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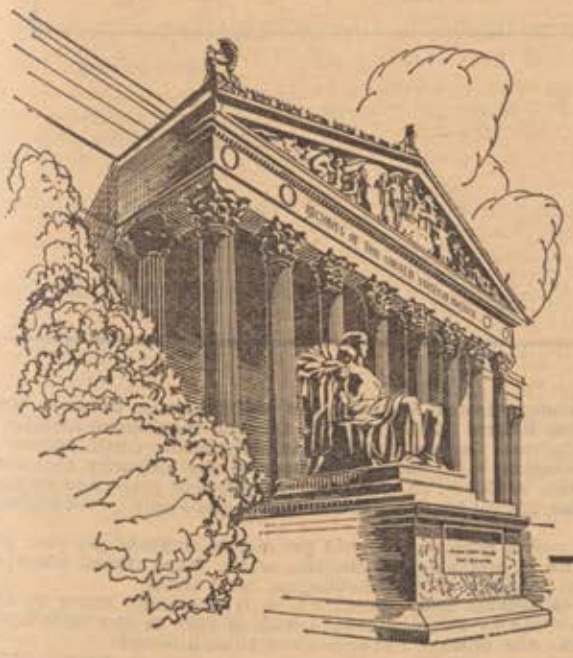

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Executive Order 11252

FOOD-FOR-PEACE PROGRAM

WHEREAS the Food-For-Peace Program has fulfilled and continues to fulfill the hopes of its creators and is providing the United States with a significant new medium for advancing the cause of world peace and understanding through the use of our agricultural abundance to alleviate hunger, malnutrition, and privation among our neighbors abroad; and

WHEREAS the objectives of the Food-For-Peace Program can now best be achieved by vesting responsibility for the Program in the Secretary of State, the Cabinet official chiefly responsible for our policies and programs abroad, so that the activities of this Program will be coordinated, consolidated, and carried out more effectively with related activities of the United States abroad; and

WHEREAS the Secretary of State will be able to discharge these responsibilities more effectively through a special assistant specifically designated to assist him in carrying out the Food-For-Peace Program:

NOW, THEREFORE, by virtue of the authority vested in me by subsection (f) of Section 303 of the Government Employees Salary Reform Act of 1964 and as President of the United States, it is hereby ordered as follows:

SECTION 1. All functions of the Director of the Food-For-Peace Program, including those under Executive Order No. 10900 of January 5, 1961, as amended, and under the Presidential memorandum of January 24, 1961, relating to the Food-For-Peace Program (26 F.R. 781), are hereby transferred to the Secretary of State; and that order and memorandum are modified accordingly.

SEC. 2. There shall be in the Department of State a Special Assistant to the Secretary of State who shall assist the Secretary as the latter may direct in connection with the carrying out of the functions of the Secretary under this order and shall perform such other duties as the Secretary may direct.

SEC. 3. Section 1 of Executive Order No. 11248 of October 10, 1965, is amended by adding thereto the following:

"(3) Special Assistant to the Secretary (Food-For-Peace Program), State Department."

SEC. 4. This order shall take effect on November 1, 1965.

LYNDON B. JOHNSON

THE WHITE HOUSE,
October 20, 1965.

[F.R. Doc. 65-11477; Filed, Oct. 21, 1965; 4:36 p.m.]

Executive Order 11253

AMENDING EXECUTIVE ORDER NO. 11157 AS IT RELATES TO INCENTIVE PAY FOR HAZARDOUS DUTY

By virtue of the authority vested in me by Sections 301 (a) and (f) of Title 37 of the United States Code and as President of the United States and Commander in Chief of the Armed Forces of the United States, Section 106 of Executive Order No. 11157 of June 22, 1964,[1] is hereby amended by inserting "(a)" immediately after "Sec. 106.", and by adding at the end thereof the following new subsection:

"(b) As determined by the Secretary of the Navy, any member qualified in submarines who, pursuant to competent orders, is assigned as a member of a submarine operational command staff whose duties require serving on a submarine during underway operations and who—

(1) during one calendar month, so serves 48 hours,

(2) during any two consecutive calendar months when the requirements of clause (1) above have not been met, so serves 96 hours, or

(3) during any three consecutive calendar months when the requirements of clause (2) above have not been met, so serves 144 hours,

shall be entitled to receive incentive pay for the performance of submarine duty. In computing the incentive pay of members of a submarine operational command staff under this subsection—

(1) for fractions of a calendar month, the time required to be served during underway operations shall bear the same ratio to the time required for a full calendar month as the period in question bears to a full calendar month, and

(2) for fractions of two consecutive calendar months, the period in question shall be considered as a unit and the time required shall bear the same ratio to the time required for a full calendar month as the period in question bears to a full calendar month."

LYNDON B. JOHNSON

THE WHITE HOUSE,
October 20, 1965.

[F.R. Doc. 65-11478; Filed, Oct. 21, 1965; 4:36 p.m.]

[1] 3 CFR 1964 Supp., p. 139; 29 F.R. p. 7973.

Rules and Regulations

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 202—ANCHORAGE REGULATIONS

Port of New York, N.Y.

Pursuant to the provisions of section 7 of the River and Harbor Act of March 4, 1915 (38 Stat. 1053; 33 U.S.C. 471), § 202.155 establishing and governing the use of anchorages in the Port of New York, N.Y., is hereby amended with respect to paragraph (b) (5), (6), and (7) redesignating the boundaries of Anchorages No. 10 and No. 11, and revoking Anchorage No. 12, effective on publication in the FEDERAL REGISTER, as follows:

§ 202.155 **Port of New York.**

* * * * *

(b) *East River*—* * *

(5) *Anchorage No. 10.* An area in Flushing Bay, beginning at a point on shore at La Guardia Airport at latitude 40°46'49", longitude 73°52'21"; thence to latitude 40°47'20", longitude 73°51'55"; and thence to a point on shore at College Point at latitude 40°47'38", longitude 73°51'15"; and an area on the west side of Bowery Bay, beginning at a point on shore at latitude 40°46'58", longitude 73°53'46"; thence to latitude 40°47'03", longitude 73°53'39"; thence to latitude 40°47'00", longitude 73°53'31"; thence to latitude 40°46'55", longitude 73°53'32"; and thence to a point on shore at latitude 40°46'49", longitude 73°53'39".

NOTE: Special anchorage areas in this anchorage are described in § 202.60.

(6) *Anchorage No. 11.* An area in East River beginning at a point on a pierhead at latitude 40°47'55", longitude 73°53'-19.5"; thence to latitude 40°47'40", longitude 73°51'58"; and thence to a point on shore at latitude 40°47'16", longitude 73°52'15".

(7) *Anchorage No. 12.* [Revoked]

* * * * *

[Regs., Oct. 4, 1965, 1507-32 (Port of New York, N.Y.)—ENGCW-ON] (sec. 7, 38 Stat. 1053; 33 U.S.C. 471)

J. C. LAMBERT,
Major General, U.S. Army,
The Adjutant General.

[F.R. Doc. 65-11354; Filed, Oct. 22, 1965; 8:45 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

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

APPENDIX—PUBLIC LAND ORDERS

[Public Land Order 3853]

[Washington 05830]

WASHINGTON

Withdrawal for National Forest Recreation and Study Area

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

Subject to valid existing rights, the following described lands in the Olympic National Forest are hereby withdrawn from appropriation under the U.S. mining laws (30 U.S.C., Ch. 2), but not from leasing under the mineral leasing laws, in aid of programs of the Department of Agriculture:

WILLAMETTE MERIDIAN

SOUTH FORK SKOKOMISH GEOLOGICAL AREA

T. 22 N., R. 5 W.,
Sec. 26, S½NW¼NE¼, NE¼SW¼NE¼, S½ SW¼NE¼, SE¼NE¼, NE¼NW¼, E½ SE¼NW¼.

The areas described aggregate 150 acres.

The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws.

HARRY R. ANDERSON,
Assistant Secretary of the Interior.

OCTOBER 18, 1965.

[F.R. Doc. 65-11361; Filed, Oct. 22, 1965; 8:45 a.m.]

[Public Land Order 3854]

[Oregon 016435]

OREGON

Withdrawal for National Forest Recreation and Scenic Sites

By virtue of the authority vested in the President and pursuant to Executive Order No. 10355 of May 26, 1952 (17 F.R. 4831), it is ordered as follows:

1. Subject to valid existing rights, the following described national forest lands are hereby withdrawn from appropriation under the U.S. mining laws (30 U.S.C., Ch. 2), but not from leasing under the mineral leasing laws, in aid of programs of the Department of Agriculture:

WILLAMETTE MERIDIAN

ROGUE RIVER NATIONAL FOREST

Crater Lake Park Highway Zone and Rogue Riverside and Recreation Zone Addition

T. 29 S., R. 4 E.,
Sec. 16, SE¼SW¼SW¼.
T. 28 S., R. 5 E.,
Sec. 34, S½NE¼ (unsurveyed).

WALLOWA NATIONAL FOREST

Lostine River Roadside and Riverfront Zone Addition

T. 3 S., R. 43 E.,
Sec. 24, W½W½NW¼;
Sec. 25, SE¼NW¼;
Sec. 36, E½NW¼.

The areas described aggregate 250 acres.

2. The withdrawal made by this order does not alter the applicability of those public land laws governing the use of the national forest lands under lease, license, or permit, or governing the disposal of their mineral or vegetative resources other than under the mining laws.

HARRY R. ANDERSON,
Assistant Secretary of the Interior.

OCTOBER 18, 1965.

[F.R. Doc. 65-11362; Filed, Oct. 22, 1965; 8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 65-EA-73]

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

Revocation of Control Area Extensions

As a result of the designation of transition areas in the same airspace, the Syracuse, N.Y. (29 F.R. 17578), Watertown, N.Y. (29 F.R. 17579), and Buffalo, N.Y. (29 F.R. 17560) Control Area Extensions are no longer required and will therefore be revoked.

These revocations will basically delete a duplicate designation of the airspace. The Federal Aviation Agency therefore finds that notice and public procedure hereon are unnecessary.

In view of the foregoing, the subject regulations are hereby adopted effective 0001 e.s.t., January 6, 1966 as follows:

1. Amend § 71.165 of Part 71 of the Federal Aviation Regulations so as to de-

lete the Syracuse, N.Y., Watertown, N.Y., and Buffalo, N.Y. Control Area Extensions.

(Sec. 307(a) of the Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y. on October 8, 1965.

OSCAR BAKKE,
Director, Eastern Region.

[F.R. Doc. 65-11393; Filed, Oct. 22, 1965; 8:48 a.m.]

[Airspace Docket No. 65-EA-32]

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

Alteration of Control Zones, Designation of Transition Areas

On pages 9321 and 9322 of the FEDERAL REGISTER for July 27, 1965, the Federal Aviation Agency published proposed regulations which would alter the Charleston (29 F.R. 17590) and Huntington (29 F.R. 17606), W. Va. control zones; designate a 700-foot floor transition area over Huntington-Downtown Airport, Chesapeake, Ohio; Tri-State Airport, Huntington, W. Va.; Ashland-Boyd County Airport, Ashland, Ky.; Scioto County Airport, Portsmouth, Ohio; and Kanawha Airport, Charleston, W. Va.; designate a 1,200-foot floor Charleston, W. Va. transition area.

Interested parties were given 45 days after publication to submit data or views. No objection to the proposed regulations has been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0001 e.s.t., January 6, 1966.

(Section 307(a) of the Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Jamaica, N.Y., on October 8, 1965.

OSCAR BAKKE,
Director, Eastern Region.

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete the descriptions of the Charleston, W. Va. control zone and insert in lieu thereof:

CHARLESTON, W. VA.

Within a 5-mile radius of the center, 38°-22'21" N., 81°35'35" W., of Kanawha Airport, Charleston, W. Va.; within 2 miles each side of the ILS localizer NE course extending from the 5-mile radius zone to the OM; within 2 miles each side of the Charleston, VORTAC 081° radial extending from the 5-mile radius zone to 2 miles E of the VORTAC.

2. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Huntington, W. Va. control zone and insert in lieu thereof:

HUNTINGTON, W. VA.

Within a 5-mile radius of the center, 38°-22'00" N., 82°33'00" W., of Tri-State Airport, Huntington, W. Va.; within a 5-mile radius of the center, 38°25'14" N., 82°29'35" W., of Huntington-Downtown Airport, Chesapeake, Ohio; within 2 miles each side of the 017° bearing from the Huntington, W. Va., RBn extending from the Huntington-Downtown Airport 5-mile radius zone to 7 miles N of the RBn; within 2 miles each side of the Tri-State Airport ILS localizer NW course extending from the Tri-State Airport 5-mile radius zone to the OM; within 2 miles each side of the 251° bearing from the Huntington, W. Va., RBn extending from the Tri-State Airport 5-mile radius zone to 7 miles W of the RBn; within 2 miles each side of the Tri-State Airport ILS localizer SE course extending from the Tri-State Airport 5-mile radius zone to 9 miles SE of the localizer.

3. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor, Huntington, W. Va. transition area described as follows:

HUNTINGTON, W. VA.

That airspace extending upward from 700 feet above the surface within the area bounded by a line beginning at: 38°15'00" N, 82°20'00" W to 38°15'00" N, 82°45'00" W to 38°36'00" N, 82°58'00" W to 38°43'00" N, 82°42'00" W to 38°27'00" N, 82°20'00" W to point of beginning.

4. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor Portsmouth, Ohio transition area described as follows:

PORTSMOUTH, OHIO

That airspace extending upward from 700 feet above the surface within an 8-mile radius of the center, 38°50'26" N, 82°50'50" W, of Scioto County Airport, Portsmouth, Ohio; within 2 miles each side of a 178° bearing from the Portsmouth RBn 38°47'14" N, 85°51'02" W extending from the 8-mile radius area to 8 miles S of the RBn.

5. Amend § 71.181 of the Federal Aviation Regulations so as to designate a 700- and 1,200-foot floor Charleston, W. Va. transition area described as follows:

CHARLESTON, W. VA.

That airspace extending upward from 700 feet above the surface within a 12-mile radius of the center, 38°22'21" N, 81°35'35" W, of Kanawha Airport, Charleston, W. Va.; within 8 miles NW and 5 miles SE of the ILS localizer NE course extending from the 12-mile radius area to 12 miles NE of the ILS OM.

That airspace extending upward from 1,200 feet above the surface within the area bounded by a line beginning at: 38°00'00" N, 82°55'00" W to 38°45'00" N, 83°30'00" W to 39°00'00" N, 83°00'00" W to 39°00'00" N, 81°04'00" W to 38°13'30" N, 80°41'00" W to 38°02'00" N, 82°15'00" W to the point of beginning.

[F.R. Doc. 65-11394; Filed, Oct. 22, 1965; 8:48 a.m.]

[Airspace Docket No. 65-SO-29]

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

Alteration of Control Zone Extension

The purpose of this amendment is to alter Federal Register Document 65-10256 with respect to the Key West, Fla., control zone extension based on the 308° radial of the Key West VORTAC.

On September 28, 1965, Federal Register Document 65-10256 was published in the FEDERAL REGISTER (30 F.R. 12332), effective November 11, 1965, designating, in part, a control zone at the Key West International Airport. A procedural change in the prescribed instrument approach procedure utilizing the control zone extension based on the 308° radial was necessitated by a Coast and Geodetic Survey bearing and distance validation study in which it was determined that the extension should be based on the 309° radial of Key West VORTAC.

Since this alteration to Federal Register Document 65-10256 involves a minimum change in the controlled airspace and is required for the instrument approach procedure, it is determined that notice and public procedure hereon are unnecessary and the effective date of the original document may be retained.

In consideration of the foregoing, Federal Register Document 65-10256 is amended, effective immediately, as hereinafter set forth.

In Item 3. "the Key West VORTAC 308° radial," is deleted and "the Key West VORTAC 309° radial," is substituted therefor.

(Secs. 307(a) and 1110 of the Federal Aviation Act of 1958; 49 U.S.C. 1348, 1510; and Executive Order 10854; 24 F.R. 9565)

Issued in Washington, D.C., on Oct. 18, 1965.

W. R. ANDREWS,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 65-11395; Filed, Oct. 22, 1965; 8:48 a.m.]

[Airspace Docket No. 65-CE-93]

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

Designation of Transition Area

On August 21, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 10910) stating that the Federal Aviation Agency proposed to designate controlled airspace in the Atlantic, Iowa, terminal area.

Interested persons were afforded an opportunity to participate in the rule making through the submission of comments. The one comment received was favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., January 6, 1966, as hereinafter set forth.

In § 71.181 (29 F.R. 17643) the following transition area is added:

ATLANTIC, IOWA

That airspace extending upward from 700 feet above the surface within a 6-mile radius of the Atlantic Municipal Airport (latitude 41°24'20" N., longitude 95°02'45" W.); and within 5 miles NE and 8 miles SW of the 313° bearing from the Atlantic, Iowa, RBN, extending from the RBN to 12 miles NW.

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

Issued in Kansas City, Mo., on October 15, 1965.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 65-11396; Filed, Oct. 22, 1965; 8:49 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 6905; Amdt. 447]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Amendments

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

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

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

1. By amending the following low or medium frequency range procedures prescribed in § 97.11(a) to read:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn-10	300–1	300–1	200–½
				T-dn-28*	300–1	300–1	200–½
				C-dn	600–1	600–1	600–1½
				S-dn	NA	NA	NA
				A-dn	900–2	900–2	900–2

Procedure turn S side SE crs, 120° Outbnd, 300° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 700'.
Crs and distance, facility to airport, 086°—1.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of ANI LFR, turn left, climb to 2300' on SW crs, 210° within 10 miles.
NOTES: Air carrier sliding scale not authorized. ADF approach not authorized.
CAUTION: Terrain, 1000' 2 miles N of ANI LFR. Terrain, 657' 3 miles W of ANI LFR.
*Left turn required on takeoff.
MSA within 25 miles of facility: N, 2700'; E, 4500'; S, 4700'; W, 3000'.

City, Aniak; State, Alaska; Airport name, Aniak; Elev., 80'; Fac. Class., BMRLZ; Ident., ANI; Procedure No. 1, Amdt. 10; Eff. date, 16 Oct. 65; Sup. Amdt. No. 9; Dated, 7 Aug. 65

2. By amending the following automatic direction finding procedures prescribed in § 97.11(b) to read:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Lewis Int	AIO RBn	Direct	2900	T-dn	300–1	300–1	200–½
Brayton Int	AIO RBn	Direct	2900	C-d	700–1	700–1	700–1½
				C-n	700–2	700–2	700–2
				S-dn-11	700–1	700–1	700–1
				A-dn	NA	NA	NA

Procedure turn S side of crs, 305° Outbnd, 125° Inbnd, 2400' within 10 miles.
Minimum altitude over facility on final approach crs, 1900'.
Facility on airport; breakoff point to runway, 113°—0.55 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing AIO RBn, make right turn, climbing to 2500' on the 305° bearing from AIO RBn within 10 miles, make right turn, and return to AIO RBn.
NOTE: Altimeter setting from OMA FSS.
MSA within 25 miles of facility: 000°–300°—2600'.

