the Commissioner of Internal Revenue by Treasury Department Order No. 177-19, Revision No. 1; Administrative Circular No. 46 and Supplement 1 thereto; and Chapter 250, Treasury Personnel Manual; there is hereby delegated the authority to designate Acting supervisory officials in the Internal Revenue Service, unless or until a higher authority having

direct line supervision designates another employee to serve as Acting, as follows:

1. All Internal Revenue Service employees in supervisory position other than positions specifically provided for in sections 2 through 9 of this order are authorized to designate an employee to serve as Acting during their absence and, in case a supervisory position under their supervision and control becomes vacant, to designate an employee to serve as Acting.

2. The Commissioner will designate an Acting Deputy Commissioner when necessary.

3. In an office of Assistant Commissioner having a Deputy Assistant Commissioner or an officer designated to serve as Executive Assistant to the Assistant Commissioner, such Deputy Assistant Commissioner or Executive Assistant to the Assistant Commissioner will automatically become Acting Assistant Commissioner in case of the absence of the Assistant Commissioner or a vacancy in the office. The Assistant Commissioner shall designate an employee who shall serve as Acting Assistant Commissioner in the absence of both the Assistant Commissioner and Deputy Assistant Commissioner or Executive Assistant to the Assistant Commissioner. If the position of Deputy Assistant Commissioner or Executive Assistant to the Assistant Commissioner becomes vacant, the Assistant Commissioner shall designate an employee who shall serve as Acting Deputy Assistant Commissioner or Acting Executive Assistant to the Assistant Commissioner. In an Office of Assistant Commissioner where there is no Deputy Assistant Commissioner or an officer designated to serve as Executive Assistant to the Assistant Commissioner, the Assistant Commissioner shall designate an employee who shall serve as Acting Assistant Commissioner in the absence of the Assistant Commissioner and the Commissioner shall designate an employee who shall serve as Acting Assistant Commissioner in case the position of Assistant Commissioner becomes vacant.

4. Each Regional Commissioner shall designate an Assistant Regional Commissioner who shall serve as Acting Regional Commissioner during any absence of the Regional Commissioner. If the position of Regional Commissioner becomes vacant, the Commissioner shall designate an employee to serve as Acting Regional Commissioner.

5. Each Assistant Regional Commissioner shall designate an employee who shall serve as Acting Assistant Regional Commissioner during any absence of the Assistant Regional Commissioner. If the position of Assistant Regional Commissioner becomes vacant, the Regional

Commissioner shall designate an employee to serve as Acting Assistant Regional Commissioner.

6. In a District Office having an Assistant District Director of Internal Revenue, such Assistant will automatically become Acting District Director in case of the absence of the District Director or a vacancy in the office. The District Director shall designate an employee who shall serve as Acting District Director in the absence of both the District Director and the Assistant District Director. If the position of Assistant District Director becomes vacant, the District Director shall designate an employee who shall serve as Acting Assistant District Director. In a District Office where there is no Assistant District Director, the District Director shall designate an employee who shall serve as Acting District Director in the absence of the District Director and the Regional Commissioner shall designate an employee who shall serve as Acting District Director in case the position of District Director becomes vacant.

7. In case of the absence of a Director, Internal Revenue Service Center, or a vacancy in office, the Assistant Director of the Service Center will automatically become Acting Director. The Service Center Director shall designate an employee who shall serve as Acting Service Center Director in the absence of both the Service Center Director and the Assistant Service Center Director. If the position of Assistant Service Center Director becomes vacant, the Service Center Director shall designate an employee who shall serve as Acting Assistant Service Center Director.

8. In case of the absence of the Director, Internal Revenue Service Data Center, or the Director, National Computer Center, or a vacancy in the office, the Assistant Director of the Center will automatically become Acting Director. The Data Center Director and the National Computer Center Director shall designate an employee who shall serve as Acting Director in the absence of both the Director and the Assistant Director. If the position of Assistant Director becomes vacant, the Director shall designate an employee who shall serve as Acting Assistant Director.

9. The following designations as Acting shall be made a matter of record: Regional Commissioner; Assistant Regional Commissioner; District Director of Internal Revenue; Director, Internal Revenue Service Center; Director, Internal Revenue Service Data Center; and Director, National Computer Center.

10. The authority delegated herein may not be redelegated.

11. This order supersedes Delegation Order No. 12 (Rev. 3), issued September 27, 1965.

Issued: January 13, 1972.

Effective: January 13, 1972.

[SEAL] JOHNNIE M. WALTERS,
Commissioner.

[FR Doc.72-640 Filed 1-14-72;8:48 am]

DEPARTMENT OF THE INTERIOR

Bureau of Reclamation

[DES 72-1]

CHINA MEADOWS DAM AND RESERVOIR, LYMAN PROJECT, WYO.

Notice of Availability of Draft Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Department of the Interior has prepared a draft environmental statement for the authorized China Meadows Dam and Reservoir, Lyman Project, Wyo. Work involves construction of an earth-fill dam and dike on the east fork of Smiths Fork, 25 miles south of Mountain View, Wyo., for the purpose of providing regulatory storage for irrigation purposes, maintenance of fish and wildlife resources, and water-oriented recreation.

Copies are available for inspection at the following locations:

Office of Ecology, Room 7620, Bureau of Reclamation, Department of the Interior, Washington, D.C. 20240, Telephone (202) 343-4991.

Regional Office, Region 4, Bureau of Reclamation, Room 7223, Federal Building, 125 South State Street, Salt Lake City, UT 84111, Telephone (801) 524-5417.

Lyman Project Office, Bureau of Reclamation, Benedict Building, Mountain View, Wyo. 82939, Telephone (307) 782-6151.

Single copies of the draft statement may be obtained on request to the Commissioner of Reclamation or Regional Director. In addition copies are available from the National Technical Information Service, Department of Commerce, Springfield, Va. 22151 for \$3 each. Please refer to the statement number above.

Dated: January 6, 1972.

W. W. LYONS,
Deputy Assistant Secretary
of the Interior.

[FR Doc.72-612 Filed 1-14-72;8:46 am]

DEPARTMENT OF AGRICULTURE

Office of the Secretary

MISSISSIPPI

Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961) and section 232 of the Disaster Relief Act of 1970 (Public Law 91-606), it has been determined that in the following counties in the State of Mississippi natural disasters have caused a general need for agricultural credit:

COUNTIES

Bollivar.	LeFlore.
Humphreys.	Sunflower.

Emergency loans will not be made in the above-named counties under this

designation pursuant to applications received after June 30, 1972, except subsequent loans to qualified borrowers who received initial loans under this designation.

The urgency of the need for emergency loans in the designated areas makes it impracticable and contrary to the public interest to give advance notice of proposed rule making and invite public participation.

Done at Washington, D.C., this 11th day of January 1972.

EARL L. BUTZ,
Secretary.

[FR Doc.72-642 Filed 1-14-72;8:48 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[OE Docket No. 71-SO-4]

CAROLANDO CORP.

Notice of Petition for and Grant of Review

On November 9, 1971, the Federal Aviation Administration, Southern Region, issued a Determination of Hazard to Air Navigation under Aeronautical Study No. 71-SO-1000-OE. The determination concerns a proposal by Carolando Corp., Jacksonville, Fla., to construct an observation tower near Intercession City, Fla., at latitude 28°20'12" north, longitude 81°32'05" west. The overall height of the structure would be 800 feet above ground level, 890 feet above mean sea level.

On December 7, 1971, the Carolando Corp., petitioned the Administrator for a review of the determination pursuant to § 77.37 of the Federal Aviation Regulations. The petitioner cites the following as grounds for a reversal of the determination:

1. The increase from 1,700 to 1,900 feet in the McCoy Air Force Base Special Procedures could be accomplished without any resultant adverse effect because the minimum terminal cardinal altitude is 2,000 feet.

2. There were no plans on file with the FAA for an instrument approach procedure to serve Runway 34, Lake Buena Vista STOLport at the time the notice of proposed construction was filed, therefore, the procedure was not subject to consideration under FAR, Part 77.

3. The Lake Buena Vista STOLport is a private facility not open to the public and not listed in the Airport Directory of the current Airman's Information Manual, therefore, is not subject to consideration under FAR, Part 77.

4. The increase from 660 to 1,120 feet in the minimum descent altitude (MDA) for NDB RWY 15 approach procedure, Kissimmee Municipal Airport, would not be necessary if a step down fix were established between the observation tower and the airport.

5. The increase in minimum safe altitudes (MSA) applicable to quadrants of the Klissimnee and Herndon Airports may be made without adversely affecting aeronautical operation as the increase in an MSA is not operationally significant.

6. No showing was made as to the number of aircraft which may use Interstate Highway 4 for navigational purposes or the amount of time the weather would be a factor.

7. In the near future, the entire area along Interstate Highway 4 for a considerable distance both east and west will be congested area.

8. No consideration was given to possible adjustments to the construction proposal that would ameliorate the alleged substantial adverse effect the structure would have on the safe and efficient utilization of the navigable airspace by aircraft.

Our examination of the petition and the determination disclosed that neither document provides sufficient facts in support of their respective claims. In the absence of this information, we are unable to ascertain the validity of either claim.

Therefore, a review will be conducted. The review will be on the basis of written material pursuant to FAR, § 77.37 (c) (1). Interested persons may within 30 days of the date of issuance of this notice submit information relevant to the question of whether the proposed construction would have an adverse effect on the safe and efficient use of airspace. Sufficient detail must be provided to establish a clear understanding of the reasons for any claims made. Submissions should be in triplicate and sent to the Chief, Airspace Obstruction and Airports Branch, AT-240, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591.

Pending final disposition of the petition, the Determination of Hazard to Air Navigation issued by the Southern Region under Aeronautical Study No. 71-SO-1000-OE is not and will not be final.

Issued in Washington, D.C., on January 6, 1972.

RAYMOND G. BELANGER,
Acting Director, Air Traffic Service.

[FR Doc.72-605 Filed 1-14-72; 8:45 am]

ATOMIC ENERGY COMMISSION

[Docket No. 50-271]

VERMONT YANKEE NUCLEAR POWER CORP.

Order Setting Evidentiary Hearing

At the recess in this proceeding on December 3, 1971, provision was made to reconvene further evidentiary hearings upon specific notice. Since the date of recess, consideration has been given by this Atomic Safety and Licensing Board to motions, briefs, and contentions relative to the necessity of evidence on the electric power needs, as alleged by applicant, to be served by the Vermont Yankee

nuclear power facility. The Conservation Society of Vermont, in addition to statements at the hearing, has filed a memorandum urging that evidence be received on this subject in connection with the motion made by applicant for authority to operate the nuclear power facility at 15.9 m.w. t. (1 percent of rated power). The position of the Regulatory Staff of the Commission is that, if there will be no environmental effect of the operations at this presently requested authority of 1 percent of rated power, then the alleged power needs are not relevant. At the hearing on December 3, 1971, the Staff concluded that under some circumstances there might be some significant adverse effects upon the environment in some low power testing operations where there should be a balancing of factors, including power needs, as required by subsection D.2 of revised Appendix D regulations.

The New England Coalition on Nuclear Pollution has filed a brief in support of its contention for cross-examination of applicant's allegations on power needs, in further support of the position of the aforesaid Conservation Society.

The Board is unable to make the determination at this time that there will not be any significant adverse effect upon the environment upon the basis of the present record.

Wherefore, it is ordered, Pursuant to the Atomic Energy Act, as amended, and the rules of practice of the Commission, that a further session of the evidentiary hearing in this proceeding shall convene at 2:30 p.m., on Monday, January 31, 1972, in the Vermont National Guard Armory, 207 Main Street, Brattleboro, VT, to consider the allegations of applicant and the contentions of the parties respecting power needs to be served by Vermont Yankee nuclear power facility and such other matters as are within the issues prescribed by the Commission for determination in this proceeding.

Issued: January 7, 1972, Germantown, Md.

ATOMIC SAFETY AND LICENSING BOARD,
SAMUEL W. JENSCH,
Chairman.

[FR Doc.72-607 Filed 1-14-72; 8:46 am]

CIVIL AERONAUTICS BOARD

[Docket No. 24110; Order 72-1-25]

AIRBORNE FREIGHT CORP.

Order of Investigation and Suspension Regarding Increased General and Specific Commodity Rates

Adopted by the Civil Aeronautics Board, at its office in Washington, D.C., on the 11th day of January 1972.

By tariff revisions filed December 10, 1971, and marked to become effective January 12, 1972, Airborne Freight Corp. (Airborne), an air freight forwarder, proposes to increase its general and specific commodity rates as follows: (1) In-

crease all of its general commodity rates by about 2 percent; (2) add a \$3 minimum charge to specific commodity rates that are currently not subject to a minimum charge; (3) increase currently effective specific commodity minimum charges by \$1; and (4) increase specific commodity rates for shipments under 100 pounds generally by 20 percent. Specific commodity rates for shipments of 100 pounds and over would not be increased.

No complaints have been filed against Airborne's proposal.

Airborne justifies its proposal by asserting, inter alia, that the proposal would result in an average rate increase of 1.47 percent, which is justified by increased costs and is within the guidelines and consistent with the purpose of the Stabilization Act of 1970.

The Board is not persuaded that Airborne has presented adequate justification that the proposed increases are within the stabilization guidelines or otherwise consistent with the purpose of the Stabilization Act of 1970 as required by Order 71-11-97 of November 24, 1971.¹ First, a good part of the forwarder's justification, a "pro-forma" profit and loss statement, for 1972, is without factual support.

Secondly, the estimates of additional costs appear to be in part inappropriate as justification for the increased rates proposed. Thus, the bulk of the higher facility costs forecast appear to reflect the costs of new or expanded facilities. The higher cartage costs forecast are not proper as support for higher airport-to-airport rates, the majority of the rates proposed. No increases in pickup and delivery rates are proposed. Furthermore, the forwarder has not indicated to what extent the cost increases claimed would be reduced by productivity gains, as required for service organizations by price stabilization regulations.²

Upon consideration of the foregoing and all other relevant factors, the Board finds that the increased rates and charges proposed may be unjust, or unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial or otherwise unlawful and the Board will institute an investigation of the rates and charges and suspend them for a period of 90 days.

Accordingly, it is ordered, That:

1. An investigation be instituted to determine whether the rates, charges and provisions described in Appendix A,³

¹ By Order 71-12-141, adopted Dec. 30, 1971, the Board suspended on similar grounds a proposal by WTC Air Freight, also an air freight forwarder, to increase rates an average of 2½ percent.

² Although no specific guidelines have, as of this date, been issued for "regulated utilities," service organizations may increase their prices "only to reflect allowable costs in effect on November 13, 1971, and cost increases being incurred after November 13, 1971, reduced to reflect productivity gains * * *." FEDERAL REGISTER, vol. 36, No. 242, Dec. 16, 1971, page 23977.

³ Filed as part of the original document.

and rules, regulations, or practices affecting such rates, charges and provisions are or will be unjust, unreasonable, unjustly discriminatory, unduly preferential, unduly prejudicial, or otherwise unlawful, and if found to be unlawful, to determine and prescribe the lawful rates, charges and provisions, and rules, regulations, or practices affecting such rates, charges, and provisions;

2. Pending hearing and decision by the Board, the rates, charges, and provisions described in Appendix A are suspended and their use deferred to and including April 10, 1972, unless otherwise ordered by the Board, and that no changes be made therein during the period of suspension except by order or special permission of the Board;

3. The proceeding herein designated Docket 24110 be assigned for hearing before an examiner of the Board at a time and place hereafter to be designated; and

4. Copies of this order shall be filed with the tariffs and served upon Airborne Freight Corporation, which is hereby made a party to Docket 24110.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK,
Secretary.

[FR Doc.72-638 Filed 1-14-72;8:48 am]

CIVIL SERVICE COMMISSION GENERAL SERVICES ADMINISTRATION

Notice of Revocation of Authority To Make Noncareer Executive Assign- ment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission revokes the authority of the General Services Administration to fill by noncareer executive assignment in the excepted service the position of Executive Assistant to the Administrator, Office of the Administrator.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[FR Doc.72-625 Filed 1-14-72;8:46 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Notice of Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Department of Health, Education, and Welfare to fill by noncareer executive assignment in the excepted service the position of

Assistant Director for Planning, Office of Civil Rights, Office of the Secretary.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[FR Doc.72-626 Filed 1-14-72;8:46 am]

DEPARTMENT OF THE INTERIOR

Notice of Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Department of the Interior to fill by noncareer executive assignment in the excepted service the position of Director, Office of Oil and Gas, Office of the Secretary, Office of the Assistant Secretary—Mineral Resources.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[FR Doc.72-628 Filed 1-14-72;8:47 am]

DEPARTMENT OF TRANSPORTATION

Notice of Grant of Authority To Make Noncareer Executive Assignment

Under authority of § 9.20 of Civil Service Rule IX (5 CFR 9.20), the Civil Service Commission authorizes the Department of Transportation to fill by noncareer executive assignment in the excepted service the position of Director, Office of Policy and Program Analysis, Federal Railroad Administration.

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] JAMES C. SPRY,
Executive Assistant to
the Commissioners.

[FR Doc.72-627 Filed 1-14-72;8:47 am]

COUNCIL ON ENVIRONMENTAL QUALITY ENVIRONMENTAL IMPACT STATEMENTS

Notice of Public Availability

Environmental impact statements received by the Council on Environmental Quality, January 3-January 7, 1972.

NOTE: At the head of the listing of statements received from each agency is the name of an individual who can answer questions regarding those statements.

DEPARTMENT OF AGRICULTURE

Contact: Dr. T. C. Byerly, Office of the Secretary, Washington, D.C. 20250, (202) 388-7803.

ANIMAL AND PLANT HEALTH SERVICE

Draft, December 28

Imported fire ant cooperative Federal-State control and regulatory program. Aerial application of Mirex to 20 million acres in Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Texas. (ELR Order No. 1555, 48 pages) (NTIS Order No. PB-205 344-D)

RURAL ELECTRIFICATION ADMINISTRATION

Draft, December 22

Dixon, Mo., to Kansas State line transmission line, Pulaski, Laclede, Dallas, Polk, Dade, and Jasper Counties, Mo. Loan to Associated Electric Cooperative, Inc., for construction of 160-mile, 345-kv. transmission line from Dixon to 10 miles south of Pittsburg, Kans., including a new substation at Franks. (ELR Order No. 1526, 111 pages) (NTIS Order No. PB-205 330-D)

ATOMIC ENERGY COMMISSION

Contact: For nonregulatory matters: Joseph J. DiNunno, Director, Office of Environmental Affairs, Washington, D.C. 20545, (202) 973-5391.

For regulatory matters: Christopher L. Henderson, Assistant Director of Regulation for Administration, Washington, D.C. 20545, (202) 973-7531.

Final, December 30

National Accelerator Laboratory, Batavia, Ill. Construction 60 percent complete on high energy physics laboratory centered around a 200-500 billion electron volt energy proton synchrotron on a 6,800-acre site. (ELR Order No. 1549, 44 pages) (NTIS Order No. PB-205 359-F)

Reactor testing during fiscal year 1972 at the Nuclear Rocket Development Station, Nev. (Statement issued jointly by AEC and NASA.) Testing of a new type of reactor, the Nuclear Furnace, which permits individual fuel element testing at one-fortieth of the power of a full scale reactor. Comments made by USDA, DOC, EPA, HEW, DOI, DOT, Arizona Department of Economic Planning and Development, Colorado Department of Health, Idaho State Planning and Community Affairs Agency, Idaho Department of Health, and Office of the Governor of Oregon. (ELR Order No. 1550, 61 pages) (NTIS Order No. PB-200 539-F)

DEPARTMENT OF DEFENSE

DEPARTMENT OF ARMY

Corps of Engineers

Contact: Francis X. Kelly, Assistant for Conservation Liaison, Public Affairs Office, Office, Chief of Engineers, 1000 Independence Avenue SW., Washington, DC 20314, (202) 693-6346.