City, Atlantic; State, Iowa; Airport name, Atlantic Municipal; Elev., 1138'; Fac. Class., MH; Ident., AIO; Procedure No. 1, Amdt. Orig.; Eff. date, 16 Oct. 65

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Marion VOR	MDH RBn	Direct	1800	T-dn	300-1	300-1	200-½
Bush Int	MDH RBn	Direct	1800	C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-dn-18	600-1	600-1	600-1
				A-dn	NA	NA	NA
				If Hurst Int is received, following minimums apply:			
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-18	500-1	500-1	500-1

Procedure turn W side of crs, 010° Outbnd, 190° Inbnd, 1800′ within 10 miles.
Minimum altitude over facility on final approach crs, 1000′.
Facility on airport, crs and distance, breakoff point to Runway 18, 179°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.9 mile after passing MDH RBn, make right turn, climbing to 1800′ on the 010° bearing from the MDH RBn within 10 miles, make left turn, and return to the facility.
NOTE: Altimeter setting from CGI FSS when Marion, Ill. (Williamson County), control zone not effective.
MSA within 25 miles of facility: 000°-090°—1800′; 090°-180°—2500′; 180°-270°—3500′; 270°-360°—1800′.

City, Carbondale-Murphysboro; State, Ill.; Airport name, Southern Illinois; Elev., 411′; Fac. Class., BMH; Ident., MDH; Procedure No. 1, Amdt. 1; Eff. date, 14 Oct. 65; Sup. Amdt. No. Orig.; Dated, 21 Apr. 62

Rhinelander VOR	LNL RBn	Direct	3500	T-dn#	300-1	300-1	200-½
				C-d	700-1	700-1	700-1½
				C-n#	700-1½	700-1½	700-1½
				S-dn-14	700-1	700-1	700-1
				A-dn	NA	NA	NA

Procedure turn W side of crs, 310° Outbnd, 130° Inbnd, 3200′ within 10 miles.
Minimum altitude over facility on final approach crs, 2400′.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of LNL RBn, make left-climbing turn to 3200′ on 310° bearing from LNL RBn within 10 miles.
NOTE: Obtain Rhinelander altimeter setting. Procedure authorized only during hours of Rhinelander, Wis., control zone operation.
#Night takeoffs and landings not authorized Runway 7/25.
MSA within 25 miles of facility: 000°-090°—2700′; 090°-180°—3000′; 180°-270°—2900′; 270°-360°—3100′.

City, Land O'Lakes; State, Wis.; Airport name, King's Land O'Lakes Municipal; Elev., 1706′; Fac. Class., MHW; Ident., LNL; Procedure No. 1, Amdt. Orig.; Eff. date, 14 Oct. 65

Albacore Int	LOM	Direct	2200	T-dn*	300-1	300-1	200-½
San Pedro Int	LOM	Direct	2200	C-dn	500-1	600-1	600-1½
LGB VOR	LOM	Direct	2200	S-dn-30	500-1	500-1	500-1
Midway Int	LOM (final)	Direct	1500	A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S# side of SE crs, 120° Outbnd, 300° Inbnd, 2200′ within 10 miles of LOM. Not authorized beyond 10 miles.
Minimum altitude over facility on final approach crs, 1500′.
Crs and distance, facility to airport, 300°—4.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing LOM, climb to 800′ on 300° bearing from LOM, turn left, intercept and proceed via 185° bearing from DOW RBn to San Pedro Int at 2500′.
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500′ hill with oil derricks 1 mile S of airport. All circling and maneuvering shall be accomplished N of field.
*300-1 required for takeoff Runways 16L, 25L, 34R; 600-1½ required for takeoff Runway 16R.
#Procedure turn S of crs, ATC restrictions N.
MSA within 25 miles of facility: 045°-135°—6100′; 135°-225°—1600′; 225°-315°—3400′; 315°-045°—6600′.

City, Long Beach; State, Calif.; Airport name, Long Beach (Daugherty Field); Elev., 58′; Fac. Class., LOM; Ident., LG; Procedure No. 1, Amdt. 20; Eff. date, 16 Oct. 65; Sup. Amdt. No. 19; Dated, 3 Apr. 65

LAX VOR	LOM	Direct	3000	T-dn%	300-1	300-1	200-½
Downey FM/RBn	LOM (final)	Direct	1800	C-dn	500-1	600-1	600-1½
LGB VOR	Downey FM/RBn	Direct	3000	S-dn-25L/R	500-1	500-1	500-1
La Habra Int	Downey FM/RBn	Direct	3000	A-dn	800-2	800-2	800-2
Tower Int	LOM	Direct	3000				

Radar available.
Procedure turn 8* side E crs, 068° Outbnd, 248° Inbnd, 3000′ within 10 miles of OM.
Minimum altitude over facility on final approach crs, 1800′.
Crs and distance, facility to airport, 248°—5.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.4 miles after passing LOM, climb to 2000′ on crs of 248° within 15 miles.
Other changes: Deletes transitions from LAX RBn and LGB VOR.
*Procedure turn S of crs, ATC restrictions N.
%Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
MSA within 25 miles of facility: 045°-135°—4000′; 135°-225°—2500′; 225°-315°—4000′; 315°-045°—8200′.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126′; Fac. Class., LOM; Ident., LA; Procedure No. 1, Amdt. 24; Eff. date, 16 Oct. 65; Sup. Amdt. No. 23; Dated, 27 June 64

Pike Int	Trout Int (final)	Direct	1500	T-dn%	300-1	300-1	200-½
LAX LOM	Trout Int	Direct	2000	C-dn	500-1	600-1	600-1½
LAX VOR	Trout Int	Direct	2000	S-dn-7R/L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 248° Outbnd, 068° Inbnd, 2000′ within 10 miles of Trout Int.
Minimum altitude over Trout Int on final approach crs, 1500′.
Crs and distance, Trout Int to Runway 7R-L, 068°—4.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after crossing Trout Int, climb to 2000′ on crs of 068° no farther E than Downey FM/RBn.
%Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
MSA within 25 miles of facility: 045°-135°—4600′; 135°-225°—2500′; 225°-315°—4000′; 315°-045°—8200′.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126′; Fac. Class., LMM; Ident., AX; Procedure No. 2, Amdt. 5; Eff. date, 16 Oct. 65; Sup. Amdt. No. 4; Dated, 15 Aug. 64

ADF STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Hurt Int	Evington RBn (final)	Direct	2900	T-dn-6 and 3#	500-1	500-1	500-1
Goose Int	Evington RBn	Direct	3000	T-dn-35, 24, 21, and 17.	300-1	300-1	200-½
Lynchburg VOR	Evington RBn	Direct	2900	C-dn	700-1	700-1	700-1½
Sweetbriar Int	Evington RBn	Direct	3000	S-dn-3	600-1	600-1	600-1
Sycamore Int	Evington RBn (final)	Direct	2900	A-dn	800-2	800-2	800-2
Concord Int	Evington RBn	Direct	3000	If OM received, the following minimums apply:			
Moneta Int	Evington RBn	Direct	3000	S-dn-3	500-1	500-1	500-1
Elon Int	Evington RBn	Direct	3000				

Procedure turn E side of crs, 212° Outbnd, 032° Inbnd, 2900' within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over Evington RBn on final approach crs, 2900'.
Crs and distance, facility to airport, 032°—7.2 miles.
Distance to approach end of runway at OM, 3.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.2 miles after passing EVI RBn, make immediate left-climbing turn to 2900' direct to Evington RBn. Hold SW of Evington RBn, 032° Inbnd, 1-minute right turns. Alternate missed approach for VOR/DME equipped aircraft—within 7.2 miles after passing EVI RBn, climb to 3500' direct to Monroe Int, Hold N, 207° Inbnd, 1-minute left turns.
NOTE: Procedure turn not required if Hurt Int or Sycamore Int is received.
#CAUTION NOTE: Runways 6 and 3: 1350' terrain 1.5 miles NE of airport.
MSA within 25 miles of facility: 000°-090°—5000'; 090°-180°—3100'; 180°-270°—4000'; 270°-360°—6200'.

City, Lynchburg; State, Va.; Airport name, Lynchburg Municipal-Preston Glenn Field; Elev., 942'; Fac. Class., MHW; Ident., EVI; Procedure No. 1, Amdt. 4; Eff. date, 16 Oct. 65; Sup. Amdt. No. 3; Dated, 30 Jan. 65

North Platte VOR	LBF RBn	Direct	4700	T-dn	300-1	300-1	*200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 173° Outbnd, 353° Inbnd, 4700' within 10 miles.
Minimum altitude over facility on final approach crs, 3800'.
Crs and distance, facility to airport, 353°—1.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 1.9 miles after passing LBF RBn, make right turn, climbing to 4700' on 173° bearing from LBF RBn within 15 miles, make right turn, and return to LBF RBn.
NOTE: Approach from holding pattern at RBn not authorized. Procedure turn required.
CAUTION: 3627' tower, 4.5 miles NNW of airport.
*AIR CARRIER NOTE: 300-1 required for takeoff on Runways 26 and 30.
Other change: Deletes superfluous tower notes.
MSA within 25 miles of facility: 000°-090°—4600'; 090°-180°—4200'; 180°-270°—4300'; 270°-360°—4600'.

City, North Platte; State, Nebr.; Airport name, Lee Bird Field (Municipal); Elev., 2779'; Fac. Class., H-SAB; Ident., LBF; Procedure No. 1, Amdt. 1; Eff. date, 14 Oct. 65; Sup. Amdt. No. Orig.; Dated, 23 Feb. 63

San Lorenzo Int	SJP RBn	Direct	2600	T-dn	300-1	300-1	200-½
SJU VOR	SJP RBn	Direct	1600	C-dn	600-1	600-1	600-1½
SJU RBn	SJP RBn	Direct	1600	S-dn-7#	600-1	600-1	600-1
Greenwater Int	SJP RBn	Direct	2000	A-dn	800-2	800-2	800-2
Coral Int	SJP RBn	Direct	1600				
Mangrove Int	SJP RBn	Direct	2000				
Caribbean Int	SJP RBn	Direct	2000				
Guaynabo Int	SJP RBn	Direct	3200				

Radar available.
Procedure turn N* side of crs, 289° Outbnd, 109° Inbnd, 1600' within 10 miles.
Minimum altitude over facility on final approach crs, 1000'.
Crs and distance, facility to airport, 075°—4.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing SJP RBn, climb to 1100' on crs of 075° within 20 miles of SJP RBn.
*Nonstandard due to high terrain on S side of crs.
#Reduction in landing visibility not authorized.
MSA within 25 miles of facility: 000°-090°—1000'; 090°-180°—4600'; 180°-270°—4100'; 270°-360°—1800'.

City, San Juan; State, P.R.; Airport name, Puerto Rico International; Elev., 9'; Fac. Class., MHW; Ident., SJP; Procedure No. 1, Amdt. 7; Eff. date, 16 Oct. 65; Sup. Amdt. No. 6; Dated, 21 Mar. 64

8.5-mile Radar Fix bearing, 241° from Runway 7.	5-mile Radar Fix bearing, 241° from Runway 7.	Direct	2000	T-dn%	300-1	300-1	200-½
5-mile Radar Fix bearing, 241° from Runway 7.	IA LOM (final)	Direct	1200	C-dn	1000-1	1000-1	1000-1½
				A-dn*	1000-2	1000-2	1000-2

Procedure turn not authorized. Radar required.
Minimum altitude over 8.5-mile Radar Fix on final approach crs, 3000'; over 5-mile Radar Fix, 2000'; over facility, 1200'.
Crs and distance, facility to airport, 061°—2.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.5 miles after passing IA LOM, turn left, climb direct to IA LOM, continue climb to 2000' on crs, 241° from IA LOM within 5 miles of IA LOM.
CAUTION: High terrain N thru SE of airport.
Other change: Deleted one radar vectoring note.
%Takeoff Runway 25 climb direct to IA LOM. Takeoff Runway 7 left turn, climb direct to IA LOM.
*Weather service not available 2300 to 0659 local time. Alternate minimums not authorized 2300 to 0659 local time.
MSA within 25 miles of facility: 000°-180°—5500'; 180°-270°—3100'; 270°-360°—4700'.

City, Troutdale; State, Oreg.; Airport name, Portland-Troutdale; Elev., 36'; Fac. Class., LOM; Ident., IA; Procedure No. 1, Amdt. 1; Eff. date, 16 Oct. 65; Sup. Amdt. No. Orig.; Dated, 15 May 65

3. By amending the following very high frequency omnirange (VOR) procedures prescribed in § 97.11(c) to read:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn-27*	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 078° Outbnd, 258° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'.
Crs and distance, facility to airport, 257°—5.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.3 miles after passing STX VOR, climb to 2000' on R 258° within 20 miles of STX VOR.
*Reduction in landing visibility not authorized.
MSA within 25 miles of facility: 000°-090°—1900'; 090°-180°—1900'; 180°-270°—1900'; 270°-360°—2200'.

City, Christiansted, St. Croix; State, V.I.; Airport name, Alexander Hamilton; Elev., 62'; Fac. Class., BVOR; Ident., STX; Procedure No. 1, Amdt. 2; Eff. date, 16 Oct. 65; Sup. Amdt. No. 1; Dated, 9 Nov. 63

PROCEDURE CANCELED, EFFECTIVE 14 OCT. 1965.

City, Grand Forks; State, N. Dak.; Airport name, Grand Forks International; Elev., 842'; Fac. Class., BVOR; Ident., GFK; Procedure No. 1, Amdt. 2; Eff. date, 12 June 65; Sup. Amdt. No. 1; Dated, 7 Mar. 64

PROCEDURE CANCELED, EFFECTIVE 14 OCT. 1965.

City, Grand Forks; State, N. Dak.; Airport name, Grand Forks International; Elev., 842'; Fac. Class., VOR; Ident., RDR; Procedure No. 2, Amdt. 1; Eff. date, 12 June 65; Sup. Amdt. No. Orig.; Dated, 27 June 64

OE LFR	OME VOR	Direct	2100	T-dn	300-1	300-1	200-½
				C-dn*	500-1	500-1	500-1½
				S-dn-27#*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 090° Outbnd, 270° Inbnd, 1600' within 10 miles.
Minimum altitude over facility on final approach crs, *1100'.
Crs and distance, facility to airport, 270°—4.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.8 miles after passing OME VOR, turn left, climb to 2100' on R 128° OME VOR within 15 miles.
CAUTION: High terrain to 1200' beyond 3 miles N. Radio tower, 284'—3.3 miles ESE of airport.
#400-½ authorized, except for 4-engine turbojet aircraft, with operative REIL.
*Descent below 650' not authorized until past OE LFR. If OE LFR not identified, ceiling minimums become 600'.
MSA within 25 miles of facility: 000°-090°—3300'; 090°-180°—1100'; 180°-270°—2000'; 270°-360°—4000'.

City, Nome; State, Alaska; Airport name, Nome FAA; Elev., 37'; Fac. Class., H-BVOR; Ident., OME; Procedure No. 1, Amdt. 3; Eff. date, 16 Oct. 65; Sup. Amdt. No. 2; Dated, 28 Aug. 65

				T-dn	300-1	300-1	*200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 197° Outbnd, 017° Inbnd, 4700' within 10 miles.
Minimum altitude over facility on final approach crs, 4400'.
Crs and distance, facility to airport, 017°—4.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.9 miles after passing LBF VOR, climb to 4700' on R 017° within 15 miles, make right turn and return to LBF VOR.
CAUTION: 3627' tower, 4.5 miles NNW of airport.
Other change: Deletes transition from LFR to VOR. Deletes superfluous tower notes.
*AIR CARRIER NOTE: 300-1 required for takeoff, Runways 26 and 30.
MSA within 25 miles of facility: 000°-090°—4600'; 090°-180°—4200'; 180°-270°—4300'; 270°-360°—4600'.

City, North Platte; State, Nebr.; Airport name, Lee Bird Field (Municipal); Elev., 2779'; Fac. Class., L-BVORTAC; Ident., LBF; Procedure No. 1, Amdt. 8; Eff. date, 14 Oct. 65; Sup. Amdt. No. 7; Dated, 13 Sept. 58

PROCEDURE CANCELED, EFFECTIVE 16 OCT. 1965.

City, San Bernardino; State, Calif.; Airport name, Tri-City; Elev., 1044'; Fac. Class., M-VOR; Ident., SBD; Procedure No. 1, Amdt. Orig.; Eff. date, 8 Aug. 64

Isla Verde Int/10.2-mile DME Fix	6-mile DME/Radar Fix (final)	Direct	600	T-dn	300-1	300-1	200-½
6-mile DME/Radar Fix	SJU VOR (final)	Direct	500	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar required.
Procedure turn not authorized.
Minimum altitude over facility on final approach crs, 500'; over 6-mile DME/Radar Fix, 600'; over Isla Verde Int/10.2-mile DME Fix, 1300'.
Crs and distance, 6-mile DME/Radar Fix, to airport, 275°—6 miles; Isla Verde Int/DME Fix, 275°—10.2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of VOR, turn right, climb to 2000' on R 339° within 20 miles or, when directed by ATC, turn right, climb to 1500' on R 095° within 20 miles of SJU VOR.
NOTE: When authorized by ATC, DME may be used within 6 to 11 miles clockwise, R 304° to R 095° at 1300' to position aircraft for straight-in approach.
MSA within 25 miles of facility: 000°-090°—1200'; 090°-180°—4600'; 180°-270°—4100'; 270°-360°—1800'.

City, San Juan; State, P.R.; Airport name, Puerto Rico International; Elev., 9'; Fac. Class., BVORTAC; Ident., SJU; Procedure No. 1, Amdt. 8; Eff. date, 16 Oct. 65; Sup. Amdt No. 7; Dated, 5 June 65

VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Cashmere VHF Int	EAT VOR	Direct	7300	T-dn%	1000-1	1000-1	1000-1
Beehive Mountain VHF Int	EAT VOR	Direct	6000	C-dn*	1900-1	1900-1	1900-1½
				A-dn	2000-2	2000-2	2000-2
				If Malaga FM received, the following minimums apply:			
				C-d*	1000-1	1000-1	1000-1½
				C-n*	1000-1½	1000-1½	1000-2

Procedure turn N side of crs, 102° Outbnd, 282° Inbnd, 4700' within 12 miles.
Minimum altitude over Malaga FM on final approach crs, 3100'; over EAT VOR 2200'.
Crs and distance, Malaga FM to airport, 282°—3.5 miles, EAT VOR on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of EAT VOR, make an immediate left-climbing turn, climb to 4700' on R 102° within 15 miles of EAT VOR.
CAUTION: High terrain in all quadrants.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure is recommended to insure adequate terrain and obstruction clearance: Climb visually over the airport to 2200'. Then climb southeastbound on EAT VOR R 102° to 3300', thence return to EAT VOR climbing to cross VOR at: 4000' eastbound V-2N; 5100' southbound V-25; 6000' westbound V-2N. All turns N side of R 102°. Upon reaching 3300' on R 102°, eastbound aircraft may proceed to intercept V-2N via magnetic heading, 060°.
*Terrain to 1800'—1.7 miles NW through NE of airport. All circling and maneuvering S of Runway 11/29.
MSA within 25 miles of facility: 000°-090°—4700'; 090°-180°—6900'; 180°-270°—9700'; 270°-360°—8900'.

City, Wenatchee; State, Wash.; Airport name, Pangborn Field; Elev., 1245'; Fac. Class., L-BVOR; Ident., EAT; Procedure No. 1, Amdt. 5; Eff. date, 16 Oct. 65; Sup. Amdt. No. 4; Dated, 5 Dec. 64

4. By amending the following terminal very high frequency omnirange (TerVOR) procedures prescribed in § 97.13 to read:

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
RDR VOR	GFK VOR	Direct	2300	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn-17	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2
				Following minimums apply after passing the Donna Int:¢			
				C-dn	400-1	500-1	500-1½
				S-dn-17$	400-1	400-1	400-1

Radar available.
Procedure turn N side of crs, 357° Outbnd, 177° Inbnd, 2300' within 10 miles.
Minimum altitude over facility on final approach crs, 1500'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of GFK VOR, climb to 2300' on R 164° within 10 miles, return to VOR and hold S, 344° Inbnd, right turns.
¢Authorized only for aircraft with dual omnireceivers operating simultaneously or Donna Int identified by radar.
$400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility: 000°-360°—2400'.

City, Grand Forks; State, N. Dak.; Airport name, Grand Forks International; Elev., 842'; Fac. Class., BVOR; Ident., GFK; Procedure No. TerVOR-17; Amdt. Orig.; Eff. date, 14 Oct. 65, or upon relocation of facility

RDR VOR	GFK VOR	Direct	2300	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-35	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
				Following minimums apply after passing the Polly Int:¢			
				C-dn	400-1	500-1	500-1½
				$S-dn-35	400-1	400-1	400-1

Radar available.
Procedure turn E side of crs, 164° Outbnd, 344° Inbnd, 2300' within 10 miles.
Minimum altitude over facility on final approach crs, 1300'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of GFK VOR, climb to 2300' on R 357° within 10 miles, return to VOR and hold S, 344° Inbnd, right turns.
¢Authorized only for aircraft with dual omnireceivers operating simultaneously or Polly Int identified by radar.
$400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights or REIL.
MSA within 25 miles of facility: 000°-360°—2400'.

City, Grand Forks; State, N. Dak., Airport name, Grand Forks International; Elev., 842'; Fac. Class., BVOR; Ident., GFK; Procedure No. TerVOR-35, Amdt. Orig.; Eff. date, 14 Oct. 65, or upon relocation of facility

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn%—	300-1	300-1	200-½
				C-dn—	1500-1	1500-1	1500-1½
				A-dn—	1500-2	1500-2	1500-2
				If aircraft equipped to receive VOR and DME, and Canal Int identified, the following minimums apply:			
				C-dn—	800-1	800-1	800-1½

Radar available.
Procedure turn E side of crs, 151° Outbnd, 331° Inbnd, 7500' within 14 miles.
Minimum altitude over Canal Int on final approach crs, 5600'; over LMT VOR, 4900'.
Facility on airport, crs and distance, Canal Int to VOR, 331°—2.5 miles; breakoff point to runway, 319°—0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of LMT VOR, turn left, climb to 8000' on R 256° in a 1-minute left turn holding pattern, all turns N side of crs.
CAUTION: High terrain all quadrants.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Climb via LMT ILS localizer SE crs/LMT VORTAC, 141° radial to 6000', then turn right heading, 250 to intercept and proceed via LMT VOR, 162° radial to cross the LMT VOR at or above 7000'.
¢200-½ authorized only on Runways 14 and 32.
MSA within 25 miles of facility: 000°-090°—8300'; 090°-180°—7600'; 180°-270'—8500'; 270°-360°—9300'.

City, Klamath Falls; State, Oreg.; Airport name, Kingsley Field; Elev., 4092'; Fac. Class., L-BVORTAC; Ident., LMT; Procedure No. VOR-32, Amdt. 5; Eff. date, 16 Oct. 65; Sup. Amdt. No. 4; Dated, 2 Oct. 65

POM VOR—	Chino Int—	Direct—	4000	T-dn%—	300-1	300-1	300-1
Prado Int—	Chino Int (final)—	Direct—	2700	C-dn—	800-1	800-1	800-1½
				A-dn*—	1000-2	1000-2	1000-2

Radar available.
Procedure turn W¢ side of crs, 163° Outbnd, 343° Inbnd, 4000' within 10 miles of Chino Int.
Minimum altitude over Chino Int on final approach crs, 2700'.
Crs and distance, Chino Int to POM VOR, 343°—4 miles; VOR to airport, 355°—0.8 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of POM VOR, make left-climbing turn, climb via R 163° to Prado Int at 4000' or, when directed by ATC, turn right, climb via POM VOR R 118° to ONT VOR at 4000'.
%Northbound (256° thru 085°) and southbound (150° thru 185°) IFR departures. Unless otherwise directed by ATC, the following departures are recommended to insure adequate terrain and obstruction clearance. Takeoff: Runway 8—Climb runway heading to intercept and proceed via ONT, R 303° to ONT VOR. Minimum altitude 3000'. Runway 26—After crossing the end of Runway 26, climb heading, 235° to 1400', turn left, intercept and climb via POM, R 254° and LGB, R 009° to V-16. Minimum altitude 3000'.
*Weather service available 0700-2300.
¢All turns W side of crs, traffic restrictions E.
MSA within 25 miles of facility: 000°-090°—11,100'; 090°-180°—4100'; 180°-270°—3000'; 270°-360°—9600'.

City, La Verne; State, Calif.; Airport name, Brackett Field; Elev., 997'; Fac. Class., L-BVOR; Ident., POM; Procedure No. VOR (R-163), Amdt. Orig.; Eff. date, 16 Oct. 65

				T-dn%—	300-1	300-1	200-½
				C-dn—	500-1	600-1	600-1½
				S-dn-7L¢—	500-1	500-1	500-1
				A-dn—	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 262° Outbnd, 082° Inbnd, 1500' within 10 miles of Anchor Int.
Minimum altitude over Anchor Int on final approach crs, 1000'.
Crs and distance, Anchor Int to VOR, 082°—2.3 miles; breakoff point to runway, 068°—1 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of LAX VOR, climb to Firestone Int at 2000' via R 069°.
¢500-¾ authorized, except for 4-engine turbojet aircraft, with operative REIL or high-intensity runway lights.
%Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
MSA within 25 miles of the facility: 000°-090°—7200'; 090°-180°—2500'; 180°-270°—2400'; 270°-360°—5200'.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Fac. Class., H-BVORTAC; Ident., LAX; Procedure No. VOR-7L, Amdt. 2; Eff. date, 16 Oct. 65; Sup. Amdt. No. 1; Dated, 10 Oct. 64

				T-dn%—	300-1	300-1	200-½
				C-dn—	500-1	600-1	600-1½
				S-dn-7R¢—	500-1	500-1	500-1
				A-dn—	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 251° Outbnd, 071° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 600'.
Crs and distance, facility to airport, 071°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing LAX VOR, climb to Firestone Int at 2000' via R 069.
NOTE: Final approach from holding pattern at LAX VOR not authorized. Procedure turn required.
¢500-¾ authorized, except for 4-engine turbojet aircraft, with operative REIL or high-intensity runway lights.
%Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
MSA within 25 miles of the facility: 000°-090°—7200'; 090°-180°—2500'; 180°-270°—2400'; 270°-360°—5200'.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International.; Elev., 126'; Fac. Class., H-BVORTAC; Ident., LAX; Procedure No. VOR-7R, Amdt. 2; Eff. date, 16 Oct. 65; Sup. Amdt. No. 1; Dated, 18 Apr. 64

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Long Beach VOR	Firestone Int	Direct	3000	T-dn%	300-1	300-1	200-½
Santa Ana VOR	Firestone Int	Direct	3000	C-dn	500-1	600-1	600-1½
Downey RBn/FM	Freeway Int (final)	Direct	1800	S-dn-25L	500-1	500-1	500-1
Firestone Int	Freeway Int (final)	Direct	1800	A-dn	800-2	800-2	800-2
LAX VOR	Freeway Int	Direct	2400	If aircraft equipped with operating dual VOR receivers and Noel Int received the following minimums apply:			
				S-dn-25L#	400-1	400-1	400-1

Radar available.
Procedure turn S* side of crs, 069° Outbnd, 249° Inbnd, 2400' within 10 miles of Freeway Int.
Minimum altitude over Freeway Int on final approach crs, 1800'.
Crs and distance, Freeway Int to airport, 249°—5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing Freeway Intersection, climb to 2000' via LAX R 246° within 15 miles.
*Procedure turn S of crs, ATC restrictions N.
#400-½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400-½ authorized, except for 4-engine turbojet aircraft, with operative ALS.
%Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
MSA within 25 miles of facility: 000°-090°—7200'; 090°-180°—2500'; 180°-270°—2400'; 270°-360°—5200'.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Fac. Class., H-BVORTAC; Ident., LAX; Procedure No. VOR-25L, Amdt. 4; Eff. date, 16 Oct. 65; Sup. Amdt. No. 3; Dated, 13 Feb. 65

Long Beach VOR	Canal Int	Direct	3000	T-dn%	300-1	300-1	200-½
Downey RBn/FM	Canal Int	Direct	3000	C-dn	500-1	600-1	600-1½
LAX VOR	Speedway Int	Direct	2400	S-dn-25R	500-1	500-1	500-1
Canal Int	Speedway Int (final)	Direct	1800	A-dn	800-2	800-2	800-2
				If aircraft equipped with operating dual VOR receivers and Holly Int received, the following minimums apply:			
				S-dn-25R#	400-1	400-1	400-1

Radar available.
Procedure turn S* side of crs, 066° Outbnd, 246° Inbnd, 2400' within 10 miles of Speedway Int.
Minimum altitude over Speedway Int on final approach crs, 1800'.
Crs and distance, Speedway Int to airport, 246°—5.8 miles. Breakoff point to runway, 248°—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing Speedway Int, climb to 2000' via LAX VOR, R 246° within 15 miles.
*Procedure turn S side of crs, ATC restrictions N.
#400-½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
%Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
MSA within 25 miles of facility: 000°-090°—7200'; 090°-180°—2500'; 180°-270°—2400'; 270°-360°—5200'.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Fac. Class., H-BVORTAC; Ident., LAX; Procedure No. VOR-25R, Amdt. 3; Eff. date, 16 Oct. 65; Sup. Amdt. No. 2; Dated, 29 May 65

Chapman Int	MHK VOR	Direct	2800	T-dn	300-1	300-1	300-1
Chapman Int	Whiteside Int (final)	Direct	1500	Minimums when control zone effective:			
Alma Int	MHK VOR	Direct	2800	C-d*	700-1	700-1	700-1¼
Fort Riley Int	MHK VOR	Direct	2800	C-n*	700-2	700-2	700-2
				S-dn-3*	700-1	700-1	700-1
				A-dn*	800-2	800-2	800-2
				Following minimums apply if Whiteside Int identified:			
				C-d*	600-1	600-1	600-1½
				C-n*	600-2	600-2	600-2
				S-dn-3*	500-1	500-1	500-1
				Minimums when control zone not effective:			
				C-dn	900-2	900-2	900-2
				A-dn	NA	NA	NA
				Following minimums apply if Whiteside Int identified:			
				C-dn	700-2	700-2	700-2
				S-dn-3	700-2	700-2	700-2
				A-dn	NA	NA	NA

Procedure turn E side of crs, 204° Outbnd, 024° Inbnd, 2800' within 10 miles.
Minimum altitude over facility on final approach crs, 1800'.
Facility on airport. Breakoff point to runway, 029°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.9 mile after passing MHK VOR, make right turn, climbing to 2500' on R 138 MHK VOR within 10 miles make left turn and proceed to Ashland Int, or when directed by ATC, make right turn, climbing to 3000' and proceed to Fort Riley Int.
NOTES: (1) Altimeter setting from SLN FSS when control zone not effective. (2) Operating VOR and ADF equipment required to identify Whiteside Int.
CAUTION: Restricted area, 1.5 miles W of airport.
*These minimums apply at all times for those air carriers with approved weather reporting service.
MSA within 25 miles of facility: 000°-360°—2800'.

City, Manhattan; State, Kans.; Airport name, Manhattan Municipal; Elev., 1050'; Fac. Class., T-BVOR; Ident., MHK; Procedure No. TerVOR-3, Amdt. Orig.; Eff. date, 16 Oct. 65, or upon commissioning of facility

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURES—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Alma Int	MHK VOR	Direct	2500	T-dn	300-1	300-1	300-1
Alma Int	Ashland Int (final)	Direct	2000	Minimums when control zone effective:			
Chapman Int	MHK VOR	Direct	2800	C-d*	800-1	800-1	800-1½
				C-n*	800-2	800-2	800-2
				S-dn-31*	800-1	800-1	800-1
				A-dn*	900-2	900-2	900-2
				Following minimums apply, if Ashland Int identified:			
				C-d*	600-1	600-1	600-1½
				C-n*	600-2	600-2	600-2
				S-dn-31*	500-1	500-1	500-1
				Minimums when control zone not effective:			
				C-dn	1000-2	1000-2	1000-2
				A-dn	NA	NA	NA
				Following minimums apply if Ashland Int identified:			
				C-dn	800-2	800-2	800-2
				S-dn-31	800-2	800-2	800-2
				A-dn	NA	NA	NA

Procedure turn E side of crs, 138° Outbnd, 318° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 1900'.
Facility on airport. Crs and distance breakoff point to runway, 313°—0.9 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing MHK VOR, make right turn, climbing to 2500' on R 138° MHK VOR within 10 miles, make left turn, and return to Ashland Int, or when directed by ATC, make right turn, climbing to 3000', proceed to Fort Riley Int.
NOTES: (1) Altimeter setting from SLN FSS when control zone not effective. (2) Operating VOR and ADF equipment required to identify Ashland Int.
CAUTION: Restricted area 1.5 miles W of airport.
*These minimums apply at all times for those air carriers with approved weather reporting service.
MSA within 25 miles of facility: 000°–360°—2800'.

City, Manhattan; State, Kans.; Airport name, Manhattan Municipal; Elev., 1056'; Fac. Class., T-BVOR; Ident., MHK; Procedure No. TerVOR-31, Amdt. Orig.; Eff. date, 16 Oct. 65, or upon commissioning of facility

Marion Int	MWA VOR	Direct	1800	T-dn	300-1	300-1	300-1½
MDH RBn	MWA VOR	Direct	2000	Minimums when control zone effective:			
				C-dn*	600-1	600-1	600-1½
				S-dn-2*	600-1	600-1	600-1
				A-dn*	800-2	800-2	800-2
				If Crab Orchard Int is received, the following minimums apply: #			
				C-dn*	500-1	500-1	500-1½
				S-dn-2*	500-1	500-1	500-1
				Minimums when control zone not effective:			
				C-n	800-2	800-2	800-2
				If Crab Orchard Int is received, the following minimums apply: #			
				C-n	600-2	600-2	600-2
				S-dn-2	600-1	600-1	600-1

Procedure turn E side of crs, 205° Outbnd, 025° Inbnd, 1800' within 10 miles.
Minimum altitude over facility on final approach crs, 972'.
Facility on airport. Crs and distance, breakoff point to Runway 2, 019°—0.8 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing MWA VOR, climb to 2000' on MWA R 010° within 10 miles, make right turn, and return to MWA VOR.
NOTE: Altimeter setting from CGI FSS when control zone not effective.
*These minimums apply at all times for those air carriers with approved weather reporting service.
#Operating VOR and ADF receivers required to receive this int.
MSA within 25 miles of facility: 000°–090°—2000'; 090°–180°—2500'; 180°–270°—2200'; 270°–360°—2400'.

City, Marion; State, Ill.; Airport name, Williamson County; Elev., 472'; Fac. Class., L-BVOR; Ident., MWA; Procedure No. TerVOR-2, Amdt. Orig.; Eff. date, 14 Oct. 65

MDH RBn	MWA VOR	Direct	2000	T-dn	300-1	300-1	300-1½
Marion Int	MWA VOR	Direct	1800	Minimums when control zone effective:			
				C-dn*	500-1	500-1	500-1½
				S-dn-20*	500-1	500-1	500-1
				A-dn*	800-2	800-2	800-2
				Minimums when control zone not effective:			
				C-n	700-2	700-2	700-2
				S-dn-20	700-1	700-1	700-1

Procedure turn E side of crs, 010° Outbnd, 190° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 972'.
Facility on airport, crs and distance, breakoff point to Runway 20, 199°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing MWA VOR, climb to 2000' on MWA, R 205° within 10 miles, make left turn and return to MWA VOR.
NOTE: Altimeter setting from CGI FSS when control zone not effective.
*These minimums apply at all times for those air carriers with approved weather reporting service.
MSA within 25 miles of facility: 000°–090°—2000'; 090°–180°—2500'; 180°–270°—2200'; 270°–360°—2400'.

City, Marion; State, Ill.; Airport name, Williamson County; Elev., 472'; Fac. Class., L-BVOR; Ident., MWA; Procedure No. TerVOR-20, Amdt. Orig.; Eff. date, 14 Oct. 65

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURES—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Oakwood Int	MWC VOR	Direct	2700	T-dn#	300-1	300-1	200-½
Cardinal Int	MWC VOR	Direct	2700	C-d	500-1	500-1	500-1½
MKE VOR	Phyllis Int	Direct	2700	C-n	500-2	500-2	500-2
MK LOM	MWC VOR	Direct	2700	S-dn-4L	500-1	500-1	500-1
MWC VOR	Phyllis Int	Direct	2700	A-dn*	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 213° Outbnd, 033° Inbnd, 2700' within 10 miles of Phyllis Int.
Minimum altitude over Phyllis Int on final approach crs, 2000'.
Crs and distance, Phyllis Int to airport, 033°—5.0 miles. Breakoff point to runway, 036°—1.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of MWC VOR, make left-climbing turn to 2700', proceed direct to MKE VOR, hold W on MKE VOR, R 268° or, when directed by ATC, climb to 2700' on R 033°, hold NE on the MWC VOR, R 033°.
NOTES: (1) Final approach from holding pattern at Phyllis Int not authorized. Procedure turn required. (2) Dual VOR equipment required. (3) Obtain General Mitchell altimeter when tower not operating. (4) Night takeoffs and landings authorized on Runways 15L, 33R, 4L, and 22R only.
#When weather is below 1220-2 for eastbound aircraft departing: On Runways 4 R and L, 15 R and L—maintain runway heading until reaching 2200' before proceeding on crs; on Runways 22 R and L, 33 R and L, and 27—maintain runway heading until reaching 1700' before proceeding on crs. On Runway 9, weather of 1200-2 required for takeoff due to 1735' tower, 4.1 miles E and 1720' tower, 5.4 miles ESE of airport.
*Alternate minimums not authorized when control tower not in operation.
MSA within 25 miles of facility: 000°-360°—2800'.

City, Milwaukee; State, Wis.; Airport name, Lawrence J. Timmerman; Elev., 745'; Fac. Class., L-BVOR; Ident., MWC; Procedure No. TerVOR-4L, Amdt. Orig.; Eff. date, 16 Oct. 65

Oakwood Int	MWC VOR	Direct	2700	T-dn*	300-1	300-1	200-½
Cardinal Int	MWC VOR	Direct	2700	C-d	700-1	700-1	700-1½
MKE VOR	MWC VOR	Direct	2700	C-n	700-2	700-2	700-2
MK LOM	MWC VOR	Direct	2700	S-dn-15L	700-1	700-1	700-1
				A-dn#	800-2	800-2	800-2
				Following minimums apply, after passing Germantown Int:#			
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-15L	500-1	500-1	500-1

Radar available.
Procedure turn W side of crs, 335° Outbnd, 155° Inbnd, 2200' within 10 miles.
Facility on airport.
Minimum altitude over facility on final approach crs, 1400'.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of MWC VOR, make right-climbing turn to 2700' and proceed direct to MKE VOR or, when directed by ATC, (1) Make right-climbing turn to 2700', hold NW on the MWC VOR, R 335°.
NOTES: (1) Obtain General Mitchell altimeter setting when tower not operating. (2) Night takeoffs and landings authorized on Runways 15L, 33R, 4L, and 22R only.
¢Alternate minimums not authorized when control tower not in operation.
#Authorized only for aircraft with dual omnireceivers operating simultaneously or Germantown Int identified by radar.
*When weather is below 1200-2 for eastbound aircraft departing: On Runways 4 R and L, 15 R and L maintain runway heading until reaching 2200' before proceeding on crs; on Runways 22 R and L, 33 R and L and 27 maintain runway heading until reaching 1700' before proceeding on crs; on Runway 9, weather of 1200-2 required for takeoff due to 1735' tower, 4.1 miles E and 1720' tower, 5.4 miles ESE of airport.
MSA within 25 miles of facility: 000°-360°—2800'.