Draft, December 29

Hudson River Channel, N.Y. Maintenance dredging, with spoil disposal in Atlantic Ocean 7 miles off Sandy Hook. (ELR Order No. 1536, 8 pages) (NTIS Order No. PB-205 335-D)

Houston Ship Channel, Tex. Maintenance dredging of channels and basins, with spoil disposal in land and open bay areas used for disposition of dredged materials for many years. (ELR Order No. 1537, 11 pages) (NTIS Order No. PB-205 336-D)

Draft, January 3

South Branch, Rahway River, Rahway, N.J. Flood protection by channel improvement and construction of levees, walls, roadway bridge, drainage facilities, and land filling. Levees and filling, occupying about 15 acres, will eliminate tidal mud flats along banks of the river. (ELR Order No. 1538, 5 pages) (NTIS Order No. PB-205 339-D)

Draft, December 30

Levee Unit No. L-246, Missouri River levee system, Charlton County, Mo. Flood control project consisting of a system of levees, interior drainage structures, channel (Palmer Creek) relocation (2-6 miles) and modification (5 miles). Will alter wildlife habitat and stream biota. (ELR Order No. 1539, 26 pages) (NTIS Order No. PB-205 338-D)

Draft, December 29

Newark Bay, Hackensack and Passaic Rivers, N.J. Maintenance dredging for navigation, with dredged material to be disposed of at sea 7 miles east of Sandy Hook. (ELR Order No. 1540, 14 pages) (NTIS Order No. PB-205 337-D)

Final, January 3

Anacostia River and tributaries, Prince Georges County, Md. Flood control by widening, deepening, and realigning 20,410 feet of channels in the Northwest and Northeast Branches and Indian Creek. Comments made by USDA, EPA, HEW, DOI, DOT, four State agencies, Prince Georges and Montgomery Counties, Washington Suburban Sanitary Commission, Metropolitan Washington Council of Governments, National Capital Planning Commission, and Maryland-National Capital Park and Planning Commission. (ELR Order No. 1547, 64 pages) (NTIS Order No. PB-200 797-F)

Great Lakes connecting channels, St. Marys River, Mich. First of three phases of widening six bend areas in the river, the first phase involving dredging and blasting three bends in the Middle Neebish Channel area. Spoils to be deposited off Neebish Island. Comments made by DOC, EPA, FPC, DOI, DOT, two State agencies, six conservation organizations, Lake Carriers Association of Cleveland, and Chippewa County Commissioner. (ELR Order No. 1557, 86 pages) (NTIS Order No. PB-199 855-F)

GENERAL SERVICES ADMINISTRATION

Contact: Rod Kreger, Deputy Administrator, General Services Administration—AD, Washington, D.C. 20405, (202) 343-6077.
Alternate Contact: Aaron Woloshin, Director, Office of Environmental Affairs, General Services Administration—AD, (202) 343-4161.

Final, January 3

Disposal of Caven Point Army Reserve Center, Jersey City, Hudson County, N.J., by negotiated sale to Jersey City. Comments made by Army COE, CEQ, EPA, Tri-State Regional Planning Commission and three State agencies. (ELR Order No. 1545, 18 pages) (NTIS Order No. PB-201 255-F)

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Contact: Richard H. Broun, Director, Environmental and Land use Planning Division, Washington, D.C. 20410 (202) 755-6186.

Draft, December 23

Broomfield Water Transmission Line, Broomfield, Colo. Construction of a pipeline, a 25 m.g.d. pump station and a 2 million gallons storage reservoir to serve areas generally north and west of Denver to be funded in part by HUD. Project WSP CO-08-00-01100. (ELR Order No. 1529 pages) (NTIS Order No. PB-205 349-D).

Final, December 30

HUD Project Selection Criteria for Subsidized Housing. Establishment of criteria for evaluating priority ranking of applications under 4 programs: § 235(1) Interest Supplements on Home Mortgages, § 236 Interest Supplements on Rental and Cooperative Housing Mortgages, Low-Rent Public Housing (including Leased Public Housing), and Rent Supplement. Comments made by USDA, Army COE, AEC, EPA, GSA, HEW, DOI, DOT, Appalachian Regional Commission and National Capital Planning Commission. (ELR Order No. 1548, 35 pages) (NTIS Order No. PB-202 596-F).

DEPARTMENT OF THE INTERIOR

Contact: Office of Communications, Room 7214, Washington, D.C. 20240, (202) 343-6416.

BUREAU OF RECLAMATION**Draft, December 22**

East Greenacres Unit, Prairie Division, Rathdrum Prairie Project, Kootenai County, Idaho. Construction of deep wells and pumps, pipe distribution systems and public recreation areas to supply irrigation, domestic, municipal, and industrial water. (ELR Order No. 1530, 18 pages) (NTIS Order No. PB-205 351-D)

DEPARTMENT OF TRANSPORTATION

Contact: Martin-Convissier,¹ Director, Office of Program Coordination, 400 Seventh Street SW., Washington, DC 20590, (202) 462-4357.

FEDERAL AVIATION ADMINISTRATION**Draft, December 30**

Aniak Airport, Aniak, Alaska. Reconstruction of runway safety area; extension of runway and lighting system; and construction of taxiway, apron, and access road. (ELR Order No. 1533, 11 pages) (NTIS Order No. PB-205 332-D)

Tri-State Airport (Walker Long Field), Wayne County, W. Va. Extension of runway, runway grooving, construction of a graded overrun area, relocation of glide slope facility and approach lighting system, and strengthening of pavements. (ELR Order No. 1534, 21 pages) (NTIS Order No. PB-205 333-D)

Final, December 23

Lafayette Airport, Lafayette, La. Construction of runway, associated taxiways, parallel taxiway, and crash, fire, and rescue facility; extension of runway; relocation of communication towers; and installation of homer beacon for runway. Comments made by USDA, Army COE, EPA, HEW, DOI, and DOT. (ELR Order No. 1546, 41 pages) (NTIS Order No. PB-201 577-F)

¹ Mr. Convissier's office will refer you to the regional office from which the statement originated.

FEDERAL HIGHWAY ADMINISTRATION**Draft, December 23**

S.R.-29: Auglaize and Shelby Counties, Ohio. Relocation and improvement from U.S.-33 to S.R.-274. Project AUG/SHE-29-4.67/0.00. (ELR Order No. 1527, 20 pages) (NTIS Order No. PB-205 331-D)

Draft, December 17

FA Route 430 (Fox Valley Freeway): Cook, Kane, Du Page, and Will Counties, Ill. Construction from the Elgin O'Hare Freeway southwest of Elgin to the general vicinity of Ill.-53. 4(f) determination required for crossing the Illinois Prairie Path. (ELR Order No. 1528, 186 pages) (NTIS Order No. PB-205 346-D)

Draft, December 28

C.S.A.H.—39: Norman County, Minn. Reconstruction from 6.4 miles east of Borup to TH-32/TH-113 junction at Syre. 4(f) determination required for use of 609.5 acres within a Wildlife Management Area. Project S.P. 54-639-10, S6598(9). (ELR Order No. 1531, 18 pages) (NTIS Order No. PB-205 347-D)

Draft, December 29

U.S.-80: Dallas County, Ala. Improvement to four lanes from near Browns to Ala.-14 intersection (17.6 miles). Involves acquisition of 320 acres of rural land and relocation of three individuals, 30 families, seven business owners and two tenants, and five farm owners. Project S-335-I. (ELR Order No. 1532, 8 pages) (NTIS Order No. PB-205 348-D)

I-394: Minneapolis, Minn. Freeway construction from 250 feet west of 30th Street North and Hawthorne Avenue NE to Third Avenue North/Washington Avenue North junction (0.91 mile). Involves acquisition of 82 business and 82 dwelling units. Project 2789-01(T.H. 394), I-394-6. (ELR Order No. 1535, 25 pages) (NTIS Order No. PB-205 334-D)

Draft, January 3

Route AC: Buchanan County, Mo. Construction from Route 6 south to Route YY (1.9 miles). Will displace 24 people. Job 1-S-AC-36. (ELR Order No. 1551, 8 pages) (NTIS Order No. PB-205 350-D)

Draft, December 30

U.S.-50A and S.R.-7: Marietta, Washington County, Ohio. Relocation from near southerly junction of routes to I-77 interchange east of Marietta (2.3 miles) including a bridge over the Muskingum River. Involves taking of 202 residences and 40 businesses. Project WAS-50A-22.00, WAS-7-21.80. (ELR Order No. 1552, 28 pages) (NTIS Order No. PB-205 340-D)

Draft, January 3

FAS Route 2218: Garden City, Cullman County, Ala. Construction from U.S.-31 to the Mulberry Fork of the Black Warrior River. Project S-457-C. (ELR Order No. 1554, 9 pages) (NTIS Order No. PB-205 343-D)

Draft, January 4

S.R.-189 (Nogales Truck Compound Road. Section of the Nogales Primary Connection): Santa Cruz County, Ariz. Construction from Nogales south to the border (2.8 miles). Project F-032-1-301. (ELR Order No. 1556, 22 pages) (NTIS Order No. PB-205 345-D)

I-69: Clinton County, Mich. Construction from I-96 to U.S.-27 (8.5 miles). Will remove 11-15 homes. Project 169-3(2)83. (ELR Order No. 1558, 36 pages) (NTIS Order No. PB-205 342-D)

Draft, January 8

Project U 127 (27)—SF 56-993-1L: Louisville, Jefferson County, Ky. Improvement from Dutchmans Lane/Taylorsville Road (Ky.-155) intersection, along Dutchmans Lane to Cannons Lane (Ky.-2048), along Cannons Lane to Lexington Road (U.S.-60) (2.07 miles). (ELR Order No. 1559, 44 pages) (NTIS Order No. PB-205 341-D)

Final, December 30

STH-27: (Westby-Melvina Road) Monroe County, Wis. Relocation from STH-33 intersection west of Cashton to 1.5 miles north of Cashton. Project ID-5143-2-00. Comments made by USDA, DOI, DOT, and Wisconsin Department of Natural Resources. (ELR Order No. 1516, 15 pages) (NTIS Order No. PB-199 255-F)

U.S.-18 and U.S.-151: Iowa and Dane Counties, Wis. Relocation between Dodgeville and Mount Horeb (21 miles). Project ID: 1203-0-00, I.D. 1666-1-00, F 017-1 (), F 017-2 (), F 012-1 (). Comments made by USDA, EPA, HUD, DOI, DOT, Wisconsin Department of Natural Resources, and Dane County Regional Planning Commission. (ELR Order No. 1517, 15 pages) (NTIS Order No. PB-200 938-F)

M-81: Saginaw, Mich. Replacement of bridge over Saginaw River. Project U-17-1 (). Comments made by USDA, Army COE, HUD, DOI, DOT, Saginaw County Planning Office, and City of Saginaw. (ELR Order No. 1518, 29 pages) (NTIS Order No. PB-205 354-F)

Route 63: Phelps County, Mo. Relocation and widening from Maries County line north of Rolla south 5.6 miles. Job 8-P-63-1. Comments made by USDA, EPA, DOI, DOT, State Clearinghouse and Meramec Regional Planning Commission. (ELR Order No. 1519, 17 pages) (NTIS Order No. PB-200 936-F)

U.S.-43: Fayette County, Ala. Relocation and upgrading from Bobo to Whites Chapel Church, including a concrete bridge over Sipsey River (7 miles). Project S-2904(101). Comments made by USDA, DOC, DOD, EPA, HUD, DOI, DOT, Alabama Development Office and Coosa Valley Planning Agency. (ELR Order No. 1520, 42 pages) (NTIS Order No. PB-205 355-F)

I-40 (Topock-Kinsman Highway) McConico Section: Mohave County, Ariz. Construction from Shingle Canyon Wash northeast to near Kingman city limits (6.29 miles). Project I-IG-40-1 (27). Comments made by DOI, Arizona Health Department and Santa Fe R.R. (ELR Order No. 1521, 19 pages) (NTIS Order No. PB-202 912-F)

I-10, FAS-274 (Willcox-Fort Grant Highway): Cochise County, Ariz. Construction from Willcox just north of I-10 along Fort Grant Road (9 miles). Projects S-272 (2) and (5). Comments made by DOI, Arizona Game and Fish Department and city of Willcox (ELR Order No. 1522, 22 pages) (NTIS Order No. PB-202 641-F)

Route 71: Andrew County, Mo. Construction from Route 59 at Savannah south to I-29 and I-229 (5.6 miles). Job 1-P-71-29, Project F-FG-71-7(1). Comments made by USDA, EPA, HUD, DOI, DOT, State Clearinghouse and Northwest Missouri Regional Planning Commission. (ELR Order No. 1523, 18 pages) (NTIS Order No. PB-199 866-F)

U.S.-277 and U.S.-240 spur: Eagle Pass, Maverick County, Tex. Relocation of U.S.-277 from Second Street to west of Municipal Airport and of U.S.-240 from International Bridge to a connection

with proposed U.S.-277. Comments made by EPA, HEW and OEO. (ELR Order No. 1524, 51 pages) (NTIS Order No. PB-205 352-F)

U.S.-441: U.S.-319, SR-31: Laurens County, Ga. Construction from 850' northeast of I-16/SR-31 intersection northeast for 2.3 miles. Project F-042-1(3). Comments made by USDA, EPA, and Bureau of State Planning and Community Affairs. (ELR Order No. 1525, 25 pages) (NTIS Order No. PB-205 353-F)

I-80 and Dix Spur: Kimball and Cheyenne Counties, Nebr. Involves three projects, the first two on I-80 from southeast of Kimball to Potter (14.5 miles); the third between old U.S.-30 in Dix and I-80 (1 mile). Requires 400 acres of right of way. Project I-80-1(8), I-80-1(9), and S-590-B. Comments made by USDA, Army COE, EPA, and DOI. (ELR Order No. 1541, 33 pages) (NTIS Order No. PB-201 856-F)

U.S.-50: Vinton County, Ohio. Relocation of 4.16 miles, construction of five new bridges and relocation of 2,000' of Middle Fork Creek. Project VIN-50-4.65. Comments made by Army COE, DOI, and Ohio Planning and Development. (ELR Order No. 1542, 21 pages) (NTIS Order No. PB-205 358-F)

Lula Lake Road: Walker County, Ga. Construction to connect SR-170 and SR-157 (5.3 miles). Project S-1350(1). Comments made by USDA, Army COE, HUD, DOI, and State Clearinghouse. (ELR Order No. 1543, 20 pages) (NTIS Order No. PB-205 357-F)

Final, December 27

Pearl Harbor Interchange to Middle Street: Oahu, Hawaii. Construction of 2.65 miles of freeway to supplant existing Kamehameha and Nimitz Highways. Attached 4(f) statement regards use of 0.11 acre from the Pacific War Memorial. Project I-HI-1(10). Comments made by USDA, AEC, DOC, DOD, EPA, FPC, HEW, HUD, DOI, DOT, five State agencies, University of Hawaii, Chamber of Commerce of Hawaii, city and county of Hawaii, and the Outdoor Circle. (ELR Order No. 1544, 150 pages) (NTIS Order No. PB-205 356-F)

FHWA 4(f) statements, December 27

The following are not 102 statements. They are explanations of the Secretary of Transportation's approval of projects to be implemented under section 4(f) of the Department of Transportation Act, 49 U.S.C. 1653(f).

Project APD-032-3(11), Hamblen County, Tenn., requiring use of fringe areas of Cherokee Park. (Order through ELR by title, date, and Department—5 pages)

TIMOTHY ATKESON,
General Counsel.

[FR Doc.72-623 Filed 1-14-72; 8:46 am]

FEDERAL HOME LOAN BANK BOARD

[H. C. 114]

8.8 CORP. AND OAK CLIFF SAVINGS AND LOAN ASSOCIATION

NOTICE OF RECEIPT OF APPLICATION FOR PERMISSION TO ACQUIRE CONTROL OF SHERMAN SAVINGS AND LOAN ASSOCIATION

JANUARY 12, 1972.

Notice is hereby given that the Federal Savings and Loan Insurance Corporation has received an application from

the 8.8 Corp., Dallas, Tex., a multiple savings and loan holding company which is controlled by the Oak Cliff Savings and Loan Association, Dallas, Tex., for approval of acquisition of control of the Sherman Savings and Loan Association, Sherman, Tex., an insured institution, under the provisions of section 408(e) of the National Housing Act, as amended (12 U.S.C. 1730a(e)), and § 584.4 of the regulations for Savings and Loan Holding Companies, said acquisition to be effected by the purchase by cash of the shares of Sherman Savings and Loan Association. Comments on the proposed acquisition should be submitted to the Director, Office of Examinations and Supervision, Federal Home Loan Bank Board, Washington, D.C. 20552, within 30 days of the date this notice appears in the FEDERAL REGISTER.

[SEAL] GRENVILLE L. MILLARD, JR.,
Assistant Secretary,
Federal Home Loan Bank Board.

[FR Doc.72-624 Filed 1-14-72; 8:47 am]

FEDERAL MARITIME COMMISSION

ARMEMENT DEPPE, S.A., COMPAGNIE GENERALE TRANSATLANTIQUE, S.A., OZEA/STINNES-LINES JOINT SERVICE

Notice of Agreement Filed

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 1015; or may inspect the agreement at the Field Offices located at New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments on such agreements, including requests for hearing, 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. Any person desiring a hearing on the proposed agreement shall provide a clear and concise statement of the matters upon which they desire to adduce evidence. An allegation of discrimination or unfairness shall be accompanied by a statement describing the discrimination or unfairness with particularity. If a violation of the Act or detriment to the commerce of the United States is alleged, the statement shall set forth with particularity the acts and circumstances said to constitute such violation or detriment to commerce.

A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the statement should indicate that this has been done.

Notice of agreement filed by:

Edwin Longcope, Esq., Hill, Betts and Nash,
26 Broadway, New York, NY 10004.

Agreement No. 9891-1 provides for the admission of Ozean/Stinnes-Lines Joint Service to membership in the basic agreement, fixes the approximate degree of participation by Ozean/Stinnes-Lines and provides for conformity with any rules and regulations which may be issued by the German Federal Republic.

Dated: January 12, 1972.

By order of the Federal Maritime Commission.

FRANCIS C. HURNEY,
Secretary.

[FR Doc. 72-650 Filed 1-14-72; 8:49 am]

CITY OF KODIAK AND SEA-LAND SERVICE, INC.

Notice of Agreement Filed

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 1015; or may inspect the agreement at the Field Offices located at New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments on such agreements, including requests for hearing, 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. Any person desiring a hearing on the proposed agreement shall provide a clear and concise statement of the matters upon which they desire to adduce evidence. An allegation of discrimination or unfairness shall be accompanied by a statement describing the discrimination or unfairness with particularity. If a violation of the Act or detriment to the commerce of the United States is alleged, the statement shall set forth with particularity the acts and circumstances said to constitute such violation or detriment to commerce.

A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the statement should indicate that this has been done.

Notice of agreement filed by:

Mr. Michael J. Shalley, General Manager, Sea-Land Service, Inc., Corbin and Fleet Streets, Post Office Box 1050, Elizabeth, NJ 07207

Agreement No. T-2582, between the City of Kodiak (City) and Sea-Land Service, Inc. (Sea-Land), provides for the construction by the City of a containership terminal and preferential use by Sea-Land for a term of 20 years, with renewal options. The agreement extends preferential wharf, berth, and crane use rights to Sea-Land for up to 100 vessel calls per agreement year; nonpreferential use of berth, wharf, and crane should there be over 100 vessel calls per

year; and preferential use of storage, marshalling areas, and access ways.

As compensation, the City is to receive a use charge, as calculated in the agreement, and wharfage and handling charges assessed pursuant to the City's Tariff No. 6. Wharfage and handling charges from Sea-Land and any other user of the facility will be credited or used to offset total monthly use charges assessed Sea-Land.

The City agrees that no wharfage and handling charges will be assessed against Sea-Land during the term of the agreement or any extension thereof which are in excess of the tariff rates in effect at the date of the agreement.

Dated: January 12, 1972.

By order of the Federal Maritime Commission.

FRANCIS C. HURNEY,
Secretary.

[FR Doc. 72-651 Filed 1-14-72; 8:49 am]

[Docket No. 72-2]

SEA-LAND SERVICE, INC., AND AZTA SHIPPING CO.

Order To Show Cause

Agreement No. 9504, as amended, is a transshipment agreement between Sea-Land Service, Inc., and Azta Shipping Co. It covers the transportation of controlled temperature cargo and general cargo on through bills of lading from East Coast and West Coast ports of Central America served by Azta, on the one hand to U.S. East Coast ports and ports of call in Puerto Rico served by Sea-Land, on the other hand, with transshipment at Balboa, C.Z. Pending Agreement No. 9504-3 amends: (1) Clause 1 of the basic agreement to delete the East Coast of Central America, (2) Clause 2 to provide in part that the parties shall charge and collect the rates of the Atlantic & Gulf/West Coast of Central America and Mexico Conference (Agreement No. 8300), and Clause 3 to increase Sea-Land's share of the through rates on Frozen Meat and Frozen Shrimp to Puerto Rico, and U.S. East Coast ports.