City, Milwaukee; State, Wis.; Airport name, Lawrence J. Timmerman; Elev., 745'; Fac. Class., L-BVOR; Ident., MWC; Procedure No. TerVOR-15L, Amdt. 5; Eff. date, 16 Oct. 65

				T-dn*	300-1	300-1	200-½
				C-d	1300-1	1300-1	1300-1½
				C-n	1300-2	1300-2	1300-2
				A-d	1300-2	1300-2	1300-2
				A-n	1300-3	1300-3	1300-3

Procedure turn E side of crs, 130° Outbnd, 310° Inbnd, 3200' within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 2100'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing PRB VOR, turn left, climb to 3200' on PRB VOR, R 130° within 15 miles.
*Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to adequate terrain and obstruction, clearance—Climb via the Paso Robles VOR, R 326° within 10 miles to recross the VOR at or above the following MCAs: V113 3000' northbound V248 3000' eastbound V25 3000' southeastbound V25W 3000' southbound V25 5000' northwestbound V25E—on crs climb satisfactory with minimum climb rate of 180 per mile.
MSA within 25 miles of facility: 000°-090°—5400'; 090°-270°—4700'; 270°-360°—5000'.

City, Paso Robles; State, Calif.; Airport name, Paso Robles-County; Elev., 836'; Fac. Class., BVORTAC; Ident., PRB; Procedure No. VOR R-130, Amdt. 3; Eff. date, 16 Oct. 65; Sup. Amdt. No. 2; Dated, 22 June 63

PROCEDURE CANCELED, EFFECTIVE 16 OCT. 1965.

City, Pomona; State, Calif.; Airport name, Brackett Field; Elev., 997'; Fac. Class., L-VORW; Ident., POM; Procedure No. TerVOR R-235, Amdt. Orig.; Eff. date, 13 June 64

ONT VOR	Norco Int	Direct	3200	T-dn%	300-1	300-1	300-1
RAL VOR	Norco Int	Direct	3200	C-dn¢	600-1	600-1	600-1½
Edgemont Int	RAL VOR	Direct	4000	S-dn-9	600-1	600-1	600-1
Colton RBn	RAL VOR	Direct	3700	A-dn*	1000-2	1000-2	1000-2
Prado Int	Upland Int	Direct	3300				
Upland Int	Norco Int (final)	Direct	2000				

Radar available.
Procedure turn S side of crs, 277° Outbnd, 097° Inbnd, 3200' within 10 miles of Norco Int.
Minimum altitude over Norco Int on final approach crs, 2000'.
Crs and distance, Norco Int to VOR, 097°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of RAL VOR, turn right, climb to 3200' on R 277° RAL VOR within 10 miles.
AIR CARRIER NOTE: Reduction in visibility by sliding scale or local conditions not authorized.
Other change: Deletes transition from ONT VOR to RAL VOR.
*Weather service available, 0600-2200.
¢Circling N not authorized.
%Eastbound (310° thru 255° clockwise) IFR departures. Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance. Climb heading, 278° from Riverside Airport to intercept and proceed via ONT VOR, R 015° to ONT VOR, then via assigned route. Cross ONT VOR, 3500' minimum.
MSA within 25 miles of facility: 270°-090°—11,100'; 090°-270°—6700'.

City, Riverside; State, Calif.; Airport name, Riverside Municipal; Elev., 816'; Fac. Class., T-VOR; Ident., RAL; Procedure No. VOR-9, Amdt. 1; Eff. date, 16 Oct. 65; Sup. Amdt. No. Orig.; Dated, 15 Feb. 64

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURES—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Banning Int	Moreno Int	Direct	¢7500	T-dn%	300–1	300–1	300–1
Moreno Int	Edgemont Int (final)	Direct	3700	C-dn#	600–1	600–1	600–1½
				A-dn*	1000–2	1000–2	1000–2

Radar available.
Procedure turn S** side of crs, 088° Outbnd, 268° Inbnd, 4400' within 10 miles of Edgemont Int.
Minimum altitude over Edgemont Int on final approach crs, 3700'; over Overlook Int, 2200'.
Facility on airport. Edgemont Int to airport, 8 miles; to VOR, 8.7 miles; Overlook Int to airport, 2.6 miles; to VOR, 3.3 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.6 miles after passing Overlook Int, climb direct to RAL VOR, then climb via R 278° to 3200' within 12 miles.
AIR CARRIER NOTE: Reduction in visibility by sliding scale or local conditions not authorized.
%Eastbound (310° thru 255° clockwise) IFR departures. Takeoff all runways: Unless otherwise directed by ATC, the following departure is recommended to insure adequate terrain and obstruction clearance. Climb heading 275° from Riverside Airport to intercept and proceed via ONT VOR, R 015° to ONT VOR, then via assigned route. Cross ONT VOR, 3500' minimum.
¢Aircraft must be verified W of Banning Int by March Radar prior to commencing descent to 7500'.
*Weather service available 0600–2200.
#Circling N of airport not authorized.
**All turns S side of crs, high terrain N.
MSA within 25 miles of facility: 270°–090°—11,100'; 090°–270°—6700'.

City, Riverside; State, Calif.; Airport name, Riverside Municipal; Elev., 816'; Fac. Class., T-VOR; Ident., RAL; Procedure No. VOR (R-088), Amdt. Orig.; Eff. date, 16 Oct. 65

SJU RBn	SJU VOR	Direct	1600	T-dn	300–1	300–1	200–½
SJP RBn	SJU VOR	Direct	1500	C-dn	900–1	900–1	900–1½
				S-dn-7*	900–1	900–1	900–1
				A-dn	900–2	900–2	900–2
				If aircraft equipped with VOR and ADF receivers operating normally and Antenna Int received, the following minimums are authorized:			
				C-dn	500–1	500–1	500–1½
				S-dn-7#	500–1	500–1	500–1
				A-dn	800–2	800–2	800–2

Radar available.
Procedure turn N side of crs, 260° Outbnd, 080° Inbnd, 1500' within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over facility on final approach crs, 900'; if Antenna Int or 6-mile DME Fix identified, 500'.
Facility on airport.
Crs and distance, Antenna Int to airport, 080°—4.6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.6 miles after passing Antenna Int, turn right and climb to 1500' on R 095° within 20 miles of SJU VOR.
NOTE: Procedure turn nonstandard due high terrain S and W of area.
#Reduction of landing visibility below ¾ mile not authorized.
*Reduction in landing visibility not authorized.
MSA within 25 miles of facility: 000°–090°—1200'; 090°–180°—4600'; 180°–270°—4100'; 270°–360°—1800'.

City, San Juan; State, P.R.; Airport name, Puerto Rico International; Elev., 9'; Fac. Class., BVORTAC; Ident., SJU; Procedure No. TerVOR-7, Amdt. 5; Eff. date, 16 Oct. 65; Sup. Amdt. No. 4; Dated, 21 Mar. 64

SJP RBn	SJU VOR	Direct	1500	T-dn	300–1	300–1	200–½
SJU RBn	SJU VOR	Direct	1600	C-dn	500–1	500–1	500–1½
				S-dn-25*	400–1	400–1	400–1
				A-dn	800–2	800–2	800–2

Radar available.
Procedure turn N side of crs, 066° Outbnd, 246° Inbnd, 1100' within 9 miles.
Minimum altitude over facility on final approach crs, 400'.
Crs and distance, breakoff point to Runway 25, 255°—0.8 mile.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of VOR, turn right, climb to 2000' on R 359° within 20 miles of SJU VOR.
NOTES: (1) Procedure turn distance restricted to 9 miles of VOR due to warning area N of procedure turn area. (2) When authorized by ATC, DME may be used within 8–11 miles clockwise, R 304° to R 095° at 1100' to position aircraft for straight-in approach with the elimination of procedure turn.
*400–¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility: 000°–090°—1200'; 090°–180°—4600'; 180°–270°—4100'; 270°–360°—1800'.

City, San Juan; State, P.R.; Airport name, Puerto Rico International; Elev., 9'; Fac. Class., BVORTAC; Ident., SJU; Procedure No. TerVOR-25, Amdt. 6; Eff. date, 16 Oct. 65; Sup. Amdt. No. 5; Dated, 5 June 65

LGB VOR	Sail Int	Direct	2500	T-dn%	300–1	300–1	200–½
OCN VOR	Sail Int	Direct	4000	C-dn	500–1	500–1	500–1½
Sail Int	Newport Int (final)	Direct	1500	S-dn-1L	500–1	500–1	500–1
ONT VOR	SNA VOR	Direct	5000	A-dn*	800–2	800–2	800–2
Int LAX, R 123° and SNA VOR, R 199°	Sail Int	Direct	2500				

Radar available.
Procedure turn S side of crs, 199° Outbnd, 019° Inbnd, 2500' within 10 miles of Newport Int.
Minimum altitude over Newport Int on final approach crs, 1500'.
Crs and distance, Newport Int to airport, 019°—4.5 miles, breakoff to Runway 1L, 013°—0.7 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile of SNA VOR, turn left and climb to 2000' on R 199° to Newport Int.
%Eastbound (020° thru 189°) IFR departures. Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance. Climb via SNA VOR, R 199°, to 2000', then via assigned route. Westbound (190° thru 020°) on crs climb approved.
MSA within 25 miles of facility: 045°–135°—6700'; 135°–225°—2100'; 225°–315°—2500'; 315°–045°—5200'.

City, Santa Ana; State, Calif.; Airport name, Orange County; Elev., 53'; Fac. Class., L-VOR; Ident., SNA; Procedure No. VOR-1L, Amdt. Orig.; Eff. date, 16 Oct. 65

TERMINAL VOR STANDARD INSTRUMENT APPROACH PROCEDURES—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Prado Int	Olive Int	Direct	3000	T-dn %*	300-1	300-1	200-½
ONT VOR	Olive Int	Direct	4500	C-dn	500-1	500-1	500-1½
POM VOR	Olive Int	Direct	3000	S-dn-19R#	400-1	400-1	400-1
Olive Int	Tustin Int (final)	Direct	1900	A-dn*	800-2	800-2	800-2

Radar available.
Procedure turn W side of crs, 360° Outbnd, 180° Inbnd, 3000' within 10 miles of Tustin Int.
Minimum altitude over Tustin Int on final approach crs, 1900'; over Olive Int, 3000'.
Crs and distance, Tustin Int to facility, 180°—5.5 miles. Breakoff point to runway, 194°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at the SNA VOR, climb to 2000' on R 199° to Newport Int.
%Eastbound (070° thru 189°) IFR departures. Takeoffs all runways: Unless otherwise directed by ATC, the following departure is recommended to insure adequate terrain and obstruction clearance. Climb via SNA VOR, R 190° to 2000', then via assigned route. Westbound (190° thru 070°) on crs climb approved.
*Weather service, 0600-2300.
#400-¾ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights.
MSA within 25 miles of facility; 045°-135°—6700'; 135°-225°—2100'; 225°-315°—2500'; 315°-045°—5200'.

City, Santa Ana; State, Calif; Airport name, Orange County; Elev., 53'; Fac. Class., L-VOR; Ident., SNA; Procedure No. VOR-19R, Amdt. 6; Eff. date, 16 Oct. 65; Sup. Amdt. No. 5; Dated, 6 Feb. 65

PROCEDURE CANCELED, EFFECTIVE 16 OCT. 1965.

City, Santa Ana; State, Calif.; Airport name, Orange County; Elev., 54'; Fac. Class., L-VOR; Ident., SNA; Procedure No. TerVOR(R-190), Amdt. 2; Eff. date, 18 July 64; Sup. Amdt. No. 1; Dated, 9 Sept. 61

5. By amending the following very high frequency omnirange-distance measuring equipment (VOR/DME) procedures prescribed in § 97.15 to read:

VOR/DME STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Webb Int	18-mile DME Fix, R 317°	Via 18-mile DME Arc	2200	T-dn	300-1	300-1	200-½
			1500	C-dn	400-1	500-1	500-1½
18-mile DME Fix, R 317°	13.5-mile DME Fix, R 317° (final)	Direct	2000	S-dn-15	400-1	400-1	400-1
Laredo VORTAC	10.1-mile DME Fix, R 317°	Direct		A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 317° Outbnd, 137° Inbnd, 2000' within 10 miles of 10.1-mile DME Fix.
Minimum altitude over 13.5-mile DME Fix, R 317° on final approach crs, 1500'.
Crs and distance, 13.5-mile DME Fix, R 317° to airport, 137°—3.4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at the 10.1-mile DME Fix, R 317°, turn left, climb to 2000' on 10.1-mile DME Arc until intercepting V-17, proceed N on V-17 within 20 miles of Laredo VORTAC.
NOTES: (1) 10.1-mile DME Fix, R 317° located over airport. (2) VOR and DME equipment required for the execution of this approach. (3) Procedure not completely contained within controlled airspace.
MSA within 25 miles of facility all quadrants 2200'.

City, Laredo; State, Tex.; Airport name, Laredo Municipal; Elev., 524'; Fac. Class., H-BVORTAC; Ident., LRD; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 16 Oct. 65

				T-dn%*	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-7R#	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar available.
No procedure turn. Final approach crs, 071° Inbnd.
Minimum altitude over 4-mile DME Fix on final approach crs, 1500'.
Crs and distance, VOR to airport, 071°—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.6 mile after passing LAX VOR, climb via R 060° to 2000' within 15 miles.
NOTE: When authorized by ATC, DME may be used between 7 and 10 miles at 2000', from R 170° clockwise to R 046°, to position aircraft for straight-in approach with elimination of procedure turn.
#500-¾ authorized, except for 4-engine turbojet aircraft, with operative REIL or high-intensity runway lights.
*Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
MSA within 25 miles of facility: 000°-090°—7200'; 090°-180°—2500'; 180°-270°—2400'; 270°-360°—5200'.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Fac. Class., H-BVORTAC; Ident., LAX; Procedure No. VOR/DME No. 1, Amdt. 1; Eff. date, 16 Oct. 65; Sup. Amdt. No. Orig.; Dated, 2 Nov. 63

VOR-DME STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
8-mile DME Fix, R 069°.....	5-mile DME Fix, R 069°.....	Direct.....	800	T-dn%.....	300–1	300–1	300–1½
				C-dn.....	500–1	600–1	600–1½
				S-dn-25L#.....	400–1	400–1	400–1
				A-dn.....	800–2	800–2	800–2

Radar available.
No procedure turn. Final approach crs, 249° Inbnd.
Minimum altitude over 8-mile DME Fix, R 069° on final approach crs, 1800'; over 5-mile DME Fix, 800'.
Crs and distance, 5-mile DME Fix, R 069° to airport, 249°—2.5 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished before reaching 2.5-mile DME Fix, R 069°, climb direct to LAX VOR, then climb via R 246° to 2000' within 15 miles of LAX VOR.
NOTE: When authorized by ATC, DME may be used between 9 and 16 miles, at 3500' from 323° clockwise to 035°, and at 2000' from 035° clockwise to 124° to position aircraft for a straight-in approach with the elimination of procedure turn.
#400–½ authorized, except for 4-engine turbojet aircraft, with operative high-intensity runway lights. 400–1½ authorized, except for 4-engine turbojet aircraft, with operative ALS.
%Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
MSA within 25 miles of facility: 000°–090°—7200'; 090°–180°—2500'; 180°–270°—2400'; 270°–360°—5200'.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Fac. Class., H-BVORTAC; Ident., LAX; Procedure No. VOR/DME No. 2, Amdt. 1; Eff. date, 16 Oct. 65; Sup. Amdt. No. Orig.; Dated, 2 Nov. 1963

				T-dn*.....	300–1	300–1	300–1½
				C-d.....	700–1	700–1	700–1½
				C-n.....	700–2	700–2	700–2
				A-d.....	800–2	800–2	800–2
				A-n.....	800–3	800–3	800–3

Procedure turn E side of crs, 130° Outbnd, 310° Inbnd, 3200' within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over 3-mile DME Fix, R 130°, 2100'; over VOR, 1500'.
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0.0 mile after passing PRB VOR, turn left, climb to 3200' on PRB VOR, R 130° within 15 miles.
NOTE: When authorized by ATC, DME may be used within 15 to 20 miles at 3500' between PRB VOR, R 077° clockwise to R 179° to position aircraft for straight-in approach with elimination of procedure turn.
*Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance, climb via the PRB VOR, R 326° within 10 miles to recross the VOR at or above the following MCAs: V113 3000' northbound; V248 3000' eastbound; V25 3000' southeastbound; V25W 3000' Southbound; V25 5000' northwestbound; V25E—on crs climb satisfactory with minimum climb rate of 180 feet per mile.
MSA within 25 miles of facility: 000°–090°—5400'; 090°–270°—4700'; 270°–360°—5000'.

City, Paso Robles; State, Calif.; Airport name, Paso Robles-County; Elev., 836'; Fac. Class., BVORTAC; Ident., PRB; Procedure No. VOR/DME No. 1, Amdt. Orig.; Eff. date, 16 Oct. 65

10-mile DME Fix, R 075°.....	DLS VOR (final).....	Direct.....	2400	T-dn%.....	1000–1	1000–1	1000–1
				C-dn.....	1500–1	1500–1	1500–1½
				A-dn.....	1500–2	1500–2	1500–2

Procedure turn S side of crs, 075° Outbnd, 255° Inbnd, 3900' within 10 miles. (Final approach from holding pattern at DLS VORTAC not authorized; procedure turn required.)
Minimum altitude over facility on final approach crs, 2400'.
Crs and distance, facility to airport, 249°—11.8 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 miles after passing DLS VOR, or at 6-miles DME Fix, R 249°, turn left, return to DLS VOR, climb to 3900' on R 075° of the DLS VOR within 10 miles. All maneuvering S of R 075°.
CAUTION: High terrain W thru NE of airport.
NOTES: Operations from 6 miles to airport must be conducted in accordance with visual flight rules. When authorized by ATC, DME may be used between R 075° clockwise to R 172° within 10 miles at 3900' to position aircraft for straight-in approach with elimination of the procedure turn.
%Takeoffs all runways: Unless otherwise directed by ATC, the following departure procedure is recommended to insure adequate terrain and obstruction clearance: Climb visually over the airport to 1200', thence climb direct to DLS VORTAC to cross DLS VORTAC at or above 2700'.
MSA within 25 miles of facility: 000°–090°—5200'; 090°–180°—3700'; 180°–270°—3600'; 270°–360°—6900'.