The transshipment agreement has included East Coast ports of the United States since its initial approval on December 29, 1965. Azta joined the Atlantic & Gulf/West Coast of Central America and Mexico Conference on May 31, 1966. Sea-Land is not a conference member. The Conference Freight Tariff FMC No. 2 contains no transshipment rules or rates. Clause 1 of Agreement No. 9504-3 should be modified to remove any reference to U.S. East Coast ports. Transshipment rates of the parties to Puerto Rico are found in Azta's Tariff FMC No. 22.

Repeated attempts have been made unsuccessfully to get the parties to modify Agreement No. 9504-3 to reflect the activities of the parties pursuant to sections 15 and 18(b) of the Shipping Act, 1916. The following modifications of Agreement No. 9504-3 would bring the

agreement and the parties' activities into conformity with the Commission's requirements:

(1) Modify Clause 1 of said agreement to read:

This agreement covers transportation of controlled temperature and general cargo on through bills of lading from West Coast ports to Central America served by Azta, on the one hand, to ports of call in Puerto Rico served by Sea-Land, on the other hand, with transshipment at the port of Balboa, C.Z.

(2) Modify Clause 2 of said agreement by removing any reference to the Atlantic & Gulf/West Coast of Central America and Mexico Conference Agreement, reinstating the original language:

The parties to this agreement shall establish joint through rates, rules, and regulations and file a joint tariff containing such rates, rules and regulations with the Federal Maritime Commission in accordance with the provisions of section 18(b) of the Shipping Act, 1916, as amended.

(3) Modify Clause 3 to delete the references to rate divisions to U.S. East Coast ports.

The issues raised herein do not involve any disputed issues of fact which necessitate an evidentiary hearing.

Now therefore, it is ordered, Pursuant to sections 15 and 22 of the Shipping Act, 1916, that Sea-Land Service, Inc., and Azta Shipping Co. listed below, be named respondents in this proceeding and show cause why Agreement No. 9504, as amended, and pending Agreement No. 9504-3 should not be disapproved or modified pursuant to section 15 of the Shipping Act, 1916, for purporting to serve the trade from West Coast ports of Central America to East Coast ports of the United States, with transshipment at Balboa, C.Z., for which no transshipment rates or rules are on file with the Commission.

It is further ordered, That this proceeding shall be limited to the submission of affidavits and memoranda of law, replies, and oral argument. Should any party feel that an evidentiary hearing is required, that party must accompany any request for such hearing with a statement setting forth in detail the facts to be proven, their relevance to the issues in this proceeding, and why such proof cannot be submitted through affidavit. Requests for hearing shall be filed on or before February 2, 1972. Affidavits of fact and memoranda of law shall be filed by respondents and served upon all parties no later than the close of business February 2, 1972. Reply affidavits and memoranda shall be filed by the Commission's Bureau of Hearing Counsel and intervenors, if any, no later than close of business February 11, 1972. Oral argument will be scheduled at a later date if requested and/or deemed necessary by the Commission.

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

It is further ordered, That persons other than those already party to this

proceeding who desire to become parties to this proceeding and to participate therein shall file a petition to intervene pursuant to Rule 5(1) of the Commission's rules of practice and procedure (46 CFR 502.72) no later than close of business January 21, 1972.

It is further ordered, That all documents submitted by any party of record in this proceeding shall be directed to the Secretary, Federal Maritime Commission, Washington, D.C. 20573 in an original and 15 copies as well as being mailed directly to all parties of record.

By the Commission.

[SEAL] FRANCIS C. HURNEY,
Secretary.

Sea-Land Service, Inc., Post Office Box 1050,
Elizabeth, N.J. 07207.

Azta Shipping Co., c/o Caribbean Trading &
Marine Co., Agents, 811 Chamber of Com-
merce Building, 141 Northeast Third
Avenue, Miami, FL 33132.

[FR Doc. 72-648 Filed 1-14-72; 8:48 am]

[Docket No. 72-3]

SEA-LAND SERVICE, INC., AND AZTA SHIPPING CO.

Order To Show Cause

Agreement No. 9505 is a transshipment agreement between Sea-Land Service, Inc., and Azta Shipping Co. It covers the transportation of general cargo on through bills of lading from loading ports on the East and West Coast of Central America served by Azta, to ports of call of Sea-Land in California, with transshipment at Balboa, C.Z. Pending Agreement No. 9505-1 amends: (1) Paragraph 1 of the basic agreement to include controlled temperature cargo and extend the application of the basic agreement to apply between the above ports, and (2) paragraph 5 to clarify that specified port charges, in addition to the through rates, will accrue to Sea-Land at ports in California.

In processing the pending agreement it came to the attention of the Commission that the basic agreement, approved by the Commission on December 29, 1965, provided in Article 2 that the parties would file a joint tariff containing rates, rules and regulations covering the trade. No such joint tariff was located. By letter of July 25, 1969, this matter was brought to Sea-Land's attention and in their response of August 13, 1969, they advised that rates on traffic moving under the agreement were published in Latin America/Pacific Coast Steamship Conference (inbound) Tariffs No. 60, FMC No. 3, and (outbound) No. 10, FMC No. 4 (now designated No. 80, FMC No. 8). Sea-Land is a participant in these tariffs.

The conference amended its inbound Tariff No. 60, FMC No. 3, by filing a transshipment rule effective January 18, 1971, acceptable to the Commission. However, the Conference's outward Tariff No. 80, FMC No. 8, does not contain a transshipment rule acceptable to the Commission.

Repeated attempts have been made unsuccessfully to get the parties to modify

Agreement No. 9505-1 to reflect the activities of the parties pursuant to sections 15 and 18(b) of the Shipping Act, 1916. The following modifications of Agreement No. 9505-1 would bring the agreement and the parties' activities into conformity with the Commission's requirements:

(1) Modify paragraph 1 of said agreement to read:

1. This agreement covers and is restricted to the transportation of general cargo and controlled temperature cargo on Sea-Land Service, Inc., through bills of lading from ports of call of Azta Shipping Co. on the West Coast of Central America to ports of call of Sea-Land Service, Inc., on the U.S. Pacific Coast, with transshipment at the port of Balboa, C.Z.

(2) Modify paragraph 2 of said agreement to read:

2. The parties to this agreement shall charge and collect the applicable rates as provided in Latin America/Pacific Coast Steamship Conference Tariff No. 60, FMC No. 3, or successive reissues thereof, in effect at time of shipment.

(3) Modify paragraph 3 of said agreement to read:

3. The through rates shall be apportioned on the basis of 50 percent of Azta and 50 percent of Sea-Land.

(As British Honduras is on the East Coast of Central America and Azta serves only the West Coast the above modification is appropriate.)

The issues raised herein do not involve any disputed issues of fact which necessitate an evidentiary hearing.

Now therefore, it is ordered, Pursuant to sections 15 and 22 of the Shipping Act, 1916, that Sea-Land Service, Inc., and Azta Shipping Co., listed below, be named respondents in this proceeding and show cause why Agreement No. 9505 and pending Agreement No. 9505-1 should not be disapproved or modified pursuant to section 15 of the Shipping Act, 1916, for purporting to serve the trade between West Coast ports of Central America and California with transshipment at Balboa, C.Z., because the transshipment rates and rules on file with the Commission cover only the trade from the West Coast of Central America to the U.S. Pacific Coast.

It is further ordered, That this proceeding shall be limited to the submission of affidavits and memoranda of law, replies, and oral argument. Should any party feel that an evidentiary hearing is required, that party must accompany any request for such hearing with a statement setting forth in detail the facts to be proven, their relevance to the issues in this proceeding, and why such proof cannot be submitted through affidavit. Requests for hearing shall be filed on or before February 2, 1972. Affidavits of fact and memoranda of law shall be filed by respondents and served upon all parties no later than the close of business February 2, 1972. Reply affidavits and memoranda shall be filed by the Commission's Bureau of Hearing Counsel and intervenors, if any, no later than close of business February 11, 1972. Oral argument will be scheduled at a later date if re-

quested and/or deemed necessary by the Commission.

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

It is further ordered, That persons other than those already party to this proceeding who desire to become parties to this proceeding and to participate therein shall file a petition to intervene pursuant to Rule 5(1) of the Commission's rules and practice and procedure (46 CFR 502.72) no later than close of business January 21, 1972.

It is further ordered, That all documents submitted by any party of record in this proceeding shall be directed to the Secretary, Federal Maritime Commission, Washington, D.C. 20573 in an original and 15 copies as well as being mailed directly to all parties of record.

By the Commission.

[SEAL] FRANCIS C. HURNEY,
Secretary.

Sea-Land Service, Inc., Post Office Box 1050,
Elizabeth, NJ 07207.

Azta Shipping Co., c/o Caribbean Trading &
Marine Co., Agents, 811 Chamber of Com-
merce Building, 141 Northeast Third
Avenue, Miami, FL 33132.

[FR Doc. 72-649 Filed 1-14-72; 8:48 am]

FEDERAL POWER COMMISSION

[Dockets Nos. RI72-163, etc.]

BELCO PETROLEUM CORP. ET AL.

Order Providing for Hearing on and Suspension of Proposed Changes in Rates, and Allowing Rate Changes To Become Effective Sub- ject to Refund¹

JANUARY 7, 1972.

Respondents have filed proposed changes in rates and charges for jurisdictional sales of natural gas, as set forth below.

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

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

Until" column. Each of these supplements shall become effective, subject to refund, as of the expiration of the suspension period without any further action by the respondent or by the Commission. Each respondent shall comply

with the refunding procedure required by the Natural Gas Act and § 154.102 of the regulations thereunder.

(C) Unless otherwise ordered by the Commission, neither the suspended supplements, nor the rate schedules sought to be altered, shall be changed until dis-

position of these proceedings or expiration of the suspension period, whichever is earlier.

By the Commission.

[SEAL]

KENNETH F. PLUMB,
Secretary.

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 No.
									Rate in effect	Proposed increased rate	
RI70-768..	Belco Petroleum Corp.....	7	9	Mountain Fuel Supply Co. (Piney (Birch Creek) Sublette and Lincoln Counties, Wyo).	\$595	12- 8-71		Accepted	17.085	17.17	RI70-768.
RI70-767.....	do.....	8	2	Kansas Nebraska Natural Gas Co. (Shawnee Flat Top Field, Converse County, Wyo).	96	12- 8-71		Accepted	16.08	16.16	RI70-767.
RI70-767.....	do.....	11	16	El Paso Natural Gas Co. (Piney (Green River Basin), Sublette and Lincoln Counties, Wyo).	231	12- 8-71		Accepted	20.6538	20.807	RI70-767.
RI72-163.....	do.....	13	15	El Paso Natural Gas Co. (Lincoln and Sublette Counties, Wyo).	1,336	12- 8-71		6- 8-72	18.135	23.477	RI70-767.
RI70-767.....	do.....	4	5	Mountain Fuel Supply Co. (Big Piney Field, Sublette and Lincoln Counties, Wyo).	298	12- 8-71		Accepted	17.085	17.170	RI70-767.
RI70-767.....	do.....	5	7	El Paso Natural Gas Co. (Big Piney Field, Sublette, and Lincoln Counties, Wyo).	384	12- 8-71		Accepted	20.6538	20.8075	RI70-767.
RI70-767.....	do.....	6	13	do.....	13,376	12- 8-71		Accepted	20.6538	20.8075	RI70-767.
RI72-164..	Forest Oil Corp.....	39	6	Transwestern Pipeline Co. (Rojo Caballo Field, Pecos and Reeves Counties, Tex., Permian Basin).	1,365	12-13-71		2-13-72	16.99	18.0099	RI69-554.
RI72-165..	Superior Oil Co.....	122	3	Transwestern Pipeline Co. (Worsham Bayer Field, Reeves County, Tex., Permian Basin).	14,684	12-15-71		2-15-72	16.2232	17.1502	RI69-619.

* Unless otherwise stated, the pressure base is 15.025 p.s.i.a.

† Includes adjustment for increase in Bureau of Labor Statistics Index of Wholesale Prices of all commodities.

‡ 18.5-cent base rate plus tax reimbursement less downward B.t.u. adjustment.

§ Accepted for filing to be effective as of the date of filing subject to the existing rate proceedings.

¶ The pressure base is 14.65 p.s.i.a.

Belco Petroleum Corp.'s proposed increases reflect a double amount of the contractually due reimbursement for taxes applicable to future production as well as back to January 1, 1968, for sales under its FPC Gas Rate Schedules Nos. 4, 5, 6, 7, 8, 11, and 13. After tax reimbursement applicable to past production has been recovered, Belco shall file rate decreases reducing its rates so as to provide for tax reimbursement for future production only. Belco's proposed increases, except for the increase under Belco's FPC Gas Rate Schedule No. 13, are accepted for filing subject to refund in existing suspension proceedings to be effective on the date of filing. Belco's proposed increased rate under its FPC Gas Rate Schedule No. 13 includes a periodic increase and the total rate of 23.477 cents per Mcf exceeds the ceiling rate for a 1 day suspension; therefore the proposed increase is suspended for 5 months.

All of the producers' proposed increased rates and charges exceed the applicable area price levels for increased rates as set forth in the Commission's statement of general policy No. 61-1, as amended (18 CFR 2.56). The proposed rates of Superior and Forest do not exceed the applicable ceiling rate for a 1 day suspension.

In view of all the facts and circumstances in these cases, the Commission's action herein of permitting the subject rate increases to become effective, subject to refund, at the expiration of the respective suspension periods ordered herein pending Commission determination of the justness and reasonableness of such increased rates is consistent with the Economic Stabilization Act of 1970, as amended, and regulations existing thereunder.

[FR Doc.72-571 Filed 1-14-72;8:45 am]

FEDERAL RESERVE SYSTEM BELLEVILLE BANCSHARES, INC. Formation of Bank Holding Company

JANUARY 10, 1972.

Belleville Bancshares, Inc., Belleville, Ill., has applied for the Board's approval under section 3(a) (1) of the Bank Holding Company Act (12 U.S.C. 1842(a) (1)) to become a bank holding company through acquisition of 51 percent of the voting shares of Bank of Belleville, Belleville, Ill. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the office of the Board of Governors or at the Federal Reserve Bank of St. Louis. Any person wishing to comment on the application should submit his views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, to be received not later than February 10, 1972.

Board of Governors of the Federal Reserve System, January 10, 1972.

[SEAL] ELIZABETH L. CARMICHAEL,
Assistant Secretary.

[FR Doc. 72-609 Filed 1-14-72;8:46 am]

FIRST NATIONAL CITY CORP. Acquisition of Bank

First National City Corp., New York, N.Y., has applied for the Board's approval under section 3(a) (3) of the Bank Holding Company Act (12 U.S.C. 1842(a) (3)) to acquire 100 percent of the voting shares (less directors' qualifying shares) of the successor by merger to the State Bank of Honeoye Falls, Honeoye Falls, N.Y. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the office of the Board of Governors or at the Federal Reserve Bank of New York. Any person wishing to comment on the application should submit his views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, to be received not later than February 11, 1972.

Board of Governors of the Federal Reserve System, January 11, 1972.

[SEAL] ELIZABETH L. CARMICHAEL,
Assistant Secretary.

[FR Doc.72-610 Filed 1-14-72;8:46 am]

MIDLANTIC BANKS INC. Acquisition of Bank

Midlantic Banks Inc., Newark, N.J., has applied for the Board's approval under

section 3(a)(3) of the Bank Holding Company Act (12 U.S.C. 1842(a)(3)) to acquire 100 percent of the voting shares (less directors' qualifying shares) of Midlantic National Bank, Parsippany-Troy Hills, N.J., a proposed new bank. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the office of the Board of Governors or at the Federal Reserve Bank of New York. Any person wishing to comment on the application should submit his views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, to be received not later than February 10, 1972.

Board of Governors of the Federal Reserve System, January 10, 1972.

[SEAL] ELIZABETH L. CARMICHAEL,
Assistant Secretary.

[FR Doc. 72-611 Filed 1-14-72; 8:46 am]

SMALL BUSINESS ADMINISTRATION

[License 04/05-0100]

SPACE COAST SBIC, INC.

Notice of Application for a License as Small Business Investment Company

Notice is hereby given concerning the filing of an application with the Small Business Administration pursuant to § 107.102 of the regulations governing small business investment companies (13 CFR 107.102 (1971)) under the name of Space Coast SBIC, Inc., 101 South Courtenay Parkway, Merritt Island, FL 32952, for a license to operate in the State of Florida as a small business investment company under the provisions of the Small Business Investment Act of 1958, as amended (Act) (15 U.S.C. 661 et seq.).

The applicant's capital stock will be owned by seven (7) individuals of which two will own in excess of 10 percent and one bank will own 32½ percent. They are as follows:

John F. Crockett, Jr., 23.750 percent.

Richard H. Stottler, Jr., 12.500 percent.

The officers and directors of the applicant are as follows:

Doyle J. Carlton, 475 Melody Lane, Merritt Island, FL 32952, President and Director.

Morris A. Rowe, 2655 Newfound Harbor Drive, Merritt Island, FL 32952, Vice President.

John F. Crockett, Jr., 15 South Hardee Circle, Rockledge, FL 32955, General Manager and Director.

Leonard Spielvogel, 4275 Hillview Circle, Merritt Island, FL 32952, Secretary, Treasurer, and Director.

R. Stanley Baxley, 1130 Carrigan Boulevard, Merritt Island, FL 32952, Director.

Dan R. Davis, 1300 St. Andrews Drive, Rockledge, FL 32955, Director.

Paul J. Goodwin, 640 Paula Avenue, Merritt Island, FL 32952, Director.

Richard H. Stottler, Jr., 1102 South Brevard Avenue, Cocoa Beach, FL 32931, Director.

The company will have an initial capitalization of \$160,000 and will conduct its

operations principally in Brevard County as well as other areas within the State of Florida.

Matters involved in SBA's consideration of the application include the general business reputation of the management and probability of successful operation of the company, including adequate profitability and soundness, in accordance with the Act and regulations.

Notice is further given that any interested person may, not later than fifteen (15) days after the date of publication of this notice, submit in writing, relevant comments on the proposed company to the Associate Administrator for Operations and Investment, Small Business Administration, 1441 L Street NW., Washington, DC 20416.

A copy of this notice will be published in a newspaper of general circulation in Cocoa, Fla.

Dated: January 5, 1972.

STEPHEN H. BEDWELL,
Acting Associate Administrator
for Operations and Investment.

[FR Doc. 72-615 Filed 1-14-72; 8:46 am]

WASHINGTON CAPITAL CORP.

Notice of Filing of Application for Transfer of Control of Licensed Small Business Investment Com- pany

Notice is hereby given that an application has been filed with the Small Business Administration pursuant to § 107.701 of the SBA rules and regulations (13 CFR 107.701 (1968)) for approval of the transfer of control of Washington Capital Corp. (SBIC), 1417 Fourth Avenue, Seattle, WA 98111, a Federal Licensee under the Small Business Investment Act of 1958, as amended (the Act), License No. 10/13-0008.

SBIC was licensed on July 20, 1961. Its present paid-in capital and paid-in surplus is \$1,251,000. It is a wholly owned subsidiary of Sherwood & Roberts, Inc., same address as the SBIC.

During December 1972 all of the outstanding stock of Sherwood & Roberts, Inc., was sold to Equitable Savings & Loan Association (Equitable) by GAC Corp., 825 South Bayshore Drive, Miami, FL 33131. Equitable is an Oregon corporation having its principal place of business at 1300 Southwest Sixth Avenue, Portland, OR 97201. Its primary businesses are to make loans to finance the purchase or construction of residential or other real property secured by first liens on such property and mortgage banking. No individual owns 10 percent or more of its outstanding stock. The principal officers of Equitable are as follows:

S. Hayward Mills, Chairman of the Board.

William E. Love, President.

Howard L. Hubbard, Executive Vice President.

SBIC is to remain a wholly owned subsidiary of Sherwood & Roberts, Inc., which in turn is a wholly owned subsidiary of Equitable. There is to be no change

of management in either SBIC or Sherwood & Roberts, Inc.

In order for SBIC to continue to operate as a licensed small business investment company, SBA must approve the transfer of ownership.

Matters involved in SBA's consideration of the application include the general business reputation and character of Equitable and the probability of successful operation of SBIC under its control and management (including adequate profitability and financial soundness) in accordance with the Act and Regulations.

Notice is hereby given that any interested person may, not later than 10 days from the date of publication of this notice, submit to SBA, in writing, relevant comments on the transfer of control. Any such communication should be addressed to: Associate Administrator for Operations and Investment, Small Business Administration, 1441 L Street NW., Washington, DC 20416.

A copy of this notice shall be published by the transferee in a newspaper of general circulation in Seattle, Wash.

Dated: January 6, 1972.

STEPHEN H. BEDWELL,
Acting Associate Administrator
for Operations and Investment.

[FR Doc. 72-614 Filed 1-14-72; 8:46 am]

INTERSTATE COMMERCE COMMISSION

[Notice 6]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JANUARY 11, 1972.

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 1131) 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 protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The 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 field office to which protests are to be transmitted.

MOTOR CARRIERS OF PROPERTY

No. MC 30844 (Sub-No. 386 TA), filed January 3, 1972. Applicant: KROBLIN REFRIGERATED XPRESS, INC., 2125

Commercial Street, Box 5000, Waterloo, IA 50704. Applicant's representative: Paul Rhodes (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass rods and glass tubing*, from Sumter, S.C., to Broken Bow, Columbus, and Holdrege, Nebr., for 180 days. Supporting shipper: Becton, Dickinson & Co., Rutherford, N.J. 07070. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 42487 (Sub-No. 781 TA), filed January 3, 1971. Applicant: CONSOLIDATED FREIGHTWAYS CORPORATION OF DELAWARE, 175 Linfield Drive, Menlo Park, CA 94025. Applicant's representative: Eugene T. Lipfert, Suite 1100, 1660 L Street NW., Washington, DC 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodities requiring special equipment), serving the plantsite of Eastalco Aluminum Co. near Frederick, Md., as an off-route point in connection with carrier's specified regular routes; (1) between Baltimore, Md., and Breezewood, Pa., serving Baltimore and the intermediate points of Frederick and Hagerstown, Md., in connection with operations otherwise authorized, but service is not authorized at other intermediate points, or Breezewood, from Baltimore, over U.S. Highway 40 via Frederick, Md., to junction Alternate U.S. Highway 40 (formerly U.S. Highway 40) west of Frederick, thence over Alternate U.S. Highway 40 to Hagerstown, Md., thence over U.S. Highway 40 to Hancock, Md., thence over U.S. Highway 522 to Warfordsburg, Pa., thence over Pennsylvania Highway 126 to Breezewood (formerly shown as over Pennsylvania Highway 226 to junction Pennsylvania Highway 126), and return over the same route; and (2) between Gettysburg, Pa., and Frederick, Md., serving no intermediate points, from Gettysburg over U.S. Highway 15 to Frederick, and return over the same route, for 180 days. NOTE: Applicant will tack with its other outstanding authorities in Docket MC 42487 at Frederick, Md. Supporting shipper: Eastalco Aluminum Co., Post Office Box 1029, Frederick, MD 21701. Send protests to: Claud W. Reeves, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 450 Golden Gate Avenue, Box 36004, San Francisco, CA 94102.

No. MC 80011 (Sub-No. 1 TA), filed January 3, 1972. Applicant: DES MOINES TRANSFER & STORAGE CO., 810 Tuttle Street, Des Moines, IA 50309. Applicant's representative: Russell H. Wilson, Suite 200, 3839 Merle Hay Road, Des Moines, IA 50310. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Household goods and containers*,

from Des Moines, Iowa, to points in Polk, Dallas, Madison, Warren, Guthrie, Adair, Union, Clarke, Ringgold, and Decatur Counties, Iowa, with interline at Des Moines, Iowa, for 180 days. Supporting shipper: Offutt Air Force Base, Omaha, Nebr. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 87476 (Sub-No. 10 TA), filed January 5, 1972. Applicant: CARL SCHAEFER, JR., TRUCK LINE, INC., 2600 Willowburn Avenue, Dayton, OH 45427. Applicant's representative: W. L. Jordan, 2609 Fenwood Avenue, Terre Haute, IN 47803. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products, and articles distributed by meat packinghouses*, as described in sections A, B, C, and D of appendix 1 to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, also including dairy products and like commodities requiring refrigeration and/or temperature control (excluding commodities in bulk) and having a prior out-of-State movement and shipper and consigned to applicant Carl Schaefer, Jr., Truck Line, Inc., with specific delivery instructions by consignor, between points in Marion County (Indianapolis), Ind., on the one hand, and, on the other, points in Indiana on and south of U.S. Highway 24 from Indiana-Illinois State line east of junction 224 at Huntington, Ind., and on and south of U.S. Highway 224 from Huntington, Ind., to Indiana-Ohio State line, and between points in Marion County, Ind., on the one hand, and, on the other, points in named counties in Kentucky as follows: Anderson, Bath, Boone, Bourbon, Boyle, Bracken, Bullitt, Campbell, Carroll, Clark, Fayette, Fleming, Franklin, Gallatin, Garrard, Grant, Green, Hardin, Harrison, Henry, Jassamine, Jefferson, Kenton, Larue, Lewis, Madison, Mason, Meade, Mercer, Montgomery, Nelson, Nicholas, Oldham, Owen, Pendleton, Powell, Robertson, Rowan, Scott, Spencer, Trimble, Washington, and Woodford, for 180 days. Supporting shipper: The Rath Packing Co., Post Office Box 330, Waterloo, IA 50704. Send protests to: Paul J. Lowry, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 5514-B Federal Building, 550 Main Street, Cincinnati, OH 45202.

No. MC 107299 (Sub-No. 9 TA), filed December 30, 1971. Applicant: ROBERTS CARTAGE COMPANY, 3200 South Archer Avenue, Chicago, IL 60608. Applicant's representative: Edward G. Bazelon, 39 South La Salle Street, Chicago, IL 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Exhibits, exhibit materials, displays, and display materials*, between Chicago, Ill., on the one hand, and, on the other, points in the United States, for 150 days. Supported by: There are approximately 11 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: Robert G. Anderson, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Everett McKinley Dirksen Building, Room 1086, 219 South Dearborn Street, Chicago, IL 60604.

No. MC 107496 (Sub-No. 833 TA), filed January 3, 1971. Applicant: RUAN TRANSPORT CORPORATION, Keosauqua Way at Third Street, Post Office Box 855, 50304, Des Moines, IA 50309. Applicant's representative: H. L. Fabritz (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid feed supplement*, in bulk, in tank vehicles, from Osage City, Kans., to points in Missouri, for 150 days. Supporting shipper: Supersweet Feeds, Post Office Box 349, Higginsville, MO 64037. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 108835 (Sub-No. 21 TA), filed January 3, 1972. Applicant: HYMAN FREIGHTWAYS, INC., 2690 Prior Avenue North, St. Paul, MN 55113. Applicant's representative: Joseph P. Summers, 630 Osborn Building, St. Paul, Minn. 55102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper bags, burlap bags, and materials and supplies* used in the manufacture thereof, *plastic film, plastic sheeting, and plastic liners*, serving Sibley, Iowa, as an intermediate point in connection with its authorized regular route operations authorized under (E) on sheets 19 and 20 of applicant's Certificate of Public Convenience and Necessity, MC 108835, for 180 days. NOTE: Applicant states it is presently authorized to operate as a carrier of general commodities, with the usual exceptions, between Sibley, Iowa, and Minneapolis (Twin Cities), Minn., and between Minneapolis and Omaha, Nebr., via the Twin Cities Gateway. The purpose of this application is to eliminate the gateway in respect to the commodities described therein. Supporting shipper: Chase Bag Co., Chicago, Ill. 60606. Send protests to: District Supervisor Raymond T. Jones, Interstate Commerce Commission, Bureau of Operations, 448 Federal Building, 110 South Fourth Street, Minneapolis, MN 55401. NOTE: Applicant proposes to tack the authority requested herein with all authority, regular route or irregular route, now held by applicant, including rights held pursuant to orders of the Commission in Docket No. MC-F-10918 (Hyman Freightways, Inc. — Purchase — Payne Freight Lines, Inc.) and Docket No. MC-F-11170 (Hyman Freightways, Inc. — Control — Tri-D Truck Line, Inc.) which authorize operations between Omaha, Nebr., and Kansas City, Mo., among other points.

No. MC 109689 (Sub-No. 230 TA), filed January 3, 1972. Applicant: W. S.

HATCH CO., 643 South 800 West Street, Woods Cross, UT, Post Office Box 1825, Salt Lake City, UT 84110. Applicant's representative: Mark K. Boyle, 345 South State Street, Salt Lake City, UT 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Petroleum crude oil*, in bulk, from points in Garfield County, Utah, to points in Coconino County, Ariz., for 180 days. Supporting shipper: Arizona Fuels, Inc., Post Office Box 6134, Salt Lake City, UT (Eugene Dalton, President) (Note: Arizona Fuels refinery is located at Fredonia, Ariz.). Send protests to: John T. Vaughan, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 5239 Federal Building, Salt Lake City, Utah 84111. Note: Applicant states it intends to tack with MC 109689 (Sub-No. 52) its interstate petroleum and petroleum products authority between points in Utah.

No. MC 111434 (Sub-No. 81 TA), filed January 3, 1971. Applicant: DON WARD, INC., 241 West 56th Avenue, Denver, CO 80216 (Official Address), Post Office Box 1488, Durango, CO 81301. Applicant's representative: J. Albert Sebal, 1700 Western Federal Building, Denver, Colo. 80202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, in bulk, from the terminal site of Texas Industries, Denver, Colo., to points in Nebraska, New Mexico, Utah, and Wyoming, for 180 days. Supporting shipper: Texas Industries, Inc., Post Office Box 400, Arlington, TX 76010. Send protests to: District Supervisor Roger L. Buchanan, Interstate Commerce Commission, Bureau of Operations, 2022 Federal Building, Denver, CO 80202.

No. MC 112520 (Sub-No. 253 TA), filed January 3, 1972. Applicant: MCKENZIE TANK LINES, INC., New Quincy Road, Post Office Box 1200, Tallahassee, FL 32302. Applicant's representative: Sol H. Proctor, 2501 Gulf Life Tower, Jacksonville, Fla. 32207. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Phosphatic feed ingredients*, in bulk, from the plantsite of Occidental Chemical Co. near White Springs, Fla., to points in Illinois, for 180 days. Supporting shipper: Occidental Chemical Co., Post Office Box 1185, Houston, TX 77001. Send protests to: District Supervisor G. H. Fauss, Jr., Bureau of Operations, Interstate Commerce Commission, Box 35008, 400 West Bay Street, Jacksonville, FL 32202.

No. MC 116859 (Sub-No. 10 TA), filed January 3, 1972. Applicant: CLARK TRANSFER, INC., 829 North 29th Street, Philadelphia, PA 19130. Applicant's representative: Matthew Molitch (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Baltimore, Md., to points in Maine, New Hampshire, Vermont, Connecticut, Massachusetts, Rhode Island, and New Jersey, for 180 days. Supporting shipper: Chiquita

Brands, Inc., 1250 Broadway, New York, NY 10001. Send protests to: Ross A. Davis, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 1518 Walnut Street, Philadelphia, PA 19102.

No. MC 117119 (Sub-No. 447 TA), filed January 3, 1972. Applicant: WILLIS SHAW FROZEN EXPRESS, INC., Post Office Box 188, Elm Springs, AR 72728. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned chicken*, in vehicles equipped with mechanical refrigeration, from Hope, Ark., to points in California, for 180 days. Supporting shipper: Hope Foods Corp., Post Office Box 99, Hope, AR 71801. Send protests to: District Supervisor William H. Land, Jr., Bureau of Operations, Interstate Commerce Commission, 2519 Federal Office Building, 700 West Capitol, Little Rock, AR 72201.

No. MC 117765 (Sub-No. 140 TA), filed January 3, 1972. Applicant: HAHN TRUCK LINE, INC., 5315 Northwest Fifth, Post Office Box 75267, Oklahoma City, OK 73107. Applicant's representative: R. E. Hagan (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Building materials, gypsum and gypsum products, and materials and supplies* (except liquid commodities in bulk), used in installation or distribution of such commodities, from the plantsite of United States Gypsum Co., Marion County, Ind., to points in Alabama, Arkansas, Kentucky, Missouri, and Tennessee, for 180 days. Supporting shipper: D. R. Vandermyle, Traffic Manager, Central Division, United States Gypsum Co., 101 South Wacker Drive, Chicago, IL 60604. Send protests to: C. L. Phillips, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Room 240, Old Post Office Building, 215 Northwest Third, Oklahoma City, OK. 73102.

No. MC 117851 (Sub-No. 12 TA), filed January 3, 1972. Applicant: JOHN R. CHEESEMAN, 501 North First Street, Fort Recovery, OH 45846. Applicant's representatives: Jack and Merwin, 85 East Gay Street, Columbus, OH 43215. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plumbing supplies and materials*, from Plano, Tex., to Moultrie, Ga., for 180 days. Supporting shipper: Eastman Central D. Division of United States Brass Corp., 901 10th Street, Plano, TX 75074. Send protests to: Keith D. Warner, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 5234 Federal Office Building, 234 Summit Street, Toledo, OH 43604.

No. MC 124111 (Sub-No. 37 TA), filed January 3, 1972. Applicant: OHIO EASTERN EXPRESS, INC., 302 West Perkins Avenue, Box 2297, Sandusky, OH 44870. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, OH 43215. Authority sought to operate as a *common carrier*,

by motor vehicle, over irregular routes, transporting: *Bananas and agricultural commodities* exempt from economic regulation under section 203(b)(6) of the Act when transported in mixed loads with bananas, from Baltimore, Md., and its commercial zone, to points in Connecticut, Pennsylvania, New Jersey, New York, Ohio, Indiana, Illinois, Michigan, Wisconsin, West Virginia, Louisville, Ky., and its commercial zone, and St. Louis, Mo., and its commercial zone, for 180 days. Supporting shipper: Chiquita Brands, Inc., New York, N.Y. 10001. Send protests to: Keith D. Warner, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 234 Summit Street, Toledo, OH 43604.

No. MC 125497 (Sub-No. 17 TA), filed January 3, 1972. Applicant: L. WOODS & SON TRANSPORT, LTD., 5005 Irwin Avenue, La Salle, PQ Canada. Applicant's representative: Morton E. Kiel, 140 Cedar Street, New York, NY 10006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Empty cargo containers*, between Boston, Mass., and New York, N.Y., commercial zones, on the one hand, and, on the other, ports of entry on the United States-Canada boundary line located in Maine, New Hampshire, Vermont, and New York, for 180 days. Supporting shipper: Interpool, 630 Third Avenue, New York, NY 10017. Send protests to: District Supervisor Martin P. Monaghan, Jr., Interstate Commerce Commission, Bureau of Operations, 52 State Street, Room 5, Montpelier, VT 05602.

No. MC 128007 (Sub-No. 40 TA), filed January 3, 1972. Applicant: HOFER, INC., Post Office Box 583, 4032 Parkview Drive, Pittsburg, KS 66762. Applicant's representative: John E. Jandera, 641 Harrison, Topeka, KS 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Cement and plaster*, in bags, and *materials and supplies* used in the installation of cement and plaster, from Iola, Kans., to points in the United States (except Alaska and Hawaii); and (2) *materials and supplies* used in the manufacture of (1) above from the destination States to Iola, Kans., for 180 days. Supporting shipper: M & D Corp., 1829 South Stewart, Springfield, MO 65804. Send protests to: M. E. Taylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 501 Petroleum Building, Wichita, KS 67202.

No. MC 128302 (Sub-No. 8 TA), filed January 3, 1972. Applicant: THE MAN-FREDI MOTOR TRANSIT COMPANY, Route 87, Newbury, OH 44065. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, OH 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid concrete admixtures*, in bulk, in tank vehicles, from Danbury, Conn., to points in Maine, New Hampshire, Vermont, Massachusetts, New York, Rhode Island, Pennsylvania, New Jersey, Delaware,

Maryland, Virginia, West Virginia, District of Columbia, Ohio, Kentucky, Tennessee, North Carolina, and South Carolina, for 180 days. Supporting shipper: Master Builders, Division of Martin Marietta Corp., 2490 Lee, Cleveland, OH 44118. Send protests to: District Supervisor G. J. Baccell, Interstate Commerce Commission, Bureau of Operations, 181 Federal Office Building, 1240 East Ninth Street, Cleveland, OH 44199.

No. MC 134734 (Sub-No. 2 TA), filed January 3, 1972. Applicant: NATIONAL TRANSPORTATION, INC., Post Office Box 31, Norfolk, NE 68201. Applicant's representative: Lanny N. Fauss, Box 37096, Millard, NE 68137. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts, and articles distributed by meat packinghouses*, from Darr, Nebr., to points in Iowa, Illinois, Indiana, Kansas, Ohio, Missouri, Michigan, Kentucky, South Dakota, Minnesota, and Wisconsin, for 180 days. Supporting shipper: National Foods, Inc., Norfolk, Nebr. Send protests to: Carroll Russell, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 711 Federal Office Building, Omaha, Nebr. 68102.

No. MC 136112 (Sub-No. 1 TA), filed January 3, 1972. Applicant: JOSEPH W. NOTO AND ANTHONY J. NOTO, doing business as FRANKLIN STREET TRUCKING CO., 41 Worth Street, New York, NY 10013. Applicant's representative: William D. Traub, 10 East 40th Street, New York, NY 10016. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Piece goods*, between the warehouse site of A. E. Nathan Co., Inc., at Oceanside, N.Y., and points in the New York, N.Y., commercial zone as defined by the Commission, for 150 days. Supporting shipper: A. E. Nathan Co., Inc., 41 Worth Street, New York, NY 10013. Send protests to: Paul W. Assenza, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 26 Federal Plaza, New York, NY 10007.

No. MC 136221 (Sub-No. 1 TA), filed January 3, 1972. Applicant: H. L. STANSELL, INC., 1015 Illinois Avenue, Palm Harbor, FL 33563. Applicant's representative: Robert L. Stansell (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Composition floor covering and adhesives*, from Brooklyn, N.Y., and Plainfield, N.J., to points in Charlotte, Citrus, Collier, De Soto, Glades, Hernando, Hendry, Hardee, Highlands, Hillsborough, Lake, Lee, Manatee, Marion, Orange, Osceola, Pasco, Pinellas, Polk, Sarasota, Seminole, Sumter, and Volusia Counties, Fla., for 180 days. Supporting shipper: Crest Flooring Distributors, Inc., 5110 Knox Street, Tampa, FL 33614. Send protests to: District Supervisor Joseph B. Teichert, Interstate Commerce Commission, Bureau of Operations, 5720 Southwest 17th Street, Room 105, Miami, FL 33155.

No. MC 136231 (Sub-No. 1 TA), filed January 3, 1972. Applicant: PROFES-

SIONAL DRIVERS, INC., 1115 Old Colony Road, Meriden, CT 06450. Applicant's representative: David L. Hill, 1150 17th Street NW., Suite 1000, Washington, DC 20036. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Insulated copper wire, on reels*, requiring special handling, between plantsite of Times Wire and Cable Co., Wallingford, Conn., on the one hand, and, on the other, points within the 48 continental States, for 150 days. Supporting shipper: Times Wire and Cable Co., Wallingford, Conn. Send protests to: District Supervisor David J. Kiernan, Bureau of Operations, Interstate Commerce Commission, 324 U.S. Post Office Building, 135 High Street, Hartford, CT 06101.

No. MC 136235 (Sub-No. 1 TA), filed January 3, 1971. Applicant: EDWARD G. GOBLE, R.F.D. 3, Columbus Junction, Iowa 52738. Applicant's representative: Russell R. Newell (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Coil and flat stock steel and steel tubing*, from points in Illinois, Indiana, Ohio, Michigan, Missouri, and Iowa, to Columbus Junction, Iowa; and (2) *mufflers, exhaust pipes or pots, and manufactured steel products*, from Columbus Junction, Iowa, to points in Illinois, Indiana, Michigan, Ohio, Wisconsin, Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Missouri, Iowa, Kentucky, and Arkansas, for 180 days. Supporting shipper: Iowa Muffler Co., Inc., Post Office Box 88, Columbus Junction, Iowa 52738. Send protests to: Ellis L. Annett, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 677 Federal Building, Des Moines, Iowa 50309.

No. MC 136279 (Sub-No. 1 TA), filed January 3, 1972. Applicant: J. H. WARE, Post Office Box 398, Fulton, MO 65251. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fresh meat, meat products and packinghouse products*, from the plantsite of Missouri Beef Packers at Holton, Kans., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, Pennsylvania, New Jersey, Maryland, Delaware, the District of Columbia, and Missouri, for 180 days. Supporting shipper: Missouri Beef Packers, Inc., Holton, Kans. Send protests to: Vernon V. Coble, Interstate Commerce Commission, Bureau of Operations, 1100 Federal Office Building, 911 Walnut Street, Kansas City, MO 64106.