City, The Dalles; State, Oreg.; Airport name, The Dalles Municipal; Elev., 243'; Fac. Class., H-BVORTAC; Ident., DLS; Procedure No. VOR/DME No. 1, Amdt. 3; Eff. date, 16 Oct. 65; Sup. Amdt. No. 2; Dated, 17 July 65

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

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Des Moines VOR	LOM	Direct	2400	T-dn*	300-1	300-1	200-½
Ankeny INT	LOM	Direct	2500	C-dn	400-1	500-1	300-1½
Grimes INT	LOM	Direct	2500	S-dn-30**#	300-¾	300-¾	300-¾
Elkhart INT	LOM	Direct	2500	A-dn	600-2	600-2	600-2
Mine Int	LOM (final)	Direct	2400				
Beech INT	Mine INT	Direct	2400				
TNU VOR	Swan Int	Direct	2500				
Swan Int	Mine Int	Direct	2400				

Radar available.
Procedure turn E side of crs, 125° Outbnd, 305° Inbnd, 2400' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2400'.
Altitude of glide slope and distance to approach end of runway at OM, 2371—4.3; at MM, 1183—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.3 miles after passing LOM, climb to 2600' on 305° bearing from LOM, turn left, proceed direct to DSM VOR, or when directed by ATC, climb to 3000'; proceed to Grimes Int via 305° bearing from LOM and DSM VOR R 331°.
CAUTION: 1546' tower, 3.2 miles NNE of airport.
**400-1 required when glide slope inoperative, 400-¾ authorized, except for 4-engine turbojet aircraft with operative high-intensity runway lights.
*When 1546' tower not visible on takeoff NW or NE, climb to 2100' prior to turning toward tower.
#Reduction below ¾ mile not authorized.

City, Des Moines; State, Iowa; Airport name, Des Moines Municipal; Elev., 957'; Fac. Class., ILS; Ident., I-DSM; Procedure No. ILS-30, Amdt. 6; Eff. date, 16 Oct. 65; Sup. Amdt. No. 5; Dated, 6 June 64

Blue Springs VOR	LOM	Direct	2600	T-dn#	300-1	300-1	*300-1
Kansas City VOR	LOM	Direct	2600	C-dn%	700-1	700-1	700-1½
Farley RBN	LOM	Direct	2600	A-dn	800-2	800-2	800-2

Radar available.
Procedure turn W side of crs, 007° Outbnd, 187° Inbnd, 2600' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2600'.
Altitude of glide slope and distance to approach end of runway at LOM, 2558'—4.5 miles' at Bluff FM, 1460'—0.7 mile.
Crs, Bluff FM to airport, 223°.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.8 miles after passing MK LOM or at Bluff FM, make right turn, climbing to 2700', intercept the 310° bearing to Farley RBn. Proceed to Farley RBn or, when directed by ATC, make right turn, climbing to 2700' via BSP VOR, R 284° to Lanaing Int.
CAUTION: Numerous obstructions 1100' or below NE, SW, and NW quadrants within 1.7 miles of airport.
*No reductiin takeoff minimums except Runway 31.
%Circling SE of airport from 090° clockwise to 180° not authorized, obstructions above 1000' in this area, highest 2049'—4. miles SSE of airport.
#Unless Radar vectored and the weather is below 1000-3: Aircraft taking off SE, S, or SW and planned route is between 090° and 180°, intercept the RIS-VOR R 200° or MKC, R-180°, climb to 2300° before proceeding on crs. Aircraft taking off NW, N, or NE and planned route is between 090° and 180°, climb to 2500' before proceeding S of the 090° ADF bearing from KC LMM.

City, Kansas City; State, Kans.; Airport name, Fairfax Municipal; Elev., 740'; Fac. Class., ILS; Ident., I-MKC; Procedure No. ILS-22, Amdt. 6; Eff. date, 16 Oct. 65; Sup. Amdt. No. 5; Dated, 5 Oct. 63

MKC VOR	LOM	Direct	2600	T-dn#	**300-1	**300-1	%300-1
BSP VOR	LOM	Direct	2600	C-dn*	##600-1	700-1	700-1½
Farley RBn	LOM	Direct	2600	S-dn-18@##	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
				When glide slope inoperative and Bluff FM received (cross FM not less than 1460'), the following minimum apply:			
				C-dn*	600-1	700-1	700-1½
				S-dn-18	500-1	500-1	800-1

Radar available.
Procedure turn W side of crs, 007° Outbnd, 187° Inbnd, 2600' within 10 miles of MK LOM.
Minimum altitude at glide slope interception Inbnd, 2600'.
Altitude of glide slope and distance to approach end of runway at OM, 2558'—5.4 miles; at MM, 1030'—0.7 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at KC LMM, make right turn, climbing to 2700', intercept the 310° bearing to Farley RBn, proceed to Farley RBn or, when directed by ATC, make right turn as soon as practical, climbing to 3000' on MKC, R 190° till intercepting BSP, R 361° then proceed to BSP VOR.

NOTES: (1) Circling or straight-in approaches to Runways 03-35-36 not authorized when MKC weather sequence remarks indicate cloud height below authorized minimums. (2) Visibility reduction not authorized. (3) Localizer site 325' W of centerline. Approach crs of 187° intercepts Runway 18 centerline extended 1 mile from threshold.
#Unless Radar vectored when weather is below 1000-3: Aircraft taking off S or SW and planned route is between 090° and 180°, intercept the RIS VOR, R 210° or MKC VOR, R 190°, climb to 2500' before proceeding on crs. Aircraft taking off N or NE and planned route is between 090° and 180°, climb to 2500' before proceeding S of the 090° ADF bearing from KC LMM.
**AIR CARRIER NOTE: No reduction in takeoff minimums except on Runway 36.
%AIR CARRIER NOTE: 200-½ authorized Runway 36 only.
*Circling not authorized E of airport in sector from 090° through 180° due to numerous tall obstructions.
@Approach lights inoperative—500-1.
##Glide slope inoperative—700-1.

City, Kansas City; State, Mo.; Airport name, Municipal; Elev., 758'; Fac. Class., ILS; Ident., I-MKC; Procedure No. ILS-18, Amdt. 7; Eff. date, 16 Oct. 65; Sup. Amdt. No. 6; Dated, 5 Oct. 63

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Pike Int	Trout Int (final)	Direct	1500	T-dn%	300-1	300-1	200-½
Los Angeles LOM	Trout Int	Direct	2000	C-dn	500-1	600-1	600-1½
Los Angeles VOR	Trout Int	Direct	2000	S-dn-7R/L*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S side of W crs, 248° Outbnd, 068° Inbnd, 2000' within 10 miles of Trout Int.
Minimum altitude over Trout Int on final approach crs, 1500'.
Crs and distance, Trout Int to airport, 068°—4.7 miles.
No glide slope.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after crossing Trout Int, climb to 2000' on E crs, LAX ILS localizer no farther E than Downey FM/RBn.
%Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
*400-¾ authorized, except for 4-engine turbojet aircraft, with operative REIL or high-intensity runway lights.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Fac. Class., ILS; Ident., I-LAX; Procedure No. ILS-7R/L (back crs), Amdt. 3; Eff. date 16 Oct. 65; Sup. Amdt. No. 2; Dated, 15 Aug. 64

Walnut Int	Bassett Int	Direct	3500	T-dn%	300-1	300-1	¢200-½
Bassett Int	Downey FM RBn	Direct	3000	C-dn	500-1	600-1	600-1½
LAX VOR	LOM	Direct	3000	S-dn-25L#	200-½	200-½	200-½
La Habra Int	Downey FM RBn	Direct	3000	A-dn	600-2	600-2	600-2
LGB VOR	Downey Fm RBn	Direct	3000				
Tower Int	LOM	Direct	3000				
Downey FM RBn	LOM (final)	Direct	1800				

Radar available.
Procedure turn S* side of crs, 068° Outbnd, 248° Inbnd, 3000' within 10 miles.
Minimum altitude at glide slope interception Inbnd, 2000'. (Aircraft will maintain 3000' until intercepting glide slope unless otherwise advised by ATC.)
Altitude of glide slope and distance to approach end of runway at OM, 1830'—5.4 miles; at MM, 335'—0.5 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on W crs, LAX ILS within 15 miles.
Other changes: Deletes transitions from LAX RBn and LGB VOR.
NOTES: (1) If glide slope not received, minimums shall be 500-¾. 500-½ authorized, except for 4-engine turbojet aircraft, with operative ALS. (2) During simultaneous surveillance radar helicopter approaches to Runway 24, right turns from ILS crs not authorized.
*Procedure turn S of crs, ATC restrictions N.
%Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
¢RVR 2400' authorized Runways 25L and 25R.
#RVR 2400'. Descent below 320' not authorized unless approach lights are visible.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Fac. Class., ILS; Ident., I-LAX; Procedure No. ILS-25L, Amdt. 28; Eff. date, 16 Oct. 65; Sup. Amdt. No. 27; Dated, 23 Jan. 65

Walnut Int	Bassett Int	Direct	3500	T-dn%	300-1	300-1	¢200-½
Bassett Int	Downey FM RBn	Direct	3000	C-dn	500-1	600-1	600-1½
Downey FM RBn	LOM (final)	Direct	1800	S-dn-25R	#200-½	#200-½	300-¾
La Habra Int	Downey FM RBn	Direct	3000	A-dn	600-2	600-2	600-2
LGB VOR	Downey FM RBn	Direct	3000				
LAX VOR	LOM	Direct	3000				
Tower Int	LOM	Direct	3000				

Radar available.
Procedure turn S* side of crs, 068° Outbnd, 248° Inbnd, 3000' within 10 miles of OM.
Minimum altitude at glide slope interception Inbnd, 2000'. (Aircraft will maintain 3000' until intercepting glide slope unless otherwise advised by ATC.)
Altitude of glide slope and distance to approach end of runway at OM, 1830'—5.4 miles; at MM, 335'—0.5 mile. (LOM and LMM located 750' to left of runway centerline.)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, climb to 2000' on W crs, LAX ILS within 15 miles.
Other changes: Deletes transitions from LAX RBn and LGB VOR.
NOTE: If glide slope not received, minimums shall be 500-¾.
#AIR CARRIER NOTE: Provisions of FAR 121.651 not authorized below 300-¾.
*Procedure turn S of crs, ATC restrictions N.
%Northbound (280° thru 060°) IFR departures: Unless otherwise directed by ATC, to insure adequate terrain and obstruction clearance, published SID's should be used.
¢RVR 2400' authorized Runways 25L and 25R.

City, Los Angeles; State, Calif.; Airport name, Los Angeles International; Elev., 126'; Fac. Class., ILS; Ident., I-LAX; Procedure No. ILS-25R, Amdt. 5; Eff. date, 16 Oct. 65; Sup. Amdt. No. 4; Dated, 23 Jan. 65

Hurt Int	Evington RBn (final)	Direct	2900	T-dn-6 and 3*	500-1	500-1	500-1
Goose Int	Evington RBn	Direct	3000	T-dn-35, 24, 21 and 17.	300-1	300-1	200-½
Lynchburg VOR	Evington RBn	Direct	2900				
Sweetbriar Int	Evington RBn	Direct	3000	C-dn	700-1	700-1	700-1¼
Sycamore Int	Evington RBn (final)	Direct	2900	S-dn-3#	200-½	200-½	200-½
Concord Int	Evington RBn	Direct	3000	A-dn	700-2	700-2	700-2
Moneta Int	Evington RBn	Direct	3000				
Elon Int	Evington RBn	Direct	3000				

Procedure turn E side of crs, 212° Outbnd, 032° Inbnd, 2900' within 10 miles. Beyond 10 miles not authorized.
Minimum altitude over Evington RBn on final approach crs, 2883'.
Minimum altitude at glide slope interception Inbnd, 2900'.
Crs and distance, Evington RBn to airport, 032°—7.2 miles.
Altitude of glide slope and distance to approach end of runway at OM, 1934'—3.8 miles; at MM, 1082'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make immediate left-climbing turn to 2900' direct to Evington RBn, hold SW of Evington RBn, 032° Inbnd, 1-minute right turns. Alternate missed approach for VOR/DME equipped aircraft—climb to 3500' direct to Monroe Int, hold N, 207° Inbnd, 1-minute left turns.
NOTE: Procedure turn not required if Hurt Int or Sycamore Int is received.
*CAUTION NOTE: Runways 6 and 3: 1350' terrain, 1.5 miles NE of airport.
#400-¾ required when glide slope not utilized.

City, Lynchburg; State, Va.; Airport name, Lynchburg Municipal-Preston Glenn Field; Elev., 942'; Fac. Class., ILS; Ident., I-LYH; Procedure No. ILS-3, Amdt. 3; Eff. date, 16 Oct. 65; Sup. Amdt. No. 2; Dated, 30 Jan. 65

ILS STANDARD INSTRUMENT APPROACH PROCEDURE—Continued

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Brackett Int	Fairground Int	Direct	3000	T-dn%	300-1	300-1	200-½
POM VOR	Fairground Int	Direct	3000	C-dn	500-1	500-1	500-1½
Fairground Int	Narod Int (final)	Direct	2100	S-dn-7*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn not authorized. Final approach crs, 075°.
Minimum altitude over Narod Int on final approach crs, 2100'.
Crs and distance, Narod Int to airport, 075°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles of Narod Int, turn right, climb via ONT ILS W crs to 3000' at Brackett Int.
%Northbound and eastbound (278° thru 105° clockwise IFR departures: To insure adequate terrain and obstruction clearance, published SID's should be used.
*400-¾ authorized, except for 4-engine turboject aircraft, with operative high-intensity runway lights.

City, Ontario; State, Calif.; Airport name, Ontario International; Elev., 952'; Fac. Class., ILS; Ident., I-ONT; Procedure No. ILS-7 (back crs), Amdt. Orig.; Eff. date, 16 Oct. 65

McCoy Int	SL LOM	Direct	3000	T-dn	300-1	300-1	200-½
Crabtree Int#	SL LOM	Direct	3000	C-dn	800-1	800-1	800-1½
Turner Int	SL LOM	Direct	2500	S-dn-31*	300-¾	300-¾	300-¾
				A-dn	800-2	800-2	800-2

Procedure turn S side of SE crs, 129° Outbnd, 309° Inbnd, 2500' within 10 miles not authorized beyond 10 miles. (Final approach from holding pattern at SL LOM not authorized, procedure turn required.)
Minimum altitude at glide slope interception Inbnd, 1500'.
Altitude of glide slope and distance to approach end of runway at OM, 1466'—3.9 miles; at MM, 434'—0.6 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, make climbing right turn, climb to 2500' on SE crs of ILS within 10 miles of SL LOM, all turns S side of crs.
CAUTION: Terrain and trees to 961' S through SW of airport.
NOTE: No air traffic control tower; contact Salem Weather Bureau on 122.8 mc for current weather.
#Descent on glide slope to cross SL LOM at 1466' authorized.
*800-1 required when glide slope not used.

City, Salem; State, Oreg.; Airport name, McNary Field; Elev., 207'; Fac. Class., ILS; Ident., I-SLE; Procedure No. ILS-31, Amdt. 7; Eff. date, 16 Oct. 65; Sup. Amdt. No. 6; Dated, 17 July 65

Sargo Int	OM (final)	Direct	#1000	T-dn*	300-1	300-1	200-½
Bostonia Int	OM	Direct	2500	C-dn	800-2	800-2	800-2
SAN VOR	OM	Direct	1500	S-dn-9**	400-¾	400-¾	400-1
				A-dn	800-2	800-2	800-2

Radar available.
Procedure turn S side of crs, 272° Outbnd, 092° Inbnd, 1500' within 10 miles.
Minimum altitude over OM on final approach crs, 1000'.
Crs and distance, OM to airport, 092°—2.7 miles.
#Minimum altitude at glide slope intercept Inbnd, 1500', altitude of glide slope and distance to approach end of runway at OM, 1020'—2.7 miles; at MM, 352'—0.7 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished at MM, make immediate left-climbing turn to 2500' on LIF VOR, R 324° or 331° crs from LMM to Mount Dad Int or, when directed by ATC, make a right-climbing turn to 2000' on LIF VOR, R 136° within 10 miles.
CAUTION: Buildings and terrain, 472'—0.5 mile E of airport.
*900-1 required for Runway 9.
**600-1 required if glide slope not utilized, 600-¾ authorized, except for 4-engine turbojet aircraft with operative ALS.

City, San Diego; State, Calif.; Airport name, Lindbergh Field; Elev., 15'; Fac. Class., ILS; Ident., I-SAN; Procedure No. ILS-9, Amdt. 5; Eff. date, 16 Oct. 65; Sup. Amdt. No. 4; Dated, 23 May 64

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

RADAR STANDARD INSTRUMENT APPROACH PROCEDURES

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

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

Radar terminal area maneuvering sectors and altitudes				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
		Within 10 miles: Area N of 18°23' N.—1500. Area S of 18°23' N.—3000. Within 10-15 miles: 170-250°—3200. Within 20 miles: 250-105°—2000. Within 30 miles: 260-105°—2500. 105-250°—4500. 250-260°—3500.		Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn-7	600-1	600-1	600-1½
				C-dn-25	500-1	500-1	500-1½
				S-dn-25	400-1	400-1	400-1
				S-dn-7#	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished, for Runway 7 approach, turn right, and climb to 1500' on R 095° of SJU VOR within 20 miles; for Runway 25 approach, turn right, climb to 2000' on R 359° of SJU VOR within 20 miles.

NOTE: Descent below 1200' not authorized until passing 4.6-mile Radar Fix.

#Reduction in landing visibility not authorized.

City, San Juan; State, P.R.; Airport name, Puerto Rico International; Elev., 9; Fac. Class., and Ident., San Juan RADAR; Procedure No. 1, Amdt. 2; Eff. date, 16 Oct. 65; Sup. Amdt. No. 1; Dated, 6 June 64

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., September 9, 1965.

H. A. TURNPAUGH,
Acting Director, Flight Standards Service.

[F.R. Doc. 65-9799; Filed, Oct. 22, 1965; 8:49 a.m.]

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 213—EXCEPTED SERVICE

Department of Commerce

Section 213.3114 is amended to show that the positions of Private Secretaries to the Public Information Officer and to the Chief, Office of Program Planning, are no longer excepted under Schedule A. Effective on publication in the FEDERAL REGISTER, subparagraphs (2) and (4) of paragraph (h) of § 213.3114 are revoked.

(R.S. 1753, sec. 2, 22 Stat. 408, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 65-11379; Filed, Oct. 22, 1965; 8:47 a.m.]

PART 213—EXCEPTED SERVICE

Department of Health, Education, and Welfare

Section 213.3116(e) is amended to show the extention until December 31, 1966 of the Schedule A exception for positions in medical and related occupations for employment under the Cuban refugee program and to show that the total such positions may not exceed 60.

Section 213.3116(g) is amended to increase from 105 to 150 the number of temporary positions, that are excepted under Schedule A, directly concerned with programs conducted by the Department of Health, Education, and Welfare in connection with the problems of Cuban refugees. Effective on publication in the FEDERAL REGISTER, subparagraph (1) of paragraph (e) and subparagraph (1) of paragraph (g) of § 213.3116 are amended to read as set out below.

§ 213.3116 Department of Health, Education, and Welfare.

* * * * *

(e) *General.* (1) Until December 31, 1966, 60 positions in medical and related occupations for employment under the Cuban refugee program. Employment of any person under this authority shall not extend more than 1 year beyond the expiration of the authority.