No. MC 136283 TA, filed January 4, 1972. Applicant: EGON MASCHER, doing business as EGON MASCHER TRUCKING, 5105 Southeast Brookside Drive, Milwaukie, OR 97206. Applicant's representative: Lawrence V. Smart, Jr., 419 Northwest 23d Avenue, Portland, OR 97210. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Floor covering*, from points in Pennsylvania to points in Oregon, for 180 days.

Supporting shipper: LaSalle-Deitch Co., Inc., 725 Industrial Parkway, Elkhart, IN 46514. Send protests to: A. E. Odums, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 450 Multnomah Building, Portland, Ore. 97204.

No. MC 136285 TA, filed January 3, 1972. Applicant: SOUTHERN INTERMODAL LOGISTICS, INC., Post Office Box 9165, Savannah, GA 31402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay*, in bulk, in bags, restricted to traffic having a subsequent movement by water, and *empty containers* to be used in the transportation thereof, between points in Georgia, and South Carolina, on the one hand, and, on the other, points in Chatham County, Ga., for 180 days. Supporting shippers: Freeport Kaolin, New York, N.Y.; G.I.T.C., Inc., Post Office Box 126, Savannah, GA 31402; J. M. Huber Corp., Edison, N.J.; J. K. Ebbewien Foreign Freight Forwarder, Savannah, Ga.; Strachan Shipping Co., Savannah, Ga.; Mitsui O.S.K. Lines, Ltd., New York, N.Y.; Georgia Ports Authority, 1131 Healey Building, Atlanta, Ga. 30303. Send protests to: District Supervisor G. H. Fauss, Jr., Bureau of Operations, Interstate Commerce Commission, Box 35008, 400 West Bay Street, Jacksonville, FL 32202.

No. MC 135650 (Sub-No. 1 TA), filed January 3, 1972. Applicant: ROYAL DELITE FOODS, INC., 4817 Governors Printz Boulevard, Edgemoor, DE 19809. Applicant's representative: F. D. Hammond, Post Office Box 530, Dover, DE 19901. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, in insulated and mechanical refrigerated vehicles, from Newburgh, N.Y., to points in Pennsylvania, New York, Delaware, New Jersey, New Hampshire, West Virginia, Virginia, Rhode Island, Connecticut, Maine, Massachusetts, Vermont, Post Office Box 53, Dover, DE Georgia, Florida, Maryland, and the District of Columbia, for 180 days. Supporting shipper: Avoset Food Corp., 80 Grand Avenue, Oakland, CA 94612. Send protests to: Peter R. Guman, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 1518 Walnut Street, Philadelphia, PA 19102.

By the Commission.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc. 72-637 Filed 1-14-72; 8:47 am]

[Notice 3]

MOTOR CARRIER TRANSFER PROCEEDINGS

JANUARY 12, 1972.

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-73070. By order of January 7, 1972, the Motor Carrier Board approved the transfer to Maris Van & Storage, a corporation, Monterey, Calif., of the operating rights in certificate No. MC-126704 (Sub-No. 1) issued October 9, 1969, to Paloma E. Mulloy and John M. Mulloy, a partnership, doing business as Maris Van & Storage, Monterey, Calif., authorizing the transportation of used household goods between points in Monterey and Santa Cruz Counties, Calif. W. S. Pilling, 100 Bush Street, San Francisco, CA 94104, attorney for applicants.

No. MC-FC-73234. By order of December 30, 1971, the Motor Carrier Board approved the transfer to Kentucky Moving and Storage Co., Inc., Hopkinsville, Ky., of a portion of the operating rights in certificate No. MC-31617, issued September 14, 1963, to W. G. Thalman, doing business as Jones Truck Line, Hopkinsville, Ky., authorizing the transportation of: Household goods, between specified points in Kentucky, Indiana, and Tennessee. Louis J.

Amato, attorney, Post Office Box E, Bowling Green, KY 42101.

No. MC-FC-73363. By order of January 3, 1972, the Motor Carrier Board approved the transfer to Mercury Bus Lines, Inc., Alma, Mich., of the operating rights in certificates No. MC-114931 (Sub-No. 1) and MC-114931 (Sub-No. 3) issued October 22, 1964 and August 11, 1971 respectively to Cecil K. Geiger, doing business as Mercury Bus Lines, Alma, Mich., authorizing the transportation of passengers and their baggage, and express and newspapers in the same vehicle with passengers between specified points in Michigan, serving all intermediate points. William E. Goggin, 315 Woodworth Avenue, Alma, MI 48801, attorney for applicants.

No. MC-FC-73365. By order of January 6, 1972, the Motor Carrier Board approved the transfer to R. C. Gay Express, Inc., West Springfield, Mass., of certificate of registration No. MC-121398 (Sub-No. 1), issued January 27, 1964, to Barbara A. Gay, doing business as R. C. Gay Express, Belchertown, Mass., evidencing a right to engage in transportation in interstate commerce corresponding in scope to Irregular Route Common Carrier Certificate No. 4574, dated March 15, 1962, issued by the Massachusetts Department of Public Utilities. Marshall and Marshall, 135 State Street, Suite 200, Springfield, MA 01103, attorneys for applicants.

No. MC-FC-73366. By order of January 7, 1972, the Motor Carrier Board approved the transfer to Sweeney Brothers, Inc., Chicopee, Mass., of certificate of

registration No. MC-120023 (Sub-No. 1), issued September 3, 1969, to Richard M. Sweeney and Martin G. Sweeney, a partnership, doing business as Sweeney Bros. Transportation, Chicopee, Mass., evidencing a right to engage in transportation in interstate commerce corresponding in scope to Irregular Route Common Carrier Certificate No. 2886, dated November 21, 1958, transferred and reissued April 29, 1969, by the Massachusetts Department of Public Utilities. Marshall and Marshall, 135 State Street, Suite 200, Springfield, MA 01103, attorneys for applicants.

No. MC-FC-73368. By order of January 7, 1972, the Motor Carrier Board approved the transfer to Walt J. Fahnestock, Sr., and Ruth P. Smalley, a partnership, doing business as Knappa Trailer Towing, Astoria, Ore., of the operating rights set forth in certificate No. MC-133943, issued June 23, 1970, to Peter A. Eberli, doing business as Knappa Trailer Towing, Astoria, Ore., authorizing the transportation of: Trailers designed to be drawn by passenger automobiles, in secondary movements, and buildings in sections mounted on wheeled undercarriages, between points in Clatsop and Columbia Counties, Ore., on the one hand, and, on the other, points in Pacific, Wahkiakum, and Cowlitz Counties, Wash. Lawrence V. Smart, Jr., 419 Northwest 23d Avenue, Portland, OR 97210, attorney for applicants.

[SEAL]

ROBERT L. OSWALD,
Secretary.

[FR Doc.72-636 Filed 1-14-72; 8:47 am]

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federal register

SATURDAY, JANUARY 15, 1972

WASHINGTON, D.C.

Volume 37 ■ Number 10

PART II



DEPARTMENT OF TRANSPORTATION

■

**Federal Aviation
Administration**

■

**Advisory Circular Checklist
and
Status of Federal
Aviation Regulations**

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[AC 00-2T—Effective October 29, 1971]

ADVISORY CIRCULAR CHECKLIST AND STATUS OF FEDERAL AVIA- TION REGULATIONS

1. *Purpose.* This notice contains the revised checklist of current FAA advisory circulars and the status of Federal Aviation Regulations as of October 29, 1971.

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 and now includes information concerning the status of the Federal Aviation Regulations.

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.
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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 or were assigned to advisory circulars that have been canceled.

c. *Free and sales circulars.* This checklist contains advisory circulars that are for sale as well as those distributed free of charge by the Federal Aviation Administration. Please use care when ordering circulars to ensure that they are ordered from the proper source.

d. *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.

b. Request free advisory circulars shown without an indicated price from:

Department of Transportation, Distribution Unit, TAD 484.3, Washington, D.C. 20590.

NOTE: Persons who want to be placed on FAA's mailing list for future circulars should write to the above address. Be sure to identify the subject matter desired by the subject numbers and titles shown in paragraph 3b because separate mailing lists are maintained for each advisory circular subject series. Checklists and circulars issued in the general series will be distributed to every addressee on each of the subject series lists. Persons requesting more than one subject classification may receive more than one copy of related circulars and this checklist because they will be included on more than one mailing list. Persons already on the distribution list for AC's and changes to FAR's will automatically receive related circulars.

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GPO Bookstore, Federal Building, Room 1023, 450 Golden Gate Avenue, San Francisco, Calif. 94102.

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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 total 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 00-2S *Advisory Circular Checklist, 6-11-71.* Canceled by AC 00-2T, *Advisory Circular Checklist, 10-29-71.*

AC 20-7G *General Aviation Inspection Aids, Summary, August 1970.* Canceled by AC 20-7H, *General Aviation Inspection Aids, Summary, August 1971.*

- AC 20-35A Tie-Down Sense, 10-29-68. Canceled by AC 20-35B, Tiedown Sense, 4-19-71.
- AC 20-43A Aircraft Fuel Contamination, 6-12-70. Canceled by AC 20-43B, Aircraft Fuel Control, 6-8-71.
- AC 21-1 Production Certificates, 6-15-65. Canceled by AC 21-1A, Production Certificates, 7-9-71.
- AC 27.1581-1 Sea Rotocraft Autorotative Landing on Land, 8-3-65. Canceled.
- AC 61-4B Flight Test Guide—Multiengine Airplane Class or Type Rating, 4-1-68. Canceled by AC 61-4C, Multiengine Airplane Class or Type Rating Flight Test Guide, 2-1-71.
- AC 61-18B Airline Transport Pilot (Airplane) Written Test Guide, 7-1-68. Canceled by AC 61-18C, Airline Transport Pilot (Airplane) Written Test Guide, 4-19-71.
- AC 61-29 Instrument Flight Instructor Written Examination Guide, 9-28-66. Canceled by AC 61-29A, Instrument Flight Instructor Written Test Guide, 10-16-70.
- AC 65.33-1 List of Study References for the ATC Tower Operator Examination, 5-25-66. Canceled.
- AC 70/7460-2B Proposed Construction or Alterations of Objects That May Affect the Navigable Airspace, 11-4-70. Canceled by AC 70/7460-2C, Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace, 9-16-71.
- AC 90-52 FAA Symposium on Turbulence, 12-15-70. Canceled.
- AC 90-53 FAA Symposium on Turbulence—Extension of Response Time for Registration, 2-8-71. Canceled.
- AC 91-19 Emergency Locator Beacons Crash, Survival, Personnel, 3-17-69. Canceled.
- AC 99.11-1 Flight Plan Requirements: Coastal or Domestic ADIZ, 11-15-63. Canceled.
- AC 103-1 Hazard Associated With Sublimation of Solid Carbon Dioxide (Dry Ice) Aboard Aircraft, 12-16-63. Canceled.
- AC 120-26A Civil Aircraft Operator Designators, 5-11-70. Canceled by AC 120-26B, Civil Aircraft Operator Designators, 5-11-71.
- AC 121-3L Maintenance Review Board Reports, 1-29-71. Canceled by AC 121-3M, Maintenance Review Board Reports, 9-29-71.
- AC 140-2E List of Certificated Pilot Flight and Ground Schools, 1-1-69. Canceled by AC 140-2F, List of Certificated Pilot Flight and Ground Schools, 7-9-71.
- AC 147-2G Directory of FAA Certificated Aviation Maintenance Technician Schools, 10-27-70. Canceled by AC 147-2H, Directory of FAA Certificated Aviation Maintenance Technician Schools, 10-19-71.
- AC 149-2E Listing of Federal Aviation Administration Certificated Parachute Lofts, 12-9-70. Canceled by AC 149-2F, Listing of Federal Aviation Administration Certificated Parachute Lofts, 10-8-71.
- AC 150/5300-7 FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes, 11-7-70. Canceled by AC 150/5300-7A, FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes, 9-27-71.
- AC 150/5325-7 Is Your Airport Ready for the Boeing 747, 1-23-68. Canceled.
- AC 150/5340-5 Segmented Circle Airport Marker System, 8-1-63. Canceled by AC 150/5340-5A, Segmented Circle Airport Marker System, 9-10-71.
- AC 150/5345-26 Specification for L-823 Plug and Receptacle, Cable Connectors, 10-5-64. Canceled by AC 150/5345-26A,

- Specification for L-823 Plug and Receptacle, Cable Connectors, 5-4-71.
- AC 150/5345-29 FAA Specification L-852, Light Assembly, Airport Taxiway Centerline, 3-18-68. Canceled by AC 150/5345-29A, FAA Specification L-852, Light Assembly, Airport Taxiway Centerline, 4-28-71.
- AC 150/5345-39 FAA Specification L-853, Runway and Taxiway Centerline Reflective Markers, 1-10-69. Canceled by AC 150/5345-39A, FAA Specification L-853, Runway and Taxiway Retroreflective Markers, 9-17-71.
- AC 150/5345-44 Specification for L-858 Retroreflective Taxiway Guidance Signs, 12-15-70. Canceled by AC 150/5345-44A, Specification for L-858 Retroreflective Taxiway Guidance Signs, 7-30-71.
- AC 170-2 Implementation of ILS Channels 11 Through 20, 10-16-63. Canceled.

8. Additions. The following advisory circulars are added to the list:

- AC 00-2T Advisory Circular Checklist (10-15-71).
- AC 00-33 Nickel-Cadmium Battery Operational, Maintenance, and Overhaul Practices (8-26-71).
- AC 20-7H General Aviation Inspection Aids, Summary (August 1971).
- AC 20-7H Supplement 1, General Aviation Inspection Aids (September 1971).
- AC 20-7H Supplement 2, General Aviation Inspection Aids (October 1971).
- AC 20-7H Supplement 3, General Aviation Inspection Aids (November 1971).
- AC 20-35B Tie-down Sense (4-19-71).
- AC 20-43B Aircraft Fuel Control (6-8-71).
- AC 20-73 Aircraft Ice Protection (4-21-71).
- AC 20-74 Aircraft Position and Anticollision Light Measurements (7-29-71).
- AC 21-1A Production Certificates (7-9-71).
- AC 61-4C Multiengine Airplane Class or Type Rating Flight Test Guide (2-1-71).
- AC 61-18C Airline Transport Pilot (Airplane) Written Test Guide (4-19-71).
- AC 61-29A Instrument Flight Instructor Written Test Guide (10-16-70).
- AC 70/7460-2C Proposed Construction or Alteration of Objects That May Affect the Navigable Airspace (9-16-71).
- AC 90-54 Cruise Clearances (5-25-71).
- AC 90-55 Identification of Air Taxi Operations for Air Traffic Counting (8-31-71).
- AC 90-56 FAA Symposium on Area Navigation (9-28-71).
- AC 91-32 Safety in and Around Helicopters (5-7-71).
- AC 120-26B Civil Aircraft Operator Designators (5-11-71).
- AC 121-1 Ch-22 Standard Maintenance Specifications Handbook (1-18-71).
- AC 121-1 Ch-23 Standard Maintenance Specifications Handbook (4-30-71).
- AC 121-3M Maintenance Review Board Reports (9-29-71).
- AC 140-2F List of Certificated Pilot Flight and Ground Schools (7-9-71).
- AC 140-5 Radio Maintenance Technician School Curriculum (8-11-71).
- AC 147-2H Directory of FAA Certificated Aviation Maintenance Technician Schools (10-19-71).
- AC 149-2F Listing of Federal Aviation Administration Certificated Parachute Lofts (10-8-71).
- AC 150/5090-2 National Airport Classification System (Airport System Planning) (6-25-71).
- AC 150/5300-7A FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes (9-27-71).
- AC 150/5335-3 Airport Design Standards—Airports Served by Air Carriers—Bridges and Tunnels on Airports (4-19-71).
- AC 150/5340-5A Segmented Circle Airport Marker System (9-10-71).

- AC 150/5340-22 Ch-1 Maintenance Guide for Determining Degradation and Cleaning of Centerline and Touchdown Zone Lights (6-23-71).
- AC 150/5340-23 Guide for Location of Supplemental Wind Cones (8-24-71).
- AC 150/5345-26A Specification for L-823 Plug and Receptacle, Cable Connectors (5-4-71).
- AC 150/5345-29A FAA Specification L-852, Light Assembly, Airport Taxiway Centerline (4-28-71).
- AC 150/5345-39A FAA Specification L-853, Runway and Taxiway Retroreflective Markers (9-17-71).
- AC 150/5345-34A Specification for L-858 Retroreflective Taxiway Guidance Signs (7-30-71).
- AC 211-5 Recommended Symbols and Terminologies for use with Terminal Area Graphic Notices (6-28-71).

ADVISORY CIRCULAR CHECKLIST

NOTICE

Superintendent of Documents catalogue numbers have been included to aid Superintendent of Documents personnel in processing orders. Please use them when ordering—along with the title and FAA number. To avoid unnecessary delays, do not order single-sales material and subscription-sales material on the same order form, as orders are separated for processing by different departments when they arrive at Superintendent of Documents.

General

SUBJECT NO. 00

00-1 The Advisory Circular System (12-4-62).

Describes the FAA Advisory Circular System.

00-2T Advisory Circular Checklist (10-29-71).

Transmits the revised checklist of current FAA advisory circulars and the status of the Federal Aviation Regulations as of 10-29-71.

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. Reprinted 1969. (\$4 GPO.) FAA 5.8/2: W 37.

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 State and Regional Defense Airlift Planning (1-5-65).

Provides an example of a State Plan for the Emergency Management of Resources in Appendix 4, and adds new Appendix 9.

00-7 CH 2 State and Regional Defense Airlift Planning (2-20-67).

Revises Appendix 6, SCATANA.

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.

00-21 Shoulder Harness (10-5-66).

Provides information concerning the installation and use of shoulder harnesses by pilots in general aviation aircraft.

00-23B Near Midair Collision Reporting (12-4-69).

Advises that the FAA will continue through December 31, 1971, 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.

00-25 Forming and Operating a Flying Club (3-24-69).

Provides preliminary information that will assist anyone or any group of people interested in forming and operating a flying club. (\$0.35 GPO.) TD 4.8:F 67.

00-26 Definition of "U.S. National Aviation Standards" (1-22-69).

Informs the aviation community of the approval by the FAA Administrator of a definition of U.S. National Aviation Standards, the need for such standards, and their relationship to the Federal Aviation Regulations.

00-27 U.S. National Standard for the IFF Mark X (SIF) Air Traffic Control Radar Beacon System Characteristics (ATCRBS) (1-24-69).

Informs the aviation community of the approval by the FAA Administrator of the U.S. National Aviation Standard for the ATCRBS.

00-28 Communications Interference Caused by Sticking Microphone Buttons (8-6-69).

Alerts the industry of communications interference from undesired radiofrequency transmissions.

00-29 Airborne Automatic Altitude Reporting Systems (12-9-69).

Provides information regarding the nature and extent of erroneous altitude reporting systems.

00-30 Rules of Thumb for Avoiding or Minimizing Encounters with Clear Air Turbulence (3-5-70).

Brings to the attention of pilots and other interested personnel, the "Rule of Thumb" for avoiding or minimizing encounters with clear air turbulence (CAT).

00-31 U.S. National Aviation Standard for the VORTAC System (6-10-70).

Informs the aviation community of the establishment and content of the U.S. National Aviation Standard for the VORTAC (VOR-TACAN-DME) System.

00-32 Civil Air Patrol and State and Regional Defense Airlift Relationships (7-2-70).

Advises interested persons of the Memorandum of Understanding between CAP and FAA, and provides additional guidance to further improve the use of non-air carrier aircraft in time of national emergency.

00-33 Nickel-Cadmium Battery Operational, Maintenance, and Overhaul Practices (8-26-71).

Provides guidelines for more reliable nickel-cadmium battery operation through sound operational and maintenance practices.

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

20-3B Status and Availability of Military Handbooks and ANC Bulletins for Aircraft (5-12-69).

Announces the status and availability of Military Handbooks and ANC Bulletins prepared jointly with FAA.

20-5B Plane Sense (1970).

Provides general aviation information for the private aircraft owner.

20-6P U.S. Civil Aircraft Register (1-1-71).

Lists all active U.S. civil aircraft by registration number. (\$11.75 GPO.) TD 4.18/2:970.

20-7H General Aviation Inspection Aids, Summary (August 1971).

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. (\$3, \$3.75 foreign—Sub. GPO.) TD 4.409:970.

20-7H Supplement 1 (September 1971).

20-7H Supplement 2 (October 1971).

20-7H Supplement 3 (November 1971).

20-9 Personal Aircraft Inspection Handbook (12-2-64).

Provides a general guide, in simple, nontechnical language, for the inspection of aircraft. Reprinted 1967. (\$1 GPO.) FAA 5.8/2:AI 7/2.

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.

20-13A Surface-Effect Vehicles (8-28-64).

States FAA policy on surface-effect vehicles (vehicles supported by a cushion of compressed air).

20-15A Qualification of Type Certified 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 33, when run under nonstandard ambient air conditions.

20-20A Flammability of Jet Fuels (4-9-65).

Gives information on the possibility of combustion of fuel in aircraft fuel tanks.

20-23D Interchange of Service Experience—Mechanical Difficulties (2-12-71).

Provides information on the voluntary exchange service experience data used in improving durability and safety of aeronautical products.

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.

20-25A Identification of Technical Standard Order (TSO) Safety Belts (3-14-69).

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.

20-34A Prevention of Retractable Landing Gear Failures (4-21-69).

Provides information and suggested procedures to minimize landing accidents involving aircraft having retractable landing gear.

20-35B Tie-Down Sense (4-19-71).

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.

20-37A Aircraft Metal Propeller Blade Failure (4-4-69).

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.

20-43B Aircraft Fuel Control (6-8-71).

Alerts the aviation community to the potential hazards of inadvertent mixing or contamination of turbine and piston fuels, and provides recommended fuel control and 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 FAA 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. (\$0.70 GPO.) TD 4.8:U1 8.

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.

20-57A Automatic Landing Systems (ALS) (1-12-71).

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. Approval of these aircraft for use under such conditions will permit the accumulation of data for systems which may be approved for Category IIIa in the future.

20-58A Acceptable Means of Testing Automatic Altitude Reporting Equipment for Compliance With FAR 91.36(b) (4-28-69).

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.

20-61 Nondestructive Testing for Aircraft (May 1969).

Reviews the basic principles underlying nondestructive testing. (\$0.45 GPO).

20-62A Eligibility, Quality, and Identification of Approved Aeronautical Replacement Parts (6-16-70).

Provides information relative to the determination of the eligibility of aeronautical parts and materials for installation on certificated aircraft.

20-63 Airborne Automatic Direction Finder Installations (Low and Medium Frequency) (7-7-69).

Sets forth one means, but not the only means, of demonstrating compliance with the airworthiness rules governing the functioning of airborne automatic direction finders. It does not pertain to installations previously approved.

20-64 Maintenance Inspection Notes for Lockheed L-188 Series Aircraft (8-1-69).

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of Lockheed L-188 series aircraft.

20-65 U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft (8-11-69).

Provides general information and guidance concerning issuance of airworthiness certificates for U.S. registered aircraft, and issuance of special flight authorizations for operation in the United States of foreign aircraft not having standard airworthiness certificates issued by the country of registry.

20-66 Vibration Evaluation of Aircraft Propellers (1-29-70).

Outlines acceptable means, but not the sole means, for showing compliance with the requirements of the FARs concerning propeller vibration.

20-67 Airborne VHF Communication System Installations (3-6-70).

Sets forth one means, but not the only means, of demonstrating compliance with the airworthiness rules governing the functioning of airborne VHF communication systems.

20-68 Recommended Radiation Safety Precautions for Airborne Weather Radar (3-11-70).

Sets forth recommended radiation safety precautions for ground operation of airborne weather radar.

20-69 Conspicuity of Aircraft Instrument Malfunction Indicators (5-14-70).

Provides design guidance information on methods of improving conspicuity of malfunction indication devices.

20-71 Dual Locking Devices on Fasteners (12-8-70).

Provides guidance and acceptable means, not the sole means, by which compliance may be shown with the requirements for dual locking devices on removable fasteners installed in rotocraft and transport category airplanes.

20-73 Aircraft Ice Protection (4-21-71).

Provides information relating to the substantiation of ice protection systems on aircraft.

20-74 Aircraft Position and Anticollision Light Measurements (7-29-71).

Contains useful information concerning measurements for intensity, covering and color of aircraft position and anticollision lights.

21-1A Production Certificates (7-9-71).

Provides information concerning Subpart G of Federal Aviation Regulations (FAR) Part 21, and sets forth acceptable means of compliance with its requirements.

21-2B Export Airworthiness Approval Procedures (10-2-69).

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.

21-2B Ch. 1 (11-13-70).**21-2B Ch. 2 (2-8-71).****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. Reprinted 1969. (\$1 GPO.) FAA 5.8/2:G49/962.

21-4B Special Flight Permits for Operation of Overweight Aircraft (7-30-69).

Furnishes guidance concerning special flight permits necessary to operate an aircraft in excess of its usual maximum certificated takeoff weight.

21-5B Summary of Supplemental Type Certificates (Announcement of Availability) (2-10-71).

Announces the availability to the public of a new edition of the Summary of Supplemental Type Certificates (SSTC), dated January 1971.

21-6 Production Under Type Certificate Only (5-26-67).

Provides information concerning Subpart F of FAR Part 21, and sets forth examples, when necessary, of acceptable means of compliance with its requirements.

21-7A Certification and Approval of Import Products (11-24-69).

Provides guidance and information relative to U.S. certification and approval of import aircraft, aircraft engines and propellers that are manufactured in a foreign country with which the United States has an agreement for the acceptance of those products for export and import.

21-8 Aircraft Airworthiness; Restricted Category: Certification of Aircraft With Uncertificated or Altered Engines or Propellers (5-21-69).

Sets forth acceptable means of substantiating that uncertificated or altered engines and propellers have no unsafe features for type certification of aircraft in the restricted category.

21-9 Manufacturers Reporting Failures, Malfunctions, or Defects (12-30-70).

Provides information to assist manufacturers of aeronautical products (aircraft, aircraft engines, propellers, appliances, and parts) in notifying the Federal Aviation Administration of certain failures, malfunctions, or defects, resulting from design or quality control problems, in the products which they manufacture.

21-10 Flight Recorder Underwater Locating Device (5-20-71).

Provides one acceptable means (not the only means) of showing compliance with the underwater locating device requirements of FAR 25.1459 and FAR 121.343.

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.

25-2 Extrapolation of Takeoff and Landing Distance Data Over a Range of Altitude for Turbine-Powered Transport Aircraft (7-9-64).

Sets forth acceptable means by which compliance may be shown with the requirements in CAR 4b and SR-422B.

25-4 Inertial Navigation Systems (INS) (2-18-66).

Sets forth an acceptable means for complying with rules governing the installation of inertial navigation systems in transport category aircraft.

25-5 Installation Approval on Transport Category Airplanes of Cargo Unit Load Devices Approved as Meeting the Criteria in NAS 3610 (6-3-70).

Sets forth an acceptable means, but not the sole means, of complying with the requirements of the Federal Aviation Regulations (FAR's) applicable to the installation on transport category airplanes of cargo unit load devices approved as meeting the criteria in NAS 3610.

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 (1-10-66).

Provides amended information for the basic advisory circular.

25.981-1A Guidelines for Substantiating Compliance With the Fuel Tank Temperature Requirements (1-20-71).

Sets forth some general guidelines for substantiating compliance with fuel tank temperature airworthiness standards, section 25.981.

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.

25.1457-1A Cockpit Voice Recorder Installations (11-3-69).

Sets forth one acceptable means of compliance with provisions of FAR 25.1457 (b), (e), and (f) pertaining to area microphones, cockpit voice recorder location, and erasure features.

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 (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.

33-1B Turbine-Engine Foreign Object Ingestion and Rotor Blade Containment Type Certification Procedures (4-22-70).

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 (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).

37-3 Radio Technical Commission for Aeronautics Document DO-138 (1-10-69).

This circular announces RTCA Document DO-138 and discusses how it may be used in connection with technical standard order authorizations.

39-1A Jig Fixtures; Replacement of Wing Attach Angles and Doublers on Douglas Model DC-3 Series Aircraft Airworthiness Directive 66-18-2 (3-5-70).

Describes methods of determining that jig fixtures used in the replacement of the subject attached angles and doublers meet the requirements of Airworthiness Directive 66-18-2.

39-6B Summary of Airworthiness Directives (5-20-70).

Announces the availability of a new Summary of Airworthiness Directives dated January 1, 1970.

43-1 Matching VHF Navigation Receiver Outputs With Display Indicators (8-2-65).

Alerts industry to the possibility of mismatching outputs, both guidance and flag alarm, of certain VHF navigation receivers when used with some types of display indicators causing the receiver to fail without providing a flag alarm.

43-2 Minimum Barometry for Calibration and Test of Atmospheric Pressure Instruments (9-10-65).

Sets forth guidance material which may be used to determine the adequacy of barometers used in the calibration of aircraft static instruments and presents information concerning the general operation, calibration, and maintenance of such barometers.

43.9-1B Instruction for Completion of FAA Form 337 (6-27-66).

Provides instructions for completing revised FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller or Appliance).

43.13-1 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.) FAA 5.15:965.

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); Ch. 6 (5-1-69); Ch. 7 (6-12-69); Ch. 8 (6-11-70 and 10-22-70).

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.) FAA 5.16:965.

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); Ch. 7 (5-12-69); Ch. 8 (10-29-69); Ch. 9 (10-19-70); Ch. 10 (1-20-71).

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.

47-1 Aircraft Registration Eligibility, Identification and Activity Report (2-25-70).

Advises owners and operators of U.S. civil aircraft of recent regulatory changes that require the annual submission of current information related to aircraft registration eligibility, and requests similar submission of information related to identification and activity of

aircraft; and to call attention to the availability of the reporting form to be used in complying with this regulatory change.

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.

60-2H Annual Aviation Mechanic Safety Awards Program (3-7-71).

Provides the details of the annual Aviation Mechanic Safety Awards Program.

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.

61-1C Aircraft Type Ratings (5-8-70).

Announces new designators adopted by the Federal Aviation Administration for aircraft type ratings issued with pilot certificates.

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.) FAA 5.8/2:P 64/4/964.

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. Reprinted in 1969. (\$0.25 GPO.) TD 4.408:P 64/2.

61-4C Multiengine Airplane Class or Type Rating—Flight Test Guide (2-1-71).

Assists the private pilot applicant in preparing for certification or rating flight tests. (\$0.25 GPO.) TD 4.408:M 91.

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.

61-8B Instrument Rating (Airplane) Written Test Guide (4-24-69).

Outlines the scope of the written test and directs applicants to appropriate study materials. Details subject areas covered in the test and indicates areas of aviation knowledge in which instrument pilots must be well informed. (\$0.70 GPO.) TD 4.8:In 7/4.

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.) FAA 5.8/2:P 64/7.

61-10 Private and Commercial Pilots Refresher Courses (9-1-64).

Provides a syllabus of ground instruction periods and training lessons. Reprinted in 1969. (\$0.25 GPO.) FAA 5.8/2:P 64/9.

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. Reprinted in 1969. (\$0.70 GPO.) TD 4.408:In 7.

61-12D Student Pilot Guide (7-16-70).

Serves as a guide for prospective student pilots and presents general procedures for obtaining student and private pilot certificates. (\$0.20 GPO.) TD 4.8:P 64/3/970.

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.) FAA 5.8/2:H 36.

61-14A Flight Instructor Practical Test Guide (10-23-69).

Provides assistance to the certificated pilot in preparing for the practical demonstration required for the issuance of the flight instructor certificate. (\$0.15 GPO.) TD 4.408:In 7/4.

61-16A Flight Instructor's Handbook (10-14-69).

Gives guidance and information to pilots preparing to apply for flight instructor certificates, and for use as a reference by flight instructors. (\$1.25 GPO.) TD 4.408:In 7/3.

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. (\$0.15 GPO.) TD 4.408:In 7/2.

61-18C Airline Transport Pilot (Airplane) Written Test Guide (4-19-71).

Reflects current operating procedures and techniques in a background setting appropriate for applicants preparing for the Airline Transport Pilot (Airplane) Written Test. (\$0.55 GPO.) TD 4.408:P 64/3.

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. Reprinted in 1969. (\$1.25 GPO.) FAA 1.8:F 64/4.

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. Reprinted in 1969. (\$2.75 GPO.) FAA 5.8/2:P 64/5/965.

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.) FAA 1.8:H 36/2.

61-27A Instrument Flying Handbook (4-30-68).

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 1969. (\$2.50 GPO.) TD 4.408:In 7/3.

61-28A Commercial Pilot Written Test Guide (4-28-70).

Reflects current operating procedures and techniques for the use of applicants in preparing for the Commercial Pilot—Airplane Written Test. (\$1.50 GPO.) TD 4.408:P 64/4.

61-29A Instrument Flight Instructor Written Test Guide (10-16-70).

Reflects current operating procedures, regulations, and techniques for the use of applicants in preparing for the Flight Instructor Instrument Written Test (\$0.50 GPO.) TD 4.8:In 7/5.

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.) FAA 5.8/2:G 99/2/966.

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. Reprinted in 1969. (\$1.75 GPO.) TD 4.408:P64.

61-33 Gyroplane Flight Instructor Examination Guide (3-25-66).

Assists applicants who are preparing for the Flight Instructor Rotorcraft Gyroplane Written Examination. Reprinted in 1966.

61-34A Federal Aviation Regulations Written Test Guide for Private, Commercial and Military Pilots (6-18-70).

Outlines the scope of the basic knowledge required of civilian or military pilots who are studying FARs as they pertain to the Regulations terminology; to the certification of private and commercial pilots; to the operation of aircraft in the national airspace; and to the requirements of the National Transportation Safety Board. For use as a guide in preparing for the FAR Written Test. (\$0.40 GPO.) TD 4.8:P 64.

61-38 Rotorcraft Helicopter Written Test Guide (8-16-67).

Gives guidance to applicants preparing for the aeronautical knowledge requirement for a flight instructor certificate with a helicopter rating.

61-39 Flight Test Guide, Private and Commercial Pilot—Glider (8-28-67).

Assists applicants for private and commercial pilot flight tests in gliders.

61-41 Glider Flight Instructor Written Test Guide (11-7-67).

Outlines the scope of the basic aeronautical knowledge requirements for a glider flight instructor; acquaints the applicant with source material that may be used to acquire this basic knowledge; and presents a sample test with correct answers and explanations.

61-42 Airline Transport Pilot (Helicopter) Written Test Guide (11-7-67).

Provides guidance to applicants preparing for the Airline Transport Pilot Rotorcraft/Helicopter (VFR and/or IFR) Written Tests. Describes the type and scope of required aeronautical knowledge covered by the written test. (\$0.35 GPO.) TD 4.408:H 36.

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.

61-45 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.

61-46 Flight Instructor Procedures (6-4-69).

Informs flight instructors of the procedures involved in the renewal or reinstatement of Flight Instructor Certificates, qualification for "Gold Seal" certificates, and endorsing student pilot logbooks for various operations.

61-47 Use of Approach Slope Indicators for Pilot Training (9-16-70).

Informs pilot schools, flight instructors and student pilots of the recommendation of the Federal Aviation Administration on the use of approach slope indicator systems for pilot training.

61.117-1C. Flight Test Guide—Commercial Pilot, Airplane (2-7-69).

Assists the commercial applicant in preparing for his certification flight test. (\$0.20 GPO.) TD 4.8:P 64/3.

63-1B Flight Engineer Written Test Guide (10-22-70).

Provides information to prospective flight engineers and others interested in this certification area. Contains information about certification requirements and describes the type and scope of the written test. Lists appropriate study and reference material and presents sample questions similar to those found in the official written tests. (\$0.50 GPO.) TD 4.408:En 3.

63-2A Flight Navigator Written Test Guide (4-4-69).

Defines the scope and narrows the field of study to the basic knowledge required for the Flight Navigator Certificate. Published in 1969. (\$0.40 GPO.) TD 4.8:F 64/2.

65-2A Airframe and Powerplant Mechanics Certification Guide (10-12-67).

Provides information to prospective airframe and powerplant mechanics and other persons interested in FAA certification of aviation mechanics. Reprinted in 1969. (\$0.65 GPO.) TD 4.8:AI 7/6.

65-4A Aircraft Dispatcher Written Test Guide (8-16-68).

Describes the type and scope of aeronautical knowledge covered by the aircraft dispatcher written examination, lists reference materials, and presents sample questions. Published in 1969. (\$0.50 GPO.) TD 4.8:AI 7/12.

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. Reprint in 1970. (\$0.25 GPO.) TD 4.8:P 21.

65-9 Airframe and Powerplant Mechanics—General Handbook (8-26-70).

Designed as a study manual for persons preparing for a mechanic certificate with airframe or powerplant ratings. Emphasis in this volume is on theory and methods of application, and is intended to provide basic information on principles, fundamentals, and airframe and powerplant ratings. (\$4 GPO.) TD 4.408:AI 7/2.

65-11 Airframe and Powerplant Mechanics Certification Information (5-22-70).

Provides answers to questions most frequently asked about Federal Aviation Administration certification of aviation mechanics. (\$0.20 GPO.) TD 4.8:A/7/21.

65-13 FAA Inspection Authorization Directory (12-14-70).

Provides a new directory of all FAA certificated mechanics who hold an inspection authorization as of the effective date shown above.

65-14 The Seventh Annual FAA International Aviation Maintenance Symposium (4-19-71).

Informs the aviation community that the Maintenance Division will hold the seventh annual maintenance symposium.

65.95-2B Handbook and Study Guide for Aviation Mechanics Inspection Authorization (10-9-70).

This handbook gives guidance to persons conducting annual and progressive inspections 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). (Consolidated reprint includes change 1, 1969.)

Describes the agency standards on obstruction marking and lighting and establishes the methods, procedures, and equipment types as official FAA policy. (\$0.60 GPO.) TD 4.8:Ob 7/968.

70/7460-1 CH 2 (7-2-70).

Specifies an increase in the maximum width of the aviation surface orange and white painted bands for display on towers, smokestacks and similar structures.

70/7460-1 CH-3 (3-1-71).

Contains the standard for marking and lighting catenaries and their support structures.

70/7460-2C Proposed Construction or Alteration of Objects that may Affect the Navigable Airspace (9-16-71).

Advises 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 Federal Aviation Administration (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.

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.

90-12 Severe Weather Avoidance (4-15-64).

Provides information regarding air traffic control assistance in avoiding severe weather conditions.

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.

90-19 Use of Radar for the Provision of Air Traffic Control Services (10-29-64).

Advises the aviation community of FAA 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.

90-22C Automatic Terminal Information Service (ATIS) (2-2-71).

Provides updated information concerning the operation of Automatic Terminal Information Service.

90-23B Wake Turbulence (5-17-71).

Alerts pilots to the hazards of trailing vortex wake turbulence and related operational problems.

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.

90-34 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.

90-38A Use of Preferred IFR Routes (12-29-69).

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.

90-41A Standard Instrument Departure/Arrival Procedures (2-18-71).

Describes the revised and combined Standard Instrument Departure (SID) and Standard Terminal Arrival Route (STAR) program.

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.

90-43B Operations Reservations for High-Density Traffic Airports (1-20-71).

Advises the aviation community of the means for all aircraft operators, except helicopters, scheduled and supplemental air carriers and scheduled air taxis, to obtain a reservation to operate to and/or from designated high-density traffic airports.

90-44 Airport Ground Operations During Low Visibility Conditions (4-25-69).

Alerts the aviation community to potential problem areas which may exist

on airport movement areas during periods of extremely low visibility.

90-45 Approval of Area Navigation Systems for Use in the U.S. National Airspace System (8-18-69).

Provides guidelines for implementation of area navigation (RNAV) within the National Airspace System (NAS).

90-45 CH-1 (10-20-70).

Deletes certain items found to be in excess of minimum requirements and clarifies certain other items.

90-47 Abbreviated Instrument Flight Rules Departure Clearance (3-18-70).

Provides guidance to pilots and operators for participation in the Abbreviated IFR Departure Clearance Program.

90-48 Pilots' Role in Collision Avoidance (3-20-70).

Alerts all pilots to the midair collision and near midair collision hazard and to emphasize those basic problem areas of concern, as related to the human causal factors, where improvements in pilot education, operating practices, procedures, and techniques are needed to reduce mid-air conflicts.

90-49 The Airman's Information Manual (7-31-70).

Serves as a reminder of the importance of pilot familiarity with Rules, Practices, and Procedures for safe flight operations.

90-50 Air Traffic Control Radio Frequency Assignment Plan for VFR and IFR Communications (9-29-70).