* * * * *

(g) *Welfare Administration.* (1) Not to exceed 150 positions directly concerned with programs conducted by the Department in connection with the problems of Cuban refugees: *Provided*, That employment under this authority shall be temporary and no employment shall be made under it after December 31, 1966.

(R.S. 1753, sec. 2, 22 Stat. 403, as amended; 5 U.S.C. 631, 633; E.O. 10577, 19 F.R. 7521, 3 CFR, 1954-1958 Comp., p. 218)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] MARY V. WENZEL,
Executive Assistant to the Commissioners.

[F.R. Doc. 65-11385; Filed, Oct. 22, 1965; 8:48 a.m.]

Title 7—AGRICULTURE

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

[Valencia Orange Reg. 143]

PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

§ 908.443 Valencia Orange Regulation 143.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California, 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 Valencia 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 Valencia 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 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. 1001–1011) 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 Valencia oranges 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 Valencia oranges; 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 October 21, 1965.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., October 24, 1965, and ending at 12:01 a.m., P.s.t., October 31, 1965, are hereby fixed as follows:

(i) District 1: Unlimited movement;

(ii) District 2: 500,000 cartons;

(iii) District 3: Unlimited movement.

(2) As used in this section, "handled," "handler," "District 1," "District 2," "District 3," and "carton" 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: October 22, 1965.

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

[F.R. Doc. 65–11494; Filed, Oct. 22, 1965; 11:22 a.m.]

[Lemon Reg. 184]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 910.484 Lemon Regulation 184.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), 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 by tending to establish and maintain such orderly marketing conditions for such lemons as will provide, in the interest of producers and consumers, an orderly flow of the supply thereof to market throughout the normal marketing season to avoid unreasonable fluctuations in supplies and prices, and is not for the purpose of maintaining prices to farmers above the level which it is declared to be the policy of Congress to establish under 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. 1001–1011) 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 October 19, 1965.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., October 24, 1965, and ending at 12:01 a.m., P.s.t., October 31, 1965, are hereby fixed as follows:

(i) District 1: Unlimited movement;

(ii) District 2: 79,050 cartons;

(iii) District 3: 80,860 cartons.

(2) As used in this section, "handled," "District 1," "District 2," "District 3," and "carton" 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: October 21, 1965.

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

[F.R. Doc. 65–11455; Filed, Oct. 22, 1965; 8:49 a.m.]

PART 993—DRIED PRUNES PRODUCED IN CALIFORNIA

Miscellaneous Amendments

Correction

In F.R. Doc. 65–11234 appearing in the issue for Wednesday, October 20, 1965, at page 13310, make the following change: In the undesignated paragraph following amendatory paragraph 6, delete in its entirety provision (5) and the word "and" preceding it.

Title 12—BANKS AND BANKING

Chapter V—Federal Home Loan Bank Board

SUBCHAPTER D—FEDERAL SAVINGS AND LOAN INSURANCE CORPORATION

[FSLIC–2, 301]

PART 563—OPERATIONS

Loans and Investments

OCTOBER 20, 1965.

Resolved that the Federal Home Loan Bank Board, upon the basis of consideration by it of the advisability of amending § 563.9 of the Rules and Regu-

lations for Insurance of Accounts (12 CFR 563.9) to permit each institution insured by the Federal Savings and Loan Insurance Corporation to invest 20 percent of its assets in loans on the security of real estate located more than 50 miles but not more than 100 miles from the institution's principal office and outside the institution's normal lending territory, and for the purpose of effecting such amendment, hereby amends said § 563.9, as follows, effective October 25, 1965.

Amend subparagraph (1) of paragraph (a) of said § 563.9 to read as follows:

§ 563.9 Loans and investments.

(a) *General provisions.* * * *

(1) Any insured institution may, to the extent that it has legal power to do so, make, or invest its funds in, loans in an aggregate amount not exceeding 20 percent of such institution's assets on the security of real estate located outside its normal lending territory but not more than 100 miles from such institution's principal office.

* * * * *

(Secs. 402, 403, 48 Stat. 1256, 1257, as amended; 12 U.S.C. 1725, 1726. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

Resolved further that, as the foregoing amendment is of a technical nature, the Board hereby finds that notice and public procedure on said amendment are unnecessary under § 508.12 of the General Regulations of the Federal Home Loan Bank Board (12 CFR 508.12) and section 4(a) of the Administrative Procedure Act.

Resolved further that, inasmuch as the foregoing amendment relieves restriction, the Board hereby finds that postponement of the effective date of said amendment for the period specified in § 508.14 of the general regulations of the Federal Home Loan Bank Board and section 4(c) of the Administrative Procedure Act is not required and the Board hereby provides that the above said amendment shall become effective as hereinbefore set forth.

By the Federal Home Loan Bank Board.

[SEAL] HARRY W. CAULSEN, *Secretary.*

[F.R. Doc. 65-11405; Filed, Oct. 22, 1965; 8:49 a.m.]

Title 20—EMPLOYEES' BENEFITS

Chapter V—Bureau of Employment Security, Department of Labor

MISCELLANEOUS AMENDMENTS TO CHAPTER

Application to Puerto Rico

The purpose of these amendments is to make changes in the regulations contained in 20 CFR Parts 609, 610, 611, and 614 necessitated by the enactment of section 542 of Public Law 86-778 (74 Stat. 985), which amends sections 1501(a), 1502(b), 1503 (a), (b), and (d), 1504 and 1511(e) of the Social Security Act, as amended (68 Stat. 1130-1133; 42 U.S.C. 1361-1364, and 72 Stat. 1088; 42 U.S.C. 1371), to make the Puerto Rico Employment Security Act rather than the District of Columbia Unemployment Compensation Act applicable to weeks of unemployment with respect to which a first claim for a benefit year for unemployment compensation for Federal civilian employees of ex-servicemen is filed in the Commonwealth of Puerto Rico after December 31, 1965, to delete obsolete regulations, to make various other minor editorial changes, and to clarify the definition of "Federal military wages."

The provisions of section 4 of the Administrative Procedure Act (5 U.S.C. 1003) which require notice of proposed rule making, opportunity for public participation, and delay in effective date are not applicable because these rules involve only matters that relate to public benefits and procedure. I do not believe that public participation will serve a useful purpose here. Accordingly, pursuant to the authority vested in me by section 1509 of the Social Security Act (as added by section 4(a), 68 Stat. 1135; 42 U.S.C. 1369), 20 CFR Parts 609, 610, 611, and 614 are amended, effective January 1, 1966, in the manner indicated below.

PART 609—REGULATIONS TO IMPLEMENT THE UNEMPLOYMENT COMPENSATION FOR FEDERAL CIVILIAN EMPLOYEES PROGRAM UNDER TITLE XV OF THE SOCIAL SECURITY ACT: RESPONSIBILITIES OF FEDERAL AGENCIES

1. The blanket citation of authority immediately preceding the first section of 20 CFR Part 609 is amended to read as follows:

AUTHORITY: The provisions of this Part 609 issued under sec. 1509, added to 49 Stat. 620 by sec. 4(a), 68 Stat. 1135; 42 U.S.C. 1369. Interpret or apply secs. 1501-1508, added to 49 Stat. 620 by sec. 4(a), 68 Stat. 1130-1135, and amended by sec. 2, 72 Stat. 1087, by sec. 4, 72 Stat. 1089, by sec. 2, 74 Stat. 81, and by sec. 542, 74 Stat. 985; 42 U.S.C. 1361-1368.

2. Paragraph (a), the introductory portion of paragraph (c), subparagraphs (4), (5), and (13) of paragraph (c), and paragraphs (e), (f), (h), and (i) are amended, and paragraph (j) is added, to § 609.1 to read as follows:

§ 609.1 Definitions.

* * * * *

(a) "Federal agency" means any department, agency, or governmental body of the United States (including any instrumentality wholly or partially owned by the United States) employing persons in Federal civilian service as defined by this section.

* * * * *

(c) "Federal civilian service" means service performed after December 31, 1952, in the employ of the United States or any instrumentality wholly or partially owned by the United States, except that the term shall not include service to which section 1511 of the Social Security Act applies or service performed:

* * * * *

(4) [Reserved].

(5) Outside the United States by an individual who is not a citizen of the United States; for the purpose of this paragraph the term "United States" when used in the geographical sense means the States, the District of Columbia, the Commonwealth of Puerto Rico, and the Virgin Islands.

* * * * *

(13) By an officer or a member of a crew on or in connection with an American vessel: (i) Owned by or bareboat chartered to the United States and (ii) whose business is conducted by a general agent of the Secretary of Commerce, if contributions on account of such service are required to be made to an unemployment fund under a State unemployment compensation law pursuant to section 3305(g) of the Internal Revenue Code of 1954.

* * * * *

(e) "Official station" means the State or country (if outside the United States) designated on the Federal civilian employee's notification of personnel action terminating his Federal civilian service (Standard Form 50 or its equivalent) as his "duty station." If the form of notification does not specify his "duty station," his official station shall be the State or country designated under "name and location of employing office" on such form or designated as his place of employment on an equivalent form.

(f) "State agency" means any agency administering a State unemployment compensation law which has entered into an agreement with the Secretary under Title XV of the Social Security Act, as amended, and the agency in the Virgin Islands to which the Secretary has delegated the authority to make determinations of entitlement under Title XV.

* * * * *

(h) "Title XV" means the part of Title XV of the Social Security Act relating to Federal civilian employees entitled "Unemployment Compensation for Federal Employees."

(i) "Findings" means the facts found by a Federal agency with respect to: (1) Whether the claimant has performed Federal civilian service for that agency during the base period specified on the "Request for Wage and Separation Information—UCFE" (Form ES-931); (2) the claimant's Federal civilian wages for such base period, by quarters or weeks, as requested; and (3) the reasons for the termination of his Federal civilian service.

(j) "State" includes the fifty States, the District of Columbia, and the Commonwealth of Puerto Rico.

3. Paragraphs (a), (b), (c), and (e) of § 609.3 are amended to read as follows:

§ 609.3 Findings by Federal agency.

(a) Upon receipt from a State agency or the Secretary of a Form ES-931, the

Federal agency shall promptly make its findings. It shall thereupon complete all copies of the Form ES–931 and transmit its findings to the State agency or to the Secretary, as the case may require, on such form or as part thereof. If the documents necessary for the completion of the form have been consigned to an agency records center or the Federal Records Center in St. Louis, the Federal agency shall obtain the necessary information from the records center. Any records center shall give priority to such request.

(b) Each Federal agency shall maintain such a control of the Forms ES–931 received by it that will enable it to ascertain at any time the number of such forms that have not been returned to the requesting State agency, or the Secretary, as the case may be, and the date of the receipt of such unreturned forms by the Federal agency.

(c) Within four working days of the Federal agency's receipt of Form ES–931, it shall complete and return the number of copies of the form requested to the State agency or to the Secretary, as the case may require. When the completed form cannot be returned within such time, the Federal agency shall immediately inform the State agency or the Secretary, as the case may require, and shall include an estimated date by which the completed form will be returned.

* * * * *

(e) A claimant's right to compensation under Title XV will be determined, subject to the findings of the Federal agency, by the State agency under the applicable provisions of the State unemployment compensation law. Any such determination by a State agency is, except for the findings of the Federal agency, subject to review in the same manner and to the same extent as other determinations of entitlement under the State unemployment compensation law, unless it is a determination by the State agency of the Virgin Islands, in which event it is subject to review in accordance with the regulations of the Secretary.

4. Section 609.6 is amended to read as follows:

§ 609.6 Assignment of Federal civilian service and Federal civilian wages.

When the completed Form ES–931 has been returned to the State agency or Secretary, as the case may require, the claimant's Federal civilian service and Federal civilian wages for the period shown on the form shall be deemed to have been assigned within the meaning of section 1504 of Title XV. Unless this assignment is in error, the Federal civilian service and Federal civilian wages so assigned may not be reassigned to another State.

5. Paragraphs (a) and (b) of § 609.7 are amended to read as follows:

§ 609.7 Request for additional information, correction and reconsideration of findings.

(a) (1) If the notice of determination of a claimant's entitlement to unemployment compensation under Title XV does not contain sufficient information to enable the claimant to understand the basis for any of the findings made by the Federal agency, he may, within the time specified in the State unemployment compensation law for appealing from a determination, file a notice of appeal in accordance with the requirements of the applicable State unemployment compensation law and concurrently file a request for more specific information through the State agency or the Secretary, as the case may require. Upon receipt of this request, the Federal agency shall (except where it would be inconsistent with general policies followed in the case of separations for security reasons) furnish, in writing, to the State agency or to the Secretary, as the case may require, such additional information as will enable the claimant to understand the basis for the finding. The Federal agency shall submit such information in the number of copies requested by the State agency or the Secretary, as the case may be.

(2) If at any stage in the determination of a claimant's entitlement to compensation the State agency, State administrative appeal authority, or the Secretary, determines that the Federal agency's findings do not contain sufficient information for the application of the State law, a request may be made for additional facts. Upon receipt of this request, the Federal agency shall (except where it would be inconsistent with general policies followed in the case of separations for security reasons) furnish, in writing, such additional information as it may have to enable the State agency, State administrative appeal authority, or the Secretary, as the case may be, to apply the State law.

(b) (1) Any claimant who wishes a Federal agency to reconsider and correct any of its findings shall (i) file a notice of appeal in accordance with the requirements of the applicable State unemployment compensation law, and (ii) file a written request for such reconsideration and correction, together with such information as supports his request, through the State agency or the Secretary, as the case may require, within the time specified in the unemployment compensation law of the State for appealing from a determination of entitlement to unemployment compensation: *Provided*, That such period may be extended for good cause by the State agency or the Secretary, as the case may be. The Federal agency, immediately upon receipt of a claimant's written request for reconsideration and correction, shall consider the information supplied by the claimant and shall review its findings. The Federal agency shall promptly correct any errors or omissions that it may find, and shall, in writing, affirm, modify, or reverse any or all of its findings as may be appropriate. It shall then forward the requested number of copies of its reconsidered findings to the State agency or the Secretary, as the case may require.

(2) The State agency, State administrative appeal authority, or the Secretary may, at any stage in the determination of a claimant's entitlement to compensation, request the Federal agency to reconsider and correct any of its findings. The Federal agency, immediately upon receipt of such request for reconsideration and correction, shall consider the information supplied by the State agency, State administrative appeal authority, or the Secretary and shall review its findings. The Federal agency shall promptly correct any errors or omissions that it may find, and shall, in writing, affirm, modify, or reverse any or all of its findings as may be appropriate. It shall then forward its reconsidered findings to the State agency, State administrative appeal authority, or the Secretary, as the case may require.

* * * * *

6. Section 609.8 is amended to read as follows:

§ 609.8 Appeal by Federal agency.

If the terminating Federal agency believes that a State agency's determination awarding or denying unemployment compensation to a claimant under title XV is incorrect, it may, unless otherwise prohibited by law, appeal from such determination in the same manner and to the same extent as other employers may appeal under the State unemployment compensation law, or if the determination is by the State agency of the Virgin Islands, the terminating Federal agency may appeal in accordance with regulations of the Secretary; in no event, however, may the terminating Federal agency appeal from the findings of another Federal agency.

PART 610—REGULATIONS TO IMPLEMENT THE UNEMPLOYMENT COMPENSATION FOR FEDERAL CIVILIAN EMPLOYEES PROGRAM UNDER TITLE XV OF THE SOCIAL SECURITY ACT: RESPONSIBILITIES OF STATE AGENCIES

7. The blanket citation of authority immediately preceding the first section of 20 CFR Part 610 is amended to read as follows:

AUTHORITY: The provisions of this Part 610 issued under sec. 1509, added to 49 Stat. 620 by sec. 4(a), 68 Stat. 1135; 42 U.S.C. 1369. Interpret or apply secs. 1501, 1502, 1504–1508, added to 49 Stat. 620 by sec. 4(a), 68 Stat. 1130–1135, and amended by sec. 2, 72 Stat. 1087, by sec. 4, 72 Stat. 1089, by sec. 2, 74 Stat. 81, and by sec. 542, 74 Stat. 985; 42 U.S.C. 1361–1368; except as otherwise noted.

8. Paragraphs (a), (b), (c), (e), (g), (i), (j), and (k) of § 610.1 are amended to read as follows:

§ 610.1 Definitions.

* * * * *

(a) [Reserved]

(b) "Compensation" means the amount payable to Federal civilian employees under Title XV of the Social Security Act with respect to their unemployment, including any portion thereof payable with respect to dependents: *Provided, however*, That "compensation" shall not include any amounts payable

under any temporary disability insurance law.

(c) "Federal agency" means any department, agency, or governmental body of the United States (including any instrumentality wholly or partially owned by the United States) employing persons in Federal civilian service as defined in this section.

* * * * *

(e) "Federal civilian service" means any service performed after 1952 in the employ of the United States or of any wholly or partially owned instrumentality thereof except services to which section 1511 of the Social Security Act applies and services excluded by section 1501(a).

* * * * *

(g) "Official station" means the State or country (if outside the United States) designated on the Federal civilian employee's notification of personnel action terminating his Federal civilian service (Standard Form 50 or its equivalent) as his "duty station." If the form of notification does not specify his "duty station," his official station shall be the State or country designated under "name and location of employing office" on such form or designated as his place of employment on an equivalent form.

* * * * *

(i) "State" includes the fifty States, the District of Columbia, and the commonwealth of Puerto Rico.

(j) "State agency" means any agency administering a State unemployment compensation law which has entered into an agreement with the Secretary under Title XV of the Social Security Act, as amended.

(k) "Title XV" means the part of Title XV of the Social Security Act relating to Federal civilian employees entitled "Unemployment Compensation for Federal Employees."

* * * * *

§ 610.2 [Deleted]

9. Section 610.2 is deleted and reserved.

10. Paragraph (a) of § 610.3 is amended to read as follows:

§ 610.3 Assignment of Federal civilian service and Federal civilian wages.

(a) *State to which assigned.* Federal civilian service and Federal civilian wages shall be assigned to the State in which the Federal civilian employee had his last official station prior to filing his first claim for a benefit year (whether or not a benefit year is established), unless: (1) At the time he files such a claim he resides in another State in which, after he was separated from Federal civilian service, he performed service covered under the unemployment compensation law of such State (in this event his Federal civilian service and Federal civilian wages shall be assigned to the latter State); or (2) prior to the filing of such claim his last official station in Federal civilian service was outside the United States, in which event his Federal civilian service and Federal civilian wages shall be assigned to the State in which he resides when he files such claim; as used in this subparagraph, "United States" includes the fifty States, the District of Columbia, and the Commonwealth of Puerto Rico; or (3) at the time he files such claim he resides in the Virgin Islands, in which event his Federal civilian service and Federal civilian wages shall be assigned to the Virgin Islands. Federal civilian service and Federal civilian wages assigned to a State in error may be reassigned by that State for use by the proper State. The reassigning State agency shall keep an appropriate record of the reassignment.

* * * * *

11. Paragraphs (a) and (b) are amended, and paragraph (d) is added, to § 610.5 to read as follows:

§ 610.5 Determination of entitlement.