Describes the civil air traffic control assignment of frequencies in the very high frequency (118-136 MHz) band.

90-51 FAA Motion Picture—"Caution—Wake Turbulence" (11-17-70).

Announces the availability of a new wake turbulence film and encourages its viewing.

90-54 Cruise Clearances (5-25-71).

Provides the aviation community guidance when operating under a "cruise" clearance.

90-55 Identification of Air Taxi Operations for Air Traffic Counting (8-31-71).

Informs air taxi and commercial operators (ATCO), certificated under the provisions of Federal Aviation Regulations, Part 135, that they now fall under a separate category for air traffic counting purposes and outlines air traffic identification procedures to be used.

90-56 FAA Symposium on Area Navigation (9-28-71).

Announcement and invitation to the public of the FAA symposium on area navigation in Washington, D.C. on January 24 and 25, 1972.

91-3 Acrobatic Flight (9-30-63).

Sets safe operating practices for the conduct of acrobatic flight operations.

91-5A Waivers of Subpart B, Part 91 of the Federal Aviation Regulations (FARs) (5-6-69).

Provides updated information concerning the submission of applications for and the issuance of waivers of Subpart B, FAR 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.

91-8A Use of Oxygen by General Aviation Pilots/Passengers (8-11-70).

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.

91-11A Annual Inspection Reminder (12-3-69).

Provides the aviation community with a uniform visual reminder of the date an annual inspection becomes due. (Reference section 91.169(a) (1) of the FARs.)

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. Reprinted 1970. (\$0.50 GPO.) FAA 7.9:D 84.

91-12B Required Inspection for Aircraft Operating Under FAR 121, 123, 127, or 135 and Reverting to General Operation Under FAR 91 (12-9-70).

Describes acceptable methods for complying with the required inspections set forth in FAR Part 91.

91-13A Cold Weather Operation of Aircraft (1-2-70).

Provides background and guidelines relating to operation of aircraft in the colder climates where wide temperature changes may occur.

91-14A Altimeter Setting Sources (4-19-71).

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.) TD 4.2:T 27.

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.

91-20 Inspection Schedule—for Beech Model B-99 (3-14-69).

Provides information for use by persons planning to develop an inspection schedule for Beech Model B-99.

91-21 Inspection Schedule—for Handley-Page Model HP-137 (4-24-69).

Provides information for use by persons planning to develop an inspection schedule for the Handley-Page Model HP-137 aircraft.

91-22 Altitude Alerting Devices/Systems (7-7-69).

Provides guidelines for installing and evaluating altitude alerting systems.

91-23 Pilot's Weight and Balance Handbook (5-6-69)

Provides an easily understood text on aircraft weight and balance for pilots who need to appreciate the importance of weight and balance control for safety of flight. Progresses from an explanation of basic fundamentals to the complete application of weight and balance principles in large aircraft operations. (\$0.70 GPO.) TD 4.408: P 64/3.

91-24 Aircraft Hydroplaning or Aquaplaning on Wet Runways (9-4-69).

Provides information to the problem of aircraft tires hydroplaning on wet runways.

91-25 Loss of Visual Cues During Low Visibility Landings (9-22-69).

Provides information regarding the importance to the pilot of maintaining unbroken visual cues during the final stages of an instrument approach when reaching the DH or MDA and continuing further descent.

91-26 Maintenance and Handling of Air-Driven Gyroscopic Instruments (10-29-69).

Advises operators of general aviation aircraft of the need for proper maintenance of air-driven gyroscopic instruments and associated air filters.

91-27A Systemsworthiness Analysis Program—General Aviation (12-16-70).

Explains the purpose and applicability of the Systemsworthiness Analysis Program (SWAP) to certificated air taxis, repair stations, pilot and aviation maintenance technician schools that are operated under the privileges of certificates issued by the Federal Aviation Administration.

91-28 Unexpected Opening of Cabin Doors (12-23-69).

Outlines the importance of assuring that cabin doors are properly closed prior to takeoff.

91-29 Radar Transponder Requirements (3-30-70).

Describes certain aspects of the planned operation of the Air Traffic Control Radar Beacon System (ATCRBS) which will be of interest to aircraft operators who expect to use radar transponders in their aircraft.

91-30 Terminal Control Areas (TCA) (6-11-70).

Explains the TCA concept and answers some of the most frequently asked questions pertaining to TCA.

91-31 FAR Requirement for the Filing of Flight Plans for Flights Between Mexico and the United States (2-1-71).

Informs pilots of the requirements of section 91.12(c) of Part 91 of the Federal Aviation Regulations.

91-32 Safety in and Around Helicopters (5-7-71).

Provides suggestions to improve helicopter safety by means of acquainting nonflight crew personnel and passengers with the precautions and procedures necessary to avoid undue hazards.

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.

99-27-1 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.

103-2 Information Guide for Air Carrier Handling of Radioactive Materials (7-23-70).

Acquaints air carrier industry and in particular, air freight handling personnel, with the essential requirements and practical applications of the various regulations pertaining to the handling and transportation of radioactive materials.

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

120-1A Reporting Requirements of Air Carriers, Commercial Operators, and Travel Clubs (4-24-69).

Advises of the mechanical reliability reporting requirements contained in FAR Parts 121 and 127 and the accident and incident reporting requirements of NTSB Part 430, Rules Pertaining to Aircraft Accidents, Incidents, Overdue Aircraft, and Safety Investigations.

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.

120-5 High Altitude Operations in Areas of Turbulence (8-26-63).

Recommends procedures for use by jet pilots when penetrating areas of severe turbulence.

120-7A Minimum Altitudes for Conducting Certain Emergency Flight Training Maneuvers and Procedures (7-27-70).

Issued to emphasize to all air carriers and other operators of large aircraft the necessity for establishing minimum altitudes above the terrain or water when conducting certain simulated emergency flight training maneuvers.

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.

120-16A Continuous Airworthiness Program (9-11-69).

Provide air carriers and commercial operators with guidance and information pertinent to certain provisions of Federal Aviation Regulations-Parts 121 and 127.

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 (6-24-66).

120-17 CH 2 (5-6-68).

120-18 Preservation of Maintenance Records (5-10-65).

Provides information and guidance relative to the microfilming of maintenance records.

120-21 Aircraft Maintenance Time Limitations (6-24-66).

Provides methods and procedures for the initial establishment and revision of time limitations on inspections, checks, maintenance or overhaul.

120-24A Establishment and Revision of Aircraft Engine Overhaul and Inspection Periods (2-25-69).

Describes methods and procedures used by the FAA in the establishment and revision of aircraft engine overhaul periods.

120-26B Civil Aircraft Operator Designators (5-11-71).

Revises the criteria and states 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.

120-28 Concepts of Airborne Systems for Category IIIA Operations (9-5-69).

Assist the aviation industry with initial preparations for Category IIIA operations.

120-29 Criteria for Approving Category I and Category II Landing Minima for FAR 121 Operators (9-25-70).

Sets forth criteria used by FAA in approving turbojet landing minima of less

than 300-3/4 or RVR 4,000 (Category I) and Category II minima for all aircraft.

121-1 Standard Maintenance Specifications Handbook (12-15-62).

Consolidated reprint 5-15-69, includes Changes 1 through 18.

Provides procedures acceptable to FAA which may be used by operators when establishing inspection intervals and overhaul times.

121-1 CH 19 (12-19-69).

Revises existing material in the subject handbook.

121-1 CH 20 (7-17-70).

Changes existing and includes new material in the subject handbook.

121-1 CH 21 (12-14-70).

Revises existing and includes new material in the subject handbook.

121-1 CH 22 (1-18-71).

Includes new material in the subject handbook.

121-1 CH 23 (4-30-71).

Includes new material in the subject handbook.

121-3M Maintenance Review Board Reports (9-29-71).

Revises the list of Maintenance Review Board Reports that are currently in effect (August 1971).

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.

121-9 Maintenance of Evacuation Slides (9-22-66).

Provides information and guidance to air carriers and commercial operators in the maintenance of emergency evacuation slides.

121-12 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.

121-13 Self-Contained Navigation Systems (Long Range) (10-14-69).

States an acceptable means, not the only means, of compliance with the referenced sections of the FAR as they apply to persons operating under Parts 121 or 123 who desire approval of Doppler RADAR navigation systems or Inertial Navigation Systems (INS) for use in their operations.

121-13 CH-1 (7-31-70).

Assures standardization of the Minimum Equipment List (MEL) with re-

spect to Inertial Navigation Systems (INS) through the appropriate Flight Operations Evaluation Board (FOEB).

121-13 CH-2 (12-21-70).

Permits all flight training for Doppler and INS qualification, to be completed in a simulator or training device approved for conducting the required pilot training and qualifications in the use of these systems.

121-14 Aircraft Simulator Evaluation and Approval (12-19-69).

Sets forth one means that would be acceptable to the Administrator for approval of aircraft simulators or other training devices requiring approval under 121.407.

121-16 Maintenance Certification Procedures (11-9-70).

Provides guidance for the preparation of an Operations Specification—Preface Page which will afford nominal and reasonable relief from approved service and overhaul time limits when a part is borrowed from another operator.

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.

135-1A Air Taxi Aircraft Weight and Balance Control (9-26-69).

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.

135-2 Air Taxi Operators of Large Aircraft (10-14-69).

Provides guidelines and procedures for use by air taxi operators or applicants for Air Taxi Operator certificates who desire to obtain FAA authorization to operate large aircraft (more than 12,500 pounds maximum certificated takeoff weight) in air taxi operations.

135-3 Air Taxi Operators of Small Aircraft (2-17-70).

Sets forth guidelines and procedures to assist persons in complying with the requirements of Federal Aviation Regulations, Part 135.

135.60-1 Aircraft Inspection Programs (5-1-70).

Provides information for use by air taxi operators and commercial operators of small aircraft developing an aircraft inspection program for FAA approval.

137-1 Agricultural Aircraft Operations (11-29-65).

Explains and clarifies the requirements of FAR Part 137 and provides additional information, not regulators 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

140-1E Consolidated Listing of FAA Certificated Repair Stations (12-9-70).

Provides a revised directory of all FAA certificated repair stations as of October 1970.

140-2F List of Certificated Pilot Flight and Ground Schools (7-9-71).

Lists FAA certificated pilot schools as of January 1, 1971.

140-3B Approval of Pilot Training Courses Under Subpart D of Part 141 of the FAR (1-8-70).

The title is self-explanatory.

140-4 Use of Audio-Visual Courses in Approved Pilot Ground Schools Certificated Under Part 141 (8-7-68).

Inform operators of certificated pilot schools on the use of audio-visual training aids for instruction in approved ground school courses conducted under the FARs.

140-5 Radio Maintenance Technician School Curriculum (8-11-71).

Provides information on curriculum subjects for persons desiring to establish radio maintenance technician training courses.

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.) TD 4.408: G 91.

143-2B Ground Instructor—Instrument—Written Test Guide (6-25-70).

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. (\$0.65 GPO.) TD 4.8: G 91.

145.101-1A Application for Air Agency Certificate—Manufacturer's Maintenance Facility (3-10-69).

Explains how to obtain a repair station certificate.

147-2H Directory of FAA Certificated Aviation Maintenance Technician Schools (10-19-71).

Provides a revised directory of all FAA certificated aviation maintenance technician schools (formerly mechanic schools) as of 1 July 1971.

147-3 Phase III, A National Study of the Aviation Mechanics Occupation (3-22-71).

Announces the availability for purchase by the public of a reprint of a report of Phase III, A National Study of the Aviation Mechanics Occupation.

149-2F Listing of Federal Aviation Administration Certificated Parachute Lofts (10-8-71).

Provides a revised listing of all FAA certificated parachute lofts as of October 1, 1971.

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.

AIRPORT PLANNING

150/5000-1 Cancellation of Obsolete Publications Issued by Standards Division, Airports Service (4-17-70).

Cancels outstanding airport engineering data sheets, technical standard orders, airport engineering bulletins, and miscellaneous publications that are no longer current and to direct the reader to a new source of information, where applicable.

150/5000-2 Index of Publications, Airport Service, Standards Division (9-28-70).

Transmits the first Airports Service, Standards Division, index of advisory circulars and related publications.

150/5040-1A Announcement of Report—Aviation Demand and Airport Facility Requirement Forecasts for Large Air Transportation Hubs Through 1980 (3-27-69).

Announces the availability of the new report and where to obtain it.

150/5040-2 Announcement of Report—Aviation Demand and Airport Facility Requirement Forecasts for Medium Air Transportation Hubs Through 1980 (5-22-69).

Announces the availability to the public, Federal Aviation Administration personnel, airport and local government planning officials, the aviation industry, and the interested public with forecasts of aviation demand and selected airport facility requirements for medium hubs through 1980.

150/5040-3 Announcement of Report—A Suggested Action Program for the Relief of Airfield Congestion at Selected Airports (6-19-69).

Announces the availability of the report to the public which identifies and analyzes the possible improvements leading to reduced aircraft delays at 18 of the Nation's highest density airports.

150/5040-4 Announcement of Supplementary Report—A Suggested Action Program for the Relief of Airfield Congestion at Selected Airports (3-31-70).

Announces the availability of the report to the public which identifies and analyzes possible improvements needed to prevent delays at 10 additional airports where demand compared to capacity indicates serious congestion will become a problem. This report is supplementary to the report announced by AC 150/5040-3.

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*.

150/5050-3 Announcement of a Report Entitled "Planning the State Airport System" (1-31-69).

Advises of the availability of the report and how to obtain it.

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.

150/5060-3A Airport Capacity Criteria used in Long-Range Planning (12-24-69).

Describes the method used by the Federal Aviation Administration for determining the approximate practical hourly and practical annual capacities of various airport runway configurations and is used in long-range (10 years or more) planning for expansion of existing airports and construction of new airports to accommodate forecast demand.

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.

150/5070-5 Planning the Metropolitan Airport System (5-22-70).

Gives guidance in developing airport-system plans for large metropolitan areas. It may be used by metropolitan planning agencies and their consultants in preparing such system plans and by the FAA in reviewing same. (\$1.25 GPO) TD 4.108:M56/2.

150/5070-6 Airport Master Plans (2-5-71).

Provides guidance for the preparation of individual airport master plans as provided for under the Airport Airway Development Act of 1970. (\$1.25 GPO) TD 4.108: P 69.

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.

150/5090-2 National Airport Classification System (Airport System Planning) (6-25-71).

Sets forth the new national airport classification system. The system is designed for use in the identification and classification of airports within the National System of Airports and for use as a planning tool in long-range airport system planning.

FEDERAL-AID AIRPORT PROGRAMS

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.

150/5100-3A CH 1 (11-28-69).

Transmits revised pages to subject advisory circular.

150/5100-5 Land Acquisition in the Federal-aid Airport Program (1-30-69).

Provides general information to sponsors of airport development projects under the Federal-aid Airport Program on the eligibility of land acquisition and extent of Federal participation in land acquisition costs.

150/5100-6 Labor Requirements in Federal-aid Airport Program Contracts (6-6-69).

Covers the basic labor requirements applicable to the Federal-aid Airport Program (FAAP). Intended primarily

for the guidance of those public agencies sponsoring projects under the program and the contractors and subcontractors engaged in work under a project.

150/5100-7 Requirement for Public Hearing in the Airport Development Aid Program (1-4-71).

Provides guidance to sponsors of airport development projects under the Airport Development Aid Program (ADAP) on the necessity for and conduct of public hearings.

150/5100-8 Request for Aid; Displaced Persons; Public Hearings; Environmental Considerations; Opposition to the Project (1-19-71).

Provides general guidance on the information and coordination required in support of a request for aid for an airport development project under the Airport and Airway Development Act of 1970.

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.

150/5150-2 CH 1 (4-22-69).

Revises the flow of copies of the SF 123 to provide for more accurate review of donated property.

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 FAA policy concerning exclusive rights at public airports on which Federal funds, administered by the FAA, 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.

150/5200-2A Bird Strike/Incident Report Form (1-9-70).

Informs military and civil aviation organizations that FAA Form 3830, "Bird Strike/Incident Report Form," (BOB: 04-R136) is available for use in reporting bird hazards and accidents/incidents to aircraft resulting from bird strikes.

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 Airports 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.

150/5200-10 CH 1 (9-15-70).

Transmits additional guidance regarding post accident passenger accommodations, crowd control, a regional telephone list for requesting radiological assistance from the Atomic Energy Commission, and other items related to these subjects.

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.

150/5200-12 Fire Department Responsibility in Protecting Evidence at the Scene of an Aircraft Accident (8-7-69).

Furnishes general guidance for employees of airport management and other

personnel responsible for firefighting and rescue operations, at the scene of an aircraft accident, on the proper preservation of evidence.

150/5200-13 Removal of Disabled Aircraft (8-27-70).

Discusses the responsibility for disabled aircraft removal and emphasizes the need for prearranged agreements, plans, equipment, and improved coordination for the expeditious removal of disabled aircraft from airport operating areas. It also illustrates some of the various methods used, equipment employed, equipment available, and concepts for aircraft recovery.

150/5200-14 Results of 90-Day Trial Exercise on Fire Department Activity (9-8-70).

Transmits statistical data collected during a 90-day trial exercise conducted to determine the relationship between aircraft fire and rescue service activities and airport aeronautical operations.

150/5200-15 Availability of the International Fire Service Training Association's (IFSTA) Aircraft Fire Protection and Rescue Procedures Manual (9-11-70).

Announces the availability of the subject manual.

150/5200-16 Announcement of Report AS-71-1 "Minimum Needs for Airport Fire Fighting and Rescue Services" Dated January 1971 (4-13-71).

Announces the availability of the subject report and describes how to get it.

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.

150/5210-6A Aircraft Fire and Rescue Facilities and Extinguishing Agents (1-14-70).

Furnishes general guidance for estimating the aircraft fire and rescue facilities needed 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 per-

sonnel 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).

This title is self-explanatory.

150/5210-11 Response to Aircraft Emergencies (4-15-69).

Informs airport operators and others of an existing need for reducing aircraft firefighting response time, and outlines a uniform response time goal of 2 minutes within aircraft operational areas on airports.

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.

150/5220-8 Guide Specification for 2,000-Gallon Tank Truck (6-13-69).

Assists airport management in the development of local procurement specifications for 2,000-gallon tank truck.

150/5220-9 Aircraft Arresting System for Joint Civil/Military (4-6-70).

Updates existing policy and describes and illustrates the various types of military aircraft emergency arresting systems that are now installed at various joint civil/military airports. It also informs users of criteria concerning installations of such systems at joint civil/military airports.

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.

150/5230-3 Fire Prevention During Aircraft Fueling Operations (4-8-69).

This advisory circular provides information on fire preventative measures which aircraft servicing personnel should observe during fueling operations.

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.

DESIGN, CONSTRUCTION, AND MAINTENANCE—GENERAL

150/5300-2A Airport Design Standards—Site Requirements for Terminal Navigational Facilities (10-8-69).

Provides information regarding the location, function, and siting requirements of terminal air navigational facilities to enable sound airport design and development, as well as facilitating their proper and economical establishment.

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.

150/5300-4A Utility Airports—Air Access to National Transportation (5-6-69).

Presents recommendations of the Federal Aviation Administration for the design of utility airports. These airports are developed for general aviation operations and this guide has been prepared to encourage and guide persons interested in their development. (\$1.75 GPO.) TD 4.8:AI 7/968.

150/5300-5 Airport Reference Point (9-26-68).

Defines and presents the method for calculating an airport reference point.

150/5300-6 Airport Design Standards, General Aviation Airports, Basic and General Transport (7-14-69).

Provides recommended design criteria for the development of larger than general utility airports.

150/5300-7A FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes (9-27-71).

Inform the aviation community of the FAA policy governing responsibility for funding relocation, replacement and modification to air traffic control and air navigation facilities that are made necessary by improvements or changes to the airport.

150/5300-8 Planning and Design Criteria for Metropolitan STOL Ports (11-5-70).

Provides the criteria recommended for the planning and design of STOL ports in metropolitan areas.

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.

150/5320-5B Airport Drainage (7-1-70).

Provides guidance for engineers, airport managers, and the public in the design and maintenance of airport drainage systems. (\$1.00 GPO.) TD 4.8:78/970.

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 (6-11-68).

Transmits page changes and adds new chapter 6 to basic AC.

150/5320-6A CH 2 (2-2-70).

Transmits new paragraphs 3, 4, and 5, and adds a new Appendix 2.

150/5320-6A CH 3 (4-1-70).

Transmits several page changes and new subgrade compaction criteria.

150/5325-2B Airport Design Standards—Air Carrier Airports—Surface Gradient and Line of Sight (2-18-70).

Establishes design standards for airports served by certificated air carriers to assist engineers in (1) designing the gradients of airport surface areas used to accommodate the landing, takeoff, and other ground movement requirements of airplanes while (2) providing adequate line of sight between airplanes operating on airports.

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 (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 (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 (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 (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 (5-12-66).

Transmits a revision to the effective runway gradient standards.

150/5325-4 CH 5 (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 (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 (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 (11-8-67).

Transmits aircraft performance curves for the Boeing 747, Convair 440 (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.

150/5325-8 Compass Calibration Pad (5-8-69).

Provides guidelines for the design, location on the airport, and construction

tion of a compass calibration pad, and basic information concerning its use in determining the deviation error in an aircraft magnetic compass.

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.

150/5335-1A Airport Design Standards—Airports Served by Air Carriers—Taxiways (5-15-70).

Provides criteria on taxiway design for airports served by certificated route air carriers with present airplanes and those anticipated in the near future.

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.

150/5335-3 Airport Design Standards—Airports Served by Air Carriers—Bridges and Tunnels on Airports (4-19-71).

Provides general guidance to those contemplating the construction of a bridge-type structure to allow aircraft to cross over an essential surface transportation mode.

150/5340-1C Marking of Paved Areas on Airports (11-3-70).

Describes standards for marking serviceable runways and taxiways as well as deceptive, closed, and hazardous areas on airports.

150/5340-4B Installation Details for Runway Centerline and Touchdown Zone Lighting Systems (5-6-69).

Describes standards for the design and installation of runway centerline and touchdown zone lighting systems.

150/5340-5A Segmented Circle Airport Marker System (9-10-71).

Sets forth standards for a system of airport marking consisting of certain pilot aids and traffic control devices.

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.

150/5340-14B Economy Approach Lighting Aids (6-19-70).

Describes standards for the design, selection, siting, 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 (4-2-68).

Transmits change to basic AC.

150/5340-16B Medium Intensity Runway Lighting System and Visual Approach Slope Indicators for Utility Airports (10-26-70).

Describes standards for the design, installation, and maintenance of medium intensity runway lighting system (MIRL), and visual approach slope indicators for utility airports.

150/5340-17A Standby Power for Non-FAA Airport Lighting Systems (3-19-71).

Describes standards for the design, installation, and maintenance of standby power for nonagency owned airport visual aids associated with the National Airspace System (NAS).

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.

150/5340-20 Installation Details and Maintenance Standards for Reflective Markers for Airport Runway and Taxiway Centerlines (2-17-69).

Describes standards for the installation and maintenance of reflective markers for airport runway and taxiway centerlines.

150/5340-21 Airport Miscellaneous Lighting Visual Aids (3-25-71).

Describes standards for the system design, installation, inspection, testing, and maintenance of airport miscellaneous visual aids; i.e., airport beacons, beacon towers, wind cones, wind tees, and obstruction lights.

150/5340-22 Maintenance Guide for Determining Degradation and Cleaning of Centerline and Touchdown Zone Lights (4-20-71).

Contains maintenance recommendations for determining degradation and cleaning of centerline and touchdown zone lights installed in airport pavement.

150/5340-22 CH.1 (6-23-71).

Transmits a page change to subject advisory circular.

150/5340-23 Guide for Location of Supplemental Wind Cones (8-24-71).

Describes standards for the performance and location of supplemental wind cones.

150/5345-1B Approved Airport Lighting Equipment (10-30-68).

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 (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 (6-11-68).

Corrects case dimensions for the size 4 panel and other page changes.

150/5345-3A CH 2 (9-17-69).

Provides corrected drawings for the size 4 panel layout dimensions and the case dimensions.

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 (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, 5,000 Volt 20 Ampere (9-3-63).

Required for FAAP project activity.

150/5345-7B Specification for L-824 Underground Electrical Cables for Airport Lighting Circuits (3-18-71).

Describes the specification requirements for underground electrical cables for airport lighting circuits. Published by the FAA for the guidance of the public.

150/5345-9C Specification for L-819 Fixed Focus Bidirectional High Intensity Runway Lights (12-23-69).

Describes the subject specifications requirements and is published by the Federal Aviation Administration for the guidance of the public.

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 Operations (3-2-64).

Required for FAAP project activity.

150/5345-12A Specification for L-801 Beacon (5-12-67).

Describes the subject specification requirements.

150/5345-12A CH 1 (3-19-71).

Transmits paragraph changes to the subject advisory circular.

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.

150/5345-15 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 (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 (8-31-64).

Provides amended information for the basic advisory circular.

150/5345-20 CH 2 (1-14-66).

Provides new dimensions for the thickness of the metal stake and an organizational change.

150/5345-20 CH 3 (10-28-66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345-20 CH 4 (8-5-69).

Describes the subject specification requirements for a runway and strip light.

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 (1-14-66).

Provides new dimensions for the thickness of the metal stake and an organizational change.

150/5345-23 CH 2 (10-28-66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345-23 CH 3 (8-5-69).

Describes the subject specification requirements for a taxiway edge light.

150/5345-26A Specification for L-823 Plug and Receptacle, Cable Connectors (5-4-71).

Describes the subject specification requirements.

150/5345-27A Specification for L-807 Eight-foot and Twelve-foot Unlighted or Externally Lighted Wind Cone Assemblies (6-16-69).

Describes the subject specification requirements for a hinged steel pole support, an anodized tapered aluminum hinged base pole support, and an "A" frame fixed support with a pivoted center pipe support.

150/5345-28A Specification for L-851 Visual Approach Slope Indicator System (3-17-70).

Describes the subject specification requirements for visual approach slope indicator system (VASI) equipment.

150/5345-29A FAA Specification L-852, Light Assembly, Airport Taxiway Centerline (4-28-71).

Describes FAA Specification L-852, Light Assembly, Airport Taxiway Centerline, for the guidance of the public.

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.

150/5345-31A Specification for L-833 Individual Lamp Series-to-Series Type Insulating Transformer for 600-Volt or 5,000-Volt Series Circuits (4-24-70).

Describes the subject specification requirements and is published by the FAA for the guidance of the public.

150/5345-33 Specification for L-844 Individual Lamp Series-to-Series Type Insulating Transformer for 5,000 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 5,000 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.

150/5345-39A FAA Specification L-853, Runway and Taxiway Centerline Retroreflective Markers (9-17-71).

Describes specification requirements for L-853 Runway and Taxiway Retroreflective markers, for the guidance of the public.

150/5345-41 Specification for L-855, Individual Lamp, Series-to-Series Type Insulating Transformer for 5,000-Volt Series Circuit, 6.6/6.6 Amperes, 65 Watts (4-24-70).

Describes the subject specification and is published by the FAA for the guidance of the public.

150/5345-42 FAA Specification L-857, Airport Light Bases, Transformer Housing and Junction Boxes (10-27-70).

Describes specification requirements for airport light bases, transformer housing and junction boxes for the guidance of the public.

150/5345-43 FAA/DOD Specification L-856, High Intensity Obstruction Lighting System (8-19-70).

Describes specification requirements for high intensity obstruction lighting system.

150/5345-44A Specification for L-858 Retroreflective Taxiway Guidance Signs (7-30-71).

Describes the specification for retroreflective taxiway guidance signs.

150/5355-1 Diagrammatic Maps and Location Signs at Airports (3-21-69).

Informs airport authorities of the desirability to provide diagrammatic maps of facilities within terminal buildings

and of the need for clearly marked locations signs at airports, especially at those used by international travelers.

150/5355-2 Fallout Shelters in Terminal Buildings (4-1-69).

Furnishes guidance for the planning and design of fallout shelters in airport terminal buildings.

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.) TD 4.24:968

150/5370-2 Safety on Airports During Construction Activity (4-22-64).

Provides guidelines concerning safety at airports during periods of construction activity.

150/5370-4 Procedures Guide for Using the Standard Specifications for Construction of Airports (5-29-69).

Provides guidance to the public in the use and application of the Standard Specifications for Construction of Airports.

150/5370-5 Offshore Airports (12-15-69).

Announces to the public the availability of a two-volume report on offshore airport planning and construction methods.

150/5370-6 Construction Progress and Inspection Report—Federal-Aid Airport Program (3-16-70).

Provides for a report on construction progress and inspection of Federal-aid Airport Program (FAAP) projects, suggests a form for the report, and recommends use of the form unless other arrangements exist to obtain the type of information provided by the form.

150/5370-7 Airport Construction Controls to Prevent Air and Water Pollution (4-26-71).

Supplies guidance material on compliance with air and water standards during construction of airports developed

under the Airport and Airway Development Act of 1970.

150/5370-8 Grooving of Runway Pavements (3-16-71).

Provides guidance for the design, installation, and maintenance of grooves in runway pavements.

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.

150/5380-3A Removal of Contaminants from Pavement Surfaces (10-27-70).

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.

150/5390-1A Heliport Design Guide (11-5-69).

Contains design guidance material for the development of heliports, both surface and elevated. (\$0.75 GPO.) TD 4.108:H36.

Air Navigational Facilities

SUBJECT NO. 170

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.

150/5380-5 Debris Hazards at Civil Airports (3-8-71).

Discusses problems of debris at airports, gives information on foreign objects, and tells how to eliminate such objects from operational areas.

170-6A Use of Radio Navigation 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 radio navigation 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 FAA 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 ownership 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.

170-10 FAA Recommendations to FCC on Licensing of Non-Federal Radio Navigation Aids (10-17-69).

Gives background information and describes the basis for recommendations to be made by the FAA to the Federal Communications Commission (FCC) regarding licensing of radio navigation aids.

170-11 Amendment of Federal Aviation Regulation Part 171 (FAR-171)—Cost of Flight and Ground Inspections (9-17-70).

Alerts the public to the amendment to FAR Part 171 pertaining to the payment of ground and flight inspection charges prior to the issuance of an approved IFR procedure.

170-12 Implementation of 50 KHz/Y Channels for ILS/VOR/DME (10-7-70).

Advises aircraft owners, operators and radio equipment manufacturers of plans for future implementation of split channel assignments in the aeronautical radio navigation bands.

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

183-30 Directory of FAA Designated Mechanic Examiners (12-14-70).

Provides a new directory of all FAA designated mechanic examiners as of the effective date shown above.

183-31 FAA Designated Parachute Rigger Examiner Directory (12-14-70).

Provides a new directory of all FAA designated parachute rigger examiners as of the effective date shown above.

183.29-1E Designated Engineering Representatives (1-5-70).

Lists in Appendix 1 the Designated Engineering Representatives who are available for consulting work.

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.

210-2A Established Schedule for Flight Information Effective Dates (9-19-69).

Emphasizes the importance of adherence to the established schedule of effective dates for flight information, and provides a copy of the schedule through June 1971.

210-3 National Notice to Airmen System—Elimination of NOTAM Code (5-22-70).

Announces changes in criteria and procedures for the Notice to Airmen System required to accommodate the transmission of all domestic Notice to Airmen data in clear contracted language and eliminate use of the NOTAM code on the domestic Service A circuits.

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).

211-5 Recommended Symbols and Terminologies for use with Terminal Area Graphic Notices (6-28-71).

Provides samples of standardized symbols and terminologies for use with graphic notices.

Internal Directives

Contractions Handbook, 7340.1B (9-16-69).

Gives approved word and phrase contractions used by personnel connected with air traffic control, communications, weather, charting, and associated services. (\$3.75 Sub.—GPO.) TD 4.308:C76/969.

Location Identifiers, 7350.1S.

Incorporates all authorized 3-letter location identifiers for special use in United States, worldwide, and Canadian assignments. Dated 5-15-71. (\$6 Sub.—GPO.) TD 4.310:.

Flight Services, 7110.10A (4-1-71).

This handbook consists of two parts. Part I, the basic, prescribes procedures

and phraseology for use by personnel providing flight assistance and communications services. Part II, the teletypewriter portion, includes Services A and B teletypewriter operating procedures, pertinent International Teletypewriter Procedures, and the continuous U.S. Service A Weather Schedules. (\$9 Sub.—GPO.) TD 4.308: F 64.

International Flight Information Manual, Vol. 19 (April 1971).

This Manual is primarily designed as a preflight and planning guide for use by U.S. nonscheduled operators, business and private aviators contemplating flights outside of the United States.

The Manual, which is complemented by the International Notams publication, contains foreign entry requirements, a directory of aerodromes of entry including operational data, and pertinent regulations, and restrictions. It also contains passport, visa, and health requirements for each country. Published annually with quarterly amendments. (\$3.50—\$4.50 foreign—Annual Sub. GPO.) TD 4.309:16.

International Notams.

Covers notices on navigational facilities and information on associated aeronautical data generally classified as "Special Notices". Acts as a notice-to-airmen service only. Published weekly. (\$5—Annual Sub. GPO.) TD 4.11:.

Airman's Information Manual:

Part 1—Basic Flight Manual and ATC Procedures.

This part is issued quarterly and contains basic fundamentals required to fly in the National Airspace System; adverse factors affecting Safety of Flight; Health and Medical Facts of interest to pilots; ATC information affecting rules, regulations, and procedures; a Glossary of Aeronautical Terms; U.S. Entry and Departure Procedures, including Airports of Entry and Landing Rights Airports; Air Defense Identification Zones (ADIZ); Designated Mountainous Areas, Scatana, and Emergency Procedures. (Annual Sub. \$4, Foreign mailing—\$1 additional. GPO.) TD 4.12:pt. 1/.

Part 2—Airport Directory.

This part is issued semiannually and contains a Directory of all Airports, Seaplane Bases, and Heliports in the conterminous United States, Puerto Rico, and the Virgin Islands which are available for transient civil use. It includes all of their facilities and services, except communications, in codified form. Those airports with communications are also listed in Part 3 which reflects their radio facilities. A list of new and permanently closed airports which updates this part is contained in Part 3.

Included, also, is a list of selected Commercial Broadcast Stations of 100 watts

or more of power and Flight Service Stations and National Weather Service telephone numbers. (Annual Sub. \$4, Foreign mailing—\$1 additional. GPO.) TD 4.12:pt. 2/.

Parts 3 and 3A—Operational Data and Notices to Airmen.

Part 3 is issued every 28 days and contains an Airport/Facility Directory containing a list of all major airports with communications; a tabulation of Air Navigation Radio Aids and their assigned frequencies; Preferred Routes; Standard Instrument Departures (SIDs); Substitute Route Structures; a Sectional Chart Bulletin, which updates Sectional charts cumulatively; Special General and Area Notices; a tabulation of New and Permanently Closed Airports, which updates Part 2; and Area Navigation Routes.

Part 3A is issued every 14 days and contains Notices to Airmen considered essential to the safety of flight as well as supplemental data to Part 3 and Part 4. (Annual Sub. \$20, Foreign mailing—\$5 additional. GPO.) TD 4.12:pt. 3/.

Part 4—Graphic Notices—Supplemental Data.

Part 4 is issued semiannually and contains abbreviations used in all parts of AIM; Parachute Jump Areas; VOR Receiver Check Points; Special Notice Area Graphics; and Heavy Wagon and Oil Burner Routes.

Future editions will be expanded to include Special Terminal Area Charts and data not subject to frequent change. (Annual Sub. \$1.50, Foreign mailing—\$0.50 additional. GPO.) TD 4.12:pt. 4/.

Aircraft Type Certificate Data Sheets and Specifications.

Contains all current aircraft specifications and type certificate data sheets issued by the FAA. Monthly supplements provided. (\$30—Sub., Foreign mailing—\$7.50 additional. GPO.) TD 4.15:967.

Aircraft Engine and Propeller Type Certificate Data Sheets.

Contains all current aircraft engine and propeller type certificate data sheets and specifications issued by FAA. Monthly supplements provided. (\$16—Sub., Foreign mailing—\$4 additional. GPO.) TD 4.15/2:968.

Summary of Supplemental Type Certificates.

Contains all supplemental type certificates issued by FAA regarding design changes in aircraft, engines, or propellers. List includes description of change, the model and type certificate number, the supplemental type certificate number, and the holder of the change. Quarterly supplements provided. (\$23—Sub., Foreign mailing—\$5.75 additional. GPO.) TD 4.36: 971.

STATUS OF THE FEDERAL AVIATION REGULATIONS

As of October 29, 1971

FEDERAL AVIATION REGULATIONS VOLUMES

Volume No.	Contents	Price	Transmittals
Volume I.....	Definitions and Abbreviations.	\$1.50 plus 50¢ foreign mailing....	4
Volume II.....	General Rule-Making Procedures. Enforcement Procedures. Nondiscrimination in Federally assisted Programs of the Federal Aviation Administration. Certification Procedures for Products and Parts. Technical Standard Order Authorizations. Airworthiness Directives. Identification and Registration Marking. Aircraft Registration. Recording of Aircraft Titles and Security Documents. Representatives of the Administrator. Testimony by Employees and Production of Records in Legal Proceedings. Fees. Use of Federal Aviation Administration Communications System.	\$8 plus \$2 foreign mailing.....	19
Volume III.....	Airworthiness Standards: Normal, Utility, and Acrobatic Category Airplanes. Airworthiness Standards: Transport Category Airplanes. Noise Standards: Aircraft Type Certification.	\$8.50 plus \$2.25 foreign mailing..	7
Volume IV.....	Airworthiness Standards: Normal Category Rotorcraft. Airworthiness Standards: Transport Category Rotorcraft. Airworthiness Standards: Manned Free Balloons. Airworthiness Standards: Aircraft Engines. Airworthiness Standards: Propellers.	\$3.50 plus 75¢ foreign mailing....	4
Volume V.....	Maintenance, Preventive Maintenance, Rebuilding, and Alteration. Repair Stations. Parachute Lifts.	\$3 plus 75¢ foreign mailing.....	8
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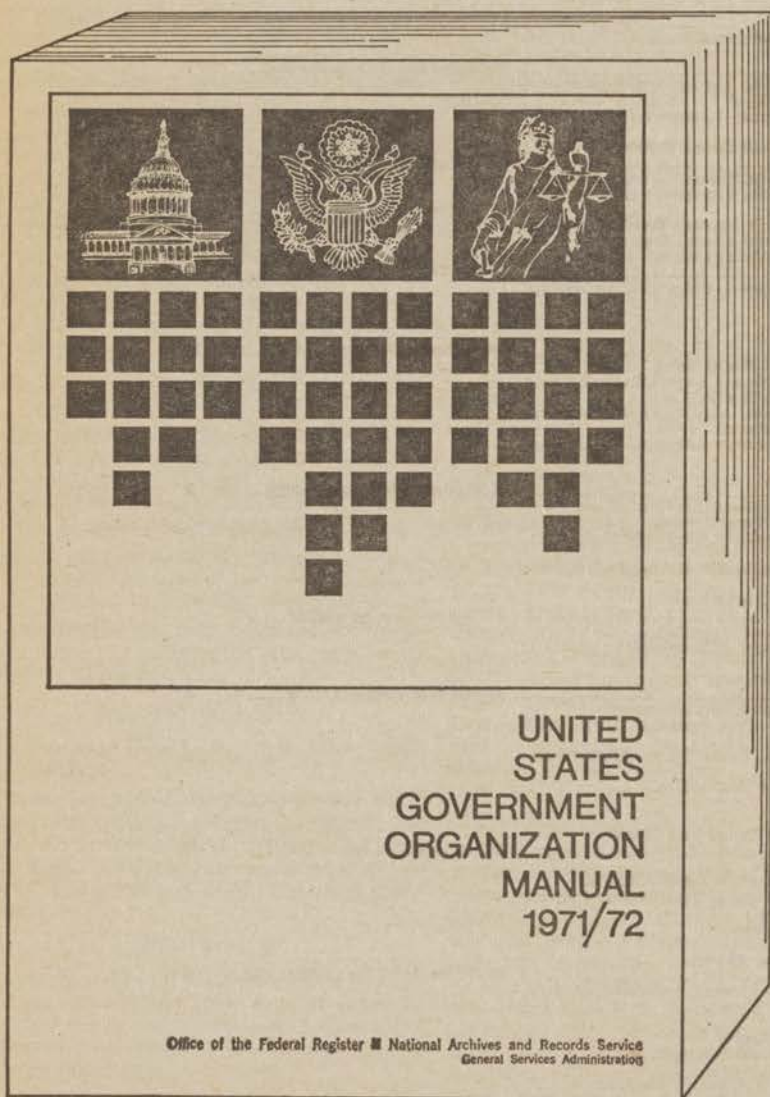
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