(a) *Entitlement.* The agency of the State to which a Federal civilian employee's Federal civilian service and Federal civilian wages have been assigned (or of another State to which they have been transferred in accordance with an interstate wage combining plan or reassigned to correct an error) shall determine the claimant's entitlement to compensation, and shall pay such compensation in the same amounts, on the same terms, and subject to the same conditions as the benefits which would be payable to such claimant under the unemployment compensation law of the State if the Federal civilian service and Federal civilian wages of such claimant had been included as employment and wages under such law, with the following exceptions: (1) That no compensation shall be paid to a claimant for any period to which payment for military accrued leave is allocated in accordance with § 614.12 of this chapter; (2) a claimant who is eligible to receive a mustering-out payment under Title V of the Veterans' Readjustment Assistance Act of 1952 (66 Stat. 688; 38 U.S.C. 2101 et seq.) shall not be eligible to receive compensation with respect to weeks of unemployment completed within 30 days after his discharge or release if he receives $100.00 in such mustering-out payment; within 60 days after his discharge or release if he receives $200.00 in such mustering-out payment; or within 90 days after his discharge or release if he receives $300.00 in such mustering-out payment. The notice of determination given to the claimant pursuant to the unemployment compensation law of the State shall include the findings made by the Federal agency, and shall inform the claimant of his right to additional information or reconsideration and correction of such findings. The State agency shall set forth the findings of the Federal agency in sufficient detail to enable the claimant to determine whether he wishes to request reconsideration or correction of any such findings, to the extent that such information has been furnished by the Federal agency.

(b) *Application of interstate plans.* (1) The interstate benefit payment plan and the interstate wage combining plans shall be applicable, where appropriate, to claimants who have Federal civilian service and Federal civilian wages. For the purpose of these plans, Federal civilian service and Federal civilian wages are considered as employment and wages under the unemployment compensation law of the State to which they are assignable.

(2) Whenever it is appropriate under an interstate wage combining plan to transfer an individual's Federal civilian service and Federal civilian wages to another State (paying State) from the State to which they were assigned (transferring State), only so much of the Federal civilian service and Federal civilian wages shall be transferred as are in that portion of the base period of the transferring State which overlaps the base period of the paying State.

* * * * *

(d) *Transition period in Puerto Rico.* If a Federal civilian employee has filed a first claim for compensation in Puerto Rico on or before December 31, 1965, on the basis of which a benefit year is or has been established beginning on or before such date, the District of Columbia Unemployment Compensation Act shall apply thereto with respect to the amount of benefits payable and the terms and conditions thereof. If the State agency, pursuant to such first claim, establishes or has established a benefit year commencing on or before December 31, 1965, for such Federal civilian employee and makes or has made a determination of entitlement establishing the amount of compensation payable to such Federal civilian employee, and the terms and conditions thereof, by reference to the District of Columbia Unemployment Compensation Act, compensation shall continue to be payable to such Federal civilian employee pursuant to such determination, or any redetermination required under the District of Columbia Unemployment Compensation Act, with respect to weeks of unemployment subsequent to December 31, 1965, occurring within such benefit year: *Provided, however,* That the exceptions enumerated in § 611.5(a)(1) of this chapter shall be applicable to such determination: *And provided further,* That as used in this paragraph "first claim" means the claim for compensation under the law of a State first filed by an individual after his last separation from Federal civilian service whereby a benefit year is established.

12. Section 610.6 is amended to read as follows:

§ 610.6 Overpayments.

(a) *Fraud.* If, after a determination and an opportunity for a fair hearing thereon, a State agency or a court of competent jurisdiction finds that a Federal civilian employee has received an overpayment of compensation as a result of false statements knowingly made or material facts knowingly withheld, he shall be liable to repay any such outstanding overpayment. In the discretion of the State agency, such amounts may be deducted from future compensation payable to him under Title XV,

as amended, including the Ex-Servicemen's Unemployment Compensation Act of 1958 (Pub. Law 85-848; 72 Stat. 1087), during the two-year period following the date on which such finding was made, as provided in section 1508(b) of the Social Security Act.

(b) *Absence of fraud.* In cases of overpayment, where there has been no finding by a State agency or court of competent jurisdiction that there has been an intent to defraud, the determinations specified below shall be made under the State unemployment compensation law: (1) Whether a Federal civilian employee who has received an overpayment of compensation which he has not repaid shall receive any future compensation payable under Title XV, as amended, including the Ex-Servicemen's Unemployment Compensation Act of 1958, or (2) whether he shall be liable to repay such overpayment, or (3) whether he shall be permitted to offset any future compensation payable to him under Title XV, as amended, including the Ex-Servicemen's Unemployment Compensation Act of 1958, against such outstanding overpayment, or (4) whether a waiver of such overpayment may be permitted.

13. Subparagraph (1) of paragraph (b) of § 610.7 is amended to read as follows:

§ 610.7 Adjustments and appeals.

* * * * *

(b) *Requests for additional information or reconsideration of Federal agency's findings.* (1) The State agency shall accept a claimant's request for reconsideration and correction of a Federal agency's findings, if filed in accordance with § 609.7(b) of this chapter or a request for additional information if filed in accordance with § 609.7(a) of this chapter, and shall forward such request, together with any supporting information submitted by the claimant, to the Federal agency. If at the time a request for reconsideration and correction of the Federal agency's findings or for additional information is filed, a determination of entitlement has already been made, the claimant shall file an appeal or request for redetermination from the State agency's determination in accordance with the unemployment compensation law of the State. No hearing on such appeal shall be scheduled before the State agency receives from the Federal agency its reconsidered findings or the additional information requested.

* * * * *

14. Section 610.9 is amended to read as follows:

§ 610.9 Disclosure of information.

Information received by the State agency in the course of the administration of the program for the payment of unemployment compensation for Federal civilian employees under Title XV shall be considered confidential to the same extent as information received in the administration of the State unemployment compensation law, and disclosure of such information may be made to the same extent that disclosure of information is authorized under the State unemployment compensation law.

PART 611—REGULATIONS TO IMPLEMENT THE UNEMPLOYMENT COMPENSATION FOR FEDERAL CIVILIAN EMPLOYEES PROGRAM UNDER TITLE XV OF THE SOCIAL SECURITY ACT: RESPONSIBILITIES OF THE VIRGIN ISLANDS AGENCY

15. The Title of Part 611 is amended to read as set forth above.

16. The blanket citation of authority immediately preceding the first section of 20 CFR Part 611 is amended to read as follows:

AUTHORITY: The provisions of this Part 611 issued under sec. 1509, added to 49 Stat. 620 by sec. 4(a), 68 Stat. 1135; 48 U.S.C. 1369. Interpret or apply secs. 1501, 1502, 1504–1508, added to 49 Stat. 620 by sec. 4(a), 68 Stat. 1130–1135, and amended by sec. 2, 72 Stat. 1087; by sec. 4, 72 Stat. 1089; by sec. 2, 74 Stat. 81; and by sec. 542, 74 Stat. 985; 42 U.S.C. 1361–1368, except as otherwise noted.

17. Paragraphs (a), (c), (d), (e), (g), (i), and (j) of § 611.1 are amended to read as follows:

§ 611.1 Definitions.

* * * * *

(a) "Agency" means the agency of the Virgin Islands which is cooperating with the United States Employment Service under the Wagner-Peyser Act (48 Stat. 113; 29 U.S.C. 49 et seq.).

* * * * *

(c) "Compensation" means the amount payable to Federal civilian employees under Title XV of the Social Security Act with respect to their unemployment, including any portion thereof payable with respect to dependents.

(d) "Cooperating State" means any of the fifty States, the District of Columbia, or the Commonwealth of Puerto Rico which has entered into an arrangement with the Virgin Islands similar in effect to the interstate benefit payment plan.

(e) "Federal agency" means any department, agency, or governmental body of the United States (including any instrumentality wholly or partially owned by the United States) employing persons in Federal civilian service as defined in this section.

* * * * *

(g) "Federal civilian service" means any service performed after 1952 in the employ of the United States or of any wholly or partially owned instrumentality thereof except services to which section 1511 of the Social Security Act applies and services excluded in section 1501(a).

* * * * *

(i) [Reserved]

(j) "Title XV" means the part of Title XV of the Social Security Act relating to Federal civilian employees entitled "Unemployment Compensation for Federal Employees."

§ 611.2 [Deleted]

18. Section 611.2 is deleted and reserved.

19. Paragraphs (a) and (c) of § 611.3 are amended to read as follows:

§ 611.3 Assignment of Federal civilian service and Federal civilian wages.

(a) *Assignment to the Virgin Islands.* When a claimant files his first claim for compensation for a benefit year in the Virgin Islands, Federal civilian service and Federal civilian wages shall be assigned to the Virgin Islands, whether or not a benefit year is established.

* * * * *

(c) *Service and wages to be assigned.* (1) As soon as a claimant files a claim for compensation, the agency shall request information on Form ES-931 from each Federal agency for which the claimant worked in his base period. The agency shall specify on the Form ES-931 the claimant's base period and the quarters for which his Federal civilian wages are to be reported. Only Federal civilian service and Federal civilian wages in the specified base period shall be assigned to the Virgin Islands. "Base period" as used in this paragraph means the base period prescribed by the District of Columbia Unemployment Compensation Act at the time the claimant files his first claim for compensation whether or not it becomes a valid claim or a benefit year is established.

(2) Federal civilian service and Federal civilian wages shall be deemed to have been assigned to the Virgin Islands when the agency receives the completed Form ES-931 from the Federal agency.

(3) Federal civilian service and Federal civilian wages assigned to the Virgin Islands shall be used only by the Virgin Islands in determining entitlement to compensation.

(4) Federal civilian service and Federal civilian wages assigned to the Virgin Islands in error may be reassigned.

* * * * *

20. Subparagraph (1) of paragraph (a) and paragraphs (b), (c), and (d) of § 611.5 are amended to read as follows:

§ 611.5 Determination of entitlement.

(a) *Entitlement.* (1) Where a Federal civilian employee's Federal civilian service and Federal civilian wages have been assigned to the Virgin Islands, the agency of the Virgin Islands shall promptly determine the claimant's entitlement to compensation in the same amounts, on the same terms, and subject to the same conditions as the benefits which would be payable to such claimant under the District of Columbia Unemployment Compensation Act if the Federal civilian service and Federal civilian wages of such claimant had been included as employment and wages under such law, with the following exceptions: (i) That no compensation shall be paid to a claimant for any period to which payment for military accrued leave is allocated in accordance with § 614.12 of

this chapter; (ii) a claimant who is eligible to receive a mustering-out payment under Title V of the Veterans' Readjustment Assistance Act of 1952 (66 Stat. 688; 38 U.S.C. 2101 et seq.), shall not be eligible to receive compensation with respect to weeks of unemployment completed within 30 days after his discharge or release if he receives $100.00 in such mustering-out payment; within 60 days after his discharge or release if he receives $200.00 in such mustering-out payment; or within 90 days after his discharge or release if he receives $300.00 in such mustering-out payment; and (iii) if a claimant, without regard to his Federal civilian service and Federal civilian wages, and Federal military service and Federal military wages (as defined in § 614.1 of this chapter), has employment or wages sufficient to qualify for any unemployment compensation during the benefit year under the District of Columbia Unemployment Compensation Act, then payments of compensation under Title XV, as amended, including the Ex-Servicemen's Unemployment Compensation Act of 1958 (72 Stat. 1087; 42 U.S.C. 1361 et seq.), shall be made only on the basis of his Federal civilian service and Federal civilian wages and Federal military service and Federal military wages.

* * * * *

(b) *Payment by the Virgin Islands agency.* The Virgin Islands agency shall make payments to individuals entitled to compensation under this part in its territorial area.

(c) [Reserved]

(d) *Continuation of State claim in the Virgin Islands.* A claimant who has filed a claim for compensation under Title XV in any of the fifty States, the District of Columbia, or the Commonwealth of Puerto Rico may continue such claim in the Virgin Islands to the extent permitted by arrangements between the Virgin Islands and cooperating States. Such claims are not subject to redetermination by the agency.

* * * * *

21. Section 611.6 is amended to read as follows:

§ 611.6 Overpayments.

(a) *Fraud.* If, after a determination and an opportunity for a fair hearing thereon, the agency or a court of competent jurisdiction finds that a Federal civilian employee has received an overpayment of compensation as a result of false statements knowingly made or material facts knowingly withheld, he shall be liable to repay any such outstanding overpayment. In the discretion of the agency, such amounts may be deducted from future compensation payable to him under Title XV, as amended, including the Ex-Servicemen's Unemployment Compensation Act of 1958, during the two-year period following the date on which such finding was made, as provided in section 1508(b) of the Social Security Act.

(b) *Absence of fraud.* In cases of overpayment, where there has been no finding by the agency or a court of competent jurisdiction that there has been an intent to defraud, the determinations specified below shall be made under the District of Columbia Unemployment Compensation Act: (1) Whether a Federal civilian employee who has received an overpayment of compensation which he has not repaid shall receive any future compensation payable under Title XV, as amended, including the Ex-Servicemen's Unemployment Compensation Act of 1958, or (2) whether he shall be liable to repay such overpayment, or (3) whether he shall be permitted to offset any future compensation payable to him under Title XV, as amended, including the Ex-Servicemen's Unemployment Compensation Act of 1958, against such outstanding overpayment, or (4) whether a waiver of such overpayment shall be permitted.

22. Section 611.7 is amended to read as follows:

§ 611.7 Appointment of referees.

The Territorial Representative of the United States Department of Labor shall act as the referee in the Virgin Islands to hear and decide appealed claims in accordance with this part.

23. Paragraphs (a), (c), and (i) of § 611.8 are amended to read as follows:

§ 611.8 Appeals to referee.

(a) *Filing an appeal.* If his claim is denied, the claimant may appeal from a determination or a reconsidered determination within 10 days after the mailing of notice and a copy of such determination to such claimant's last known address, or, in the absence of mailing, within 10 days after delivery thereof to such claimant. Any appeal shall be in writing and may be filed with any office of the agency.

* * * * *

(e) *Evidence.* Oral or written evidence of any nature, whether or not conforming to the legal rules of evidence, may be accepted. Any official record of the Virgin Islands, including reports submitted in connection with the administration of Title XV, as amended, including the Ex-Servicemen's Unemployment Compensation Act of 1958, may be included in the record: *Provided, however,* That the claimant is given an opportunity to examine and rebut the same. A written statement may be accepted, if under oath or affirmation, when it appears impossible or unduly burdensome to require the attendance of a witness, provided the claimant is given an opportunity to examine such statement, to comment on or to rebut any or all thereof and, whenever possible, to cross-examine a witness whose testimony has been introduced in written form by written questions to be answered in writing.

* * * * *

(i) *Notice of decision of referee.* A copy of the decision together with a statement of the reasons therefor shall promptly be given or mailed to the claimant, the agency, and to the Secretary of Labor of the United States. The decision of the referee shall be accompanied by an explanation of the rights of the claimant to judicial review and the manner in which such judicial review may be instituted.

§ 611.9 [Deleted]

24. Section 611.9 is deleted and reserved.

25. The heading and paragraphs (a), (b), (c), and (e) of § 611.10 are amended to read as follows:

§ 611.10 General provisions applicable to proceedings before referee.

(a) *Consolidation.* A referee before whom the appeals are pending may consolidate the appeals of more than one claimant and conduct joint hearings thereon where the same or substantially similar evidence is relevant and material to the matters in issue. Reasonable notice of consolidation and the time and place of hearing shall be given or mailed to the claimants or their representatives, the agency, and to persons who have offered or are believed to have evidence with respect to the claims.

(b) *Representation.* In any proceedings before a referee, the claimant may be represented by counsel or other representative. Any such representative may appear at any hearing or take any other action which the claimant may take under this part. The referee may for cause bar any person from representing a claimant, in which event such action shall be set out in the record of the proceedings. No representative shall charge a claimant more than an amount fixed by the referee, for representing him in any proceeding under this part.

(c) *Postponement, continuance, and adjournment.* Any hearing before a referee shall be postponed, continued, or adjourned when such action is necessary to afford the claimant a reasonable opportunity for a fair hearing. In the event of any such action, notice of the time and place of the subsequent hearing shall be given any person who received notice of the prior hearing.

* * * * *

(e) *Filing of decisions.* Copies of all decisions of the referee shall be kept on file at his office in the Virgin Islands.

26. Section 611.12 is amended to read as follows:

§ 611.12 Judicial review.

Final decisions of the referee shall be subject to review by the courts in the same manner and to the same extent as is provided in section 205(g), with respect to final decisions of the Secretary of Health, Education, and Welfare of the United States under Title II of the Social Security Act, as amended.

27. Section 611.13 is amended to read as follows:

§ 611.13 Disclosure of information.

Information received by the agency in the course of the administration of the program of unemployment compensation for Federal civilian employees under Title XV shall be considered confidential to

the same extent as information received in the administration of the unemployment compensation law of the Virgin Islands, and disclosure of such information may be made to the same extent that disclosure of information is authorized under such unemployment compensation law.

PART 614—REGULATIONS TO IMPLEMENT THE EX-SERVICEMEN'S UNEMPLOYMENT COMPENSATION PROGRAM UNDER TITLE XV OF THE SOCIAL SECURITY ACT, AS AMENDED

28. The blanket citation of authority immediately preceding the first section of 20 CFR Part 614 is amended to read as follows:

AUTHORITY: The provisions of this Part 614 issued under sec. 1509, added to 49 Stat. 620 by sec. 4(a), 68 Stat. 1137; 42 U.S.C. 1369. Interpret or apply secs. 1501–1503, 1505, 1508, 1511, added to 49 Stat. 620 by sec. 4(a), 68 Stat. 1130–35, amended by sec. 2, 72 Stat. 1087, by sec. 2, 74 Stat. 81, and by sec. 542, 74 Stat. 985; 42 U.S.C. 1361–1365, 1368, except as otherwise noted.

29. Paragraphs (b), (c), (f), (g), (h), (m), and (n) of § 614.1 are amended to read as follows:

§ 614.1 Definitions.

* * * * *

(b) [Reserved]

(c) "Compensation" means the cash benefits payable to Federal military employees under the Act with respect to their unemployment, including any portion thereof payable with respect to dependents: *Provided, however,* That "compensation" shall not include any amounts payable under any temporary disability insurance law.

* * * * *

(f) "Federal military service" means any period of active service which begins or continues after December 31, 1952, and which (1) was continuous for 90 days or more (excluding any period to which military accrued leave pay is allocated pursuant to § 614.12), or was terminated earlier by reason of an actual service-incurred injury or disability, and (2) with respect to which the individual (i) has been discharged or released under conditions other than dishonorable, and (ii) was not given a bad conduct discharge, or (iii) if an officer, did not resign for the good of the service, but only if a period of such active service either begins after January 31, 1955, or terminates after October 27, 1958.

(g) "Federal military wages" means all remuneration for Federal military service, including any period to which military accrued leave pay is allocated pursuant to § 614.12, computed on the basis of the individual's pay grade at the time of his discharge or release from his latest period of such service and the remuneration for such pay grade prescribed in the schedule of remuneration applicable at the time he files his first claim.

(h) "First claim" means the claim for compensation under Title XV of the Social Security Act or the unemployment compensation law of a State first filed by an individual after his last discharge or release from Federal military service whereby a benefit year is established in a State or in the Virgin Islands.

* * * * *

(m) "State" includes the fifty States, the District of Columbia, and the Commonwealth of Puerto Rico.

(n) "State agency" means any agency administering a State unemployment compensation law which has entered into an agreement with the Secretary under Title XV of the Social Security Act, as amended, including the Ex-Servicemen's Unemployment Compensation Act of 1958, and the agency in the Virgin Islands cooperating with the United States Employment Service under the Wagner-Peyser Act (48 Stat. 113; 29 U.S.C. 49 et seq.).

* * * * *

§ 614.2 [Deleted]

30. Section 614.2 is deleted and reserved.

31. Section 614.4 is amended to read as follows:

§ 614.4 Assignment of Federal military service and Federal military wages.

(a) Upon the filing of a first claim by an individual, all of his Federal military service and Federal military wages shall be deemed to have been assigned to the State or to the Virgin Islands, as the case may be, in which he files such first claim.

(b) An individual's Federal military service and Federal military wages assigned to a State or to the Virgin Islands, as the case may be, shall be used only by that State (or by another State to which they have been transferred in accordance with an interstate wage combining plan), or by the Virgin Islands, in determining his entitlement to compensation.

32. Paragraph (a) is amended, and paragraph (c) is added, to § 614.9 to read as follows:

§ 614.9 Determination of entitlement.

(a) Except for the findings of the Federal military agency and the United States Veterans Administration and schedules of remuneration which are final and conclusive as provided in § 614.7, the State agency of the State or of the Virgin Islands to which an individual's Federal military service and Federal military wages have been assigned (or of another State to which they have been transferred in accordance with an interstate wage combining plan) shall determine the individual's entitlement to compensation and shall pay such compensation in the same amount, on the same terms, and subject to the same conditions as the compensation which would be payable to such individual under the unemployment compensation law of the State (or in the case of the Virgin Islands, the unemployment compensation law of the District of Columbia) if the Federal military service and Federal military wages of such individual had been included as employment and wages under such law: *Provided, however,* That with respect to determinations made by the State agency of the Virgin Islands, if an individual, without regard to his Federal military service and Federal military wages as defined in this part and Federal civilian service and Federal civilian wages as defined in § 611.1 of this chapter, has employment or wages sufficient to qualify for any compensation during the benefit year under the unemployment compensation law of the District of Columbia, then payments of compensation shall be made only on the basis of his Federal military service and Federal military wages and his Federal civilian service and Federal civilian wages, if any.

* * * * *

(c) Transition period in Puerto Rico. If a Federal military employee has filed a first claim for compensation in Puerto Rico on or before December 31, 1965, on the basis of which a benefit year is or has been established beginning on or before such date, the District of Columbia Unemployment Compensation Act shall apply thereto with respect to the amount of benefits payable and the terms and conditions thereof. If the State agency, pursuant to such first claim, establishes or has established a benefit year commencing on or before December 31, 1965, for such Federal military employee, and makes or has made a determination of entitlement establishing the amount of compensation payable to such Federal military employee, and the terms and conditions thereof, by reference to the District of Columbia Unemployment Compensation Act, compensation shall continue to be payable to such Federal military employee pursuant to such determination or any redetermination required under the District of Columbia Unemployment Compensation Act, with respect to weeks of unemployment subsequent to December 31, 1965, occurring within such benefit year: *Provided, however,* That § 614.10 shall be applicable to such determinations: *Provided, further,* That with respect to such determinations made by the State agency of Puerto Rico, as aforesaid, if an individual, without regard to his Federal military service and Federal military wages as defined in this part and Federal civilian service and Federal civilian wages as defined in § 610.1 of this chapter, has employment or wages sufficient to qualify for any benefits during the benefit year under the Unemployment Compensation Act of the District of Columbia, then payment of benefits shall be made only on the basis of his Federal military service and Federal military wages and his Federal civilian service and Federal civilian wages, if any.

33. Section 614.10 is amended to read as follows:

§ 614.10 Restrictions on entitlement.

Notwithstanding the provisions contained in § 614.9, no compensation shall be paid to any individual:

(a) For periods with respect to which payment for military accrued leave is al-

located by the State agency in accordance with § 614.12;

(b) [Reserved]

(c) For periods with respect to which the individual is receiving subsistence allowances under Part VII of Veterans' Regulation Numbered 1(a), as amended (38 U.S.C. Ch. 31);

(d) For periods with respect to which the individual is receiving an educational assistance allowance under the War Orphans' Educational Assistance Act of 1956 (70 Stat. 411; 38 U.S.C. 1701 et seq.);

(e) For weeks of unemployment completed within 30 days after discharge or release if mustering-out payments to the individual under Title V of the Veterans' Readjustment Assistance Act of 1952 are $100.00 (66 Stat. 688; 38 U.S.C. 2101 et seq.);

(f) For weeks of unemployment completed within 60 days after his discharge or release if mustering-out payments to the individual under Title V of the Veterans' Readjustment Assistance Act of 1952 are $200.00; and

(g) For weeks of unemployment completed within 90 days after his discharge or release if mustering-out payments to the individual under Title V of the Veterans' Readjustment Assistance Act of 1952 are $300.00.

34. Section 614.11 is amended to read as follows:

§ 614.11 Application of interstate plans.

(a) The interstate benefit payment plan and the interstate wage combining plans shall be applicable, where appropriate, to individuals filing claims under the Act. For the purpose of these plans, Federal military service and Federal military wages are considered as employment and wages under the unemployment compensation law of the State to which they are assigned, or the unemployment compensation law of the District of Columbia if they are assigned to the Virgin Islands.

(b) Whenever it is appropriate under an interstate wage combining plan to transfer an individual's Federal military service and Federal military wages to another State (paying State) from the State to which they were assigned (transferring State), only so much of the Federal military service and Federal military wages shall be transferred as are in that portion of the base period of the transferring State which overlaps the base period of the paying State.

35. Section 614.12 is amended to read as follows:

§ 614.12 Allocation of military accrued leave.

The State agency shall allocate to the period following an individual's discharge or release from active service any payment made to him under section 4(c) of the Armed Forces Leave Act of 1946 (60 Stat. 964; 37 U.S.C. 33(c)) by adding to the effective date of his discharge or release the number of days of leave specified in his military document(s). Such payment shall constitute Federal military wages of the individual if paid with respect to a period of Federal military service. Except for the purpose of determining whether an individual has met the condition specified in § 614.1(f)(1), his active service shall be deemed to continue after his discharge or release for the number of days with respect to which such payment was allocated.

36. Section 614.13 is amended to read as follows:

§ 614.13 Overpayments.

(a) *Fraud.* If, after a determination and an opportunity for a fair hearing thereon, a State agency or a court of competent jurisdiction finds that an individual has received an overpayment of compensation as a result of false statements knowingly made or material facts knowingly withheld, he shall be liable to repay any such outstanding overpayment. In the discretion of the State agency, such amounts may be deducted from future compensation payable to him under Title XV during the two-year period following the date on which such finding was made, as provided in section 1508(b) of Title XV.

(b) *Absence of fraud.* In cases of overpayment, where there has been no finding by a State agency or court of competent jurisdiction that there has been an intent to defraud, the determinations specified below shall be made under the applicable State unemployment compensation law: (1) Whether an individual who has received an overpayment of compensation which he has not repaid shall receive any future compensation payable under Title XV; or (2) whether he shall be liable to repay such overpayment; or (3) whether he shall be permitted to offset any future compensation payable to him under Title XV against such outstanding overpayment; or (4) whether a waiver of such overpayment may be permitted.

§ 614.14 [Amended]

37. Paragraph (b) of § 614.14 is deleted and reserved.

§ 614.15 [Deleted]

38. Section 614.15 is deleted and reserved.

§ 614.16 [Deleted]

39. Section 614.16 is deleted and reserved.

40. Section 614.18 is amended to read as follows:

§ 614.18 Disclosure of information.

Information received by the State agency in the course of the administration of the program for the payment of unemployment compensation for Federal military employees under Title XV shall be considered confidential to the same extent as information received in the administration of the State unemployment compensation law, and disclosure of such information may be made to the same extent that disclosure of information is authorized under the State unemployment compensation law.

Signed at Washington, D.C., this 18th day of October 1965.

W. WILLARD WIRTZ,
Secretary of Labor.

[F.R. Doc. 65-11363; Filed, Oct. 22, 1965; 8:46 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart D—Food Additives Permitted in Food for Human Consumption

BHA (BUTYLATED HYDROXYANISOLE)

The Commissioner of Food and Drugs, having evaluated the data in a petition (FAP 6A1841) filed by General Foods Corp., White Plains, N.Y., 10602, and other relevant material, has concluded that the food additive regulations should be amended to provide for increased levels of BHA (butylated hydroxyanisole) when used as an antioxidant in dry mixes for beverages and desserts. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (21 CFR 2.90), § 121.1035 *BHA* is amended in the following respects:

1. Paragraph (b) is amended by changing the limitations column for the item "Dry mixes for beverages and desserts" to read: "1 90".

2. Paragraph (c) is amended by adding a new subparagraph (3) reading as follows:

(3) The label or labeling of dry mixes for beverages and desserts shall bear adequate directions for use to provide that beverages and desserts prepared from the dry mixes contain no more than 2 parts per million BHA.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348 (c)(1))

Dated: October 19, 1965.

WINTON B. RANKIN,
Assistant Commissioner for Planning.

[F.R. Doc. 65-11387; Filed, Oct. 22, 1965; 8:48 a.m.]

PART 121—FOOD ADDITIVES

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

ANTIOXIDANTS AND/OR STABILIZERS FOR POLYMERS

Correction

In F.R. Doc. 65-11228 appearing at page 13314 in the issue for Wednesday, October 20, 1965, the *Limitations* in § 121.2566(b) now reads in part: "For use only at levels not to exceed 0.1 percent by weight of olefin poly—§§ 121.2501, 121.2508, and 121.2510; * * *". It is corrected to read in part: "For use only at levels not to exceed 0.1 percent by weight of olefin polymers complying with §§ 121.2501, 121.2508, and 121.2510; * * *".

Title 26—INTERNAL REVENUE

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER D—MISCELLANEOUS EXCISE TAXES

[T.D. 6857]

PART 145—TEMPORARY REGULATIONS IN CONNECTION WITH THE EXCISE TAX REDUCTION ACT OF 1965

Credit or Refund for Floor Stocks of Automobile Parts and Accessories

In order to prescribe temporary regulations, which shall remain in force and effect until superseded by permanent regulations, under the Excise Tax Reduction Act of 1965 (79 Stat. 136), relating to credits or refunds for floor stocks of automobile parts and accessories subject to the manufacturers excise tax imposed by section 4061(b), the following regulations are hereby prescribed:

§ 145.2-5 Credit or refund in respect of floor stocks of automobile parts and accessories.

(a) *In general*—(1) *Credit or refund allowance for automobile parts and accessories.* A manufacturer who has paid a tax imposed by section 4061(b), relating to automobile parts and accessories, with respect to an automobile part or accessory which is held by a dealer as floor stocks, as defined in paragraph (b) of this section, is entitled to credit or refund of such tax to the extent provided by section 209(b) of the Act and by this section.

(2) *Computation of the amount of floor stocks credit or refund.* The amount of floor stocks credit or refund which may be claimed by the manufacturer under section 209(b) of the Act may not exceed an amount equal to the amount of tax paid by the manufacturer on its sale of the automobile part or accessory. For example, X, a dealer, has on hand on January 1, 1966, as floor stocks inventory an automobile carburetor which had a manufacturer's price of $10 on which the tax under section 4061(b) of 8 percent or $.80 was paid. The amount of floor stocks credit or refund which may be claimed by the manufacturer with respect to such carburetor is the $.80 tax paid on the manufacturer's sale of the carburetor (8/108 of the tax included price of $10.80). For special provisions with respect to the determination of the tax paid by a manufacturer on an automobile part or accessory see paragraph (c) of this section. No interest is allowable with respect to any amount of tax credited or refunded under section 209(b) of the Act. In applying the floor stocks credit or refund provisions, the time the manufacturer paid the tax with respect to the article held as floor stocks is not relevant. Thus, the period of limitations provided in section 6511 of the Code does not apply.

(3) *Limitation.* Except as provided in paragraph (c) of this section, no credit or refund is allowable under section 209(b) of the Act for an amount paid as tax which may be credited or refunded under any provisions of law other than section 209(b) of the Act or which was allowable as a credit or refund under section 209(b) with respect to an earlier inventory date. See the second and third sentences of paragraph (a)(3) of § 145.2-1 for an example illustrating a situation in which a credit or refund of tax in the amount of two percent may have been allowable under section 209(b) in respect of an earlier inventory date on an automobile radio receiving set held as a floor stock on January 1, 1966.

(4) *Relationship between credits or refunds for floor stocks and credits or refunds for price readjustments.* The amount which may be credited or refunded for floor stocks and for price readjustments on an automobile part or accessory may not in the aggregate exceed the tax paid in respect of such part or accessory. A credit or refund will be allowed with respect to a price readjustment of an automobile part or accessory on which a floor stock credit or refund was allowed only if the amount of the floor stock credit or refund was computed by taking into account such price readjustment as a reduction thereto (see paragraph (c) of this section). The manufacturer shall keep readily available for inspection sufficient records to enable examining officers to ascertain the correctness of any claim for credit or refund for a price readjustment of an automobile part or accessory on which a floor stock credit or refund was claimed.

(5) *Other provisions applicable.* All provisions of law, including penalties, applicable in respect of the tax imposed by section 4061(b) shall, insofar as applicable and not inconsistent with section 209(b) of the Act, apply in respect of the credits and refunds provided for in section 209(b) of the Act to the same extent as if the credits and refunds constituted overpayments of the taxes. For provisions relating to the imposition of the tax, see §§ 48.4061(b)-1 and 48.4061(b)-2 (Manufacturers and Retailers Excise Taxes) of this chapter. For provisions under which timely mailing is treated as timely filing, and for provisions applicable to the time for performance of acts when the last day falls on Saturday, Sunday, or a legal holiday, see §§ 301.7502-1 and 301.7503-1 (Regulations on Procedure and Administration), respectively, of this chapter.

(b) *Definitions.* For purposes of this section—(1) *Floor stocks.* (i) Except as provided in subdivision (ii) of this subparagraph, the term "floor stocks" means any automobile part or accessory subject to the tax imposed by section 4061(b) which is sold by the manufacturer, held by a dealer on the first moment of January 1, 1966, not used, and intended for sale.

(ii) The term "floor stocks" does not include any part or accessory, which if sold by a manufacturer on or after January 1, 1966, would be subject to the tax under section 4061(b). The fact that the manufacturer, for purposes of its claim for floor stocks credit or refund, treats a part or accessory as being so subject to tax will not be determinative of the status of such part or accessory under section 4061(b) on or after January 1, 1966.

(iii) The term "floor stocks" includes an automobile part or accessory purchased tax-paid, not used, and held on the first moment of January 1, 1966, for use in repairing, reconditioning, or rebuilding. However, such term does not include an automobile part or accessory which has already been used in a repairing, reconditioning, or rebuilding process.

(iv) Where a dealer's inventory on the first moment of January 1, 1966, of a particular part or accessory consists of both new parts or accessories and rebuilt (including reconditioned and repaired) parts or accessories and the new and rebuilt items cannot be distinguished, the manufacturer may treat as "floor stocks" that proportion of the dealer's inventory of such part or accessory which the manufacturer's sales of new such parts or accessories during the representative period bears to the manufacturer's total sales of such parts or accessories during the representative period.

(2) *Dealer.* The term "dealer" includes a wholesaler, jobber, distributor, or retailer.

(3) *Held by a dealer.* The principles set forth and illustrated in subdivisions (i), (iii), (iv), and (v) of paragraph (b)(4) of § 145.2-1 shall be applied in

determining whether an automobile part or accessory was "held by a dealer".

(4) *Tax paid.* A tax is considered paid if it was paid or was offset by an allowable credit on the return on which it was reported.

(c) *Methods of determining amount of tax paid on each automobile part or accessory*—(1) *In general.* For the purpose of the credits or refunds described in paragraph (a) of this section, the tax paid on each automobile part or accessory must be separately computed, except that the manufacturer may use—

(i) The procedures described in § 145.2–3,

(ii) The product line method described in subparagraph (2) of this paragraph,

(iii) The manufacturer's tax rate method described in subparagraph (3) of this paragraph, or

(iv) Any combination of the above methods or any other method which the manufacturer can demonstrate is reasonable.

Prior approval of the Internal Revenue Service for the method of computation need not be obtained and should not be requested.

(2) *Product line method.* Where a manufacturer computes its tax on the basis of product lines and its records are maintained by product lines, the manufacturer may determine the amount of tax paid on a particular automobile part or accessory by dividing the total tax paid for a representative period in respect of the product line which includes the part or accessory by the total number of parts or accessories in the product line sold tax-paid during the representative period (reduced by the number of parts or accessories in the product line which were returned to the manufacturer during the representative period). The resulting tax shall be rounded to the nearest tenth of one cent. In making the computation described in this subparagraph, the manufacturer may include the tax paid in respect of the truck parts and accessories in the product line in the total tax paid on the product line for the representative period. However, if the manufacturer so includes in its computation the tax paid on truck parts and accessories, it must also include the total number of truck parts and accessories in the product line which were sold tax-paid during the representative period in the total number of automobile parts and accessories in the product line which were sold during the representative period.

(3) *Manufacturer's tax rate method*—(i) *In general.* Where a manufacturer has an established price list for all automobile parts and accessories sold by it, it may determine the amount of tax paid on a particular automobile part or accessory by multiplying (*a*) the price of such article on the established price list, by (*b*) the average rate of tax paid (hereinafter referred to as the "manufacturer's tax rate") by it based on the prices (on such established price list) of all parts and accessories sold by it tax-paid during a representative period. The manufacturer's tax rate is computed by dividing the total tax paid in respect of all automobile parts and accessories sold during the representative period by the total of the prices, computed by multiplying the number of each item sold by the price for such item on one particular established price list (herein referred to in this section as "the established price list"), for all automobile parts and accessories sold tax-paid during the representative period (reduced by the prices on the established price list of such articles returned to the manufacturer during the representative period). It is immaterial whether the established price list is a price list used at some time during the representative period, or at some later date, but only one such price list may be used and, once chosen by the manufacturer, it must be used both in computing the manufacturer's tax rate and the prices of the floor stocks to which such tax rate is to be applied. The manufacturer's tax rate shall be computed to the nearest thousandth of a percent. In making the computation described in this subdivision, the manufacturer may include the tax paid in respect of truck parts and accessories in the total tax paid during the representative period. However, if the manufacturer so includes in its computation the tax paid on truck parts and accessories, it must also include the total prices of truck parts and accessories which were sold tax-paid during the representative period in the total prices of automobile parts and accessories which were sold during the representative period.

(ii) *Use of more than one "manufacturer's tax rate".* Where a manufacturer sells more than one product line and its records are sufficient to permit the computation of a separate manufacturer's tax rate for one or more of such product lines, it may use a separate manufacturer's tax rate for each of such product lines.

(4) *Definitions.* For purposes of this paragraph—(i) *Representative period.* The term "representative period" has the meaning set forth in paragraph (f) of § 145.2–3.

(ii) *Total tax paid.* (*a*) Where a manufacturer computes the tax paid on a particular automobile part or accessory by the method set forth in subparagraph (3) (i) of this paragraph, the term "total tax paid" means the tax reported on the manufacturer's excise tax returns for the representative period, reduced by the amount of all credits claimed on those returns and further reduced by the amount of any refunds claimed and not disallowed in respect of the representative period.

(*b*) Where a manufacturer computes the tax paid on a particular automobile part or accessory by one of the methods set forth in subparagraph (2) or (3) (ii) of this paragraph, the term "total tax paid" means the tax in respect of the product line which was reported on the manufacturer's excise tax returns for the representative period, reduced by the amount of all credits claimed in respect of the product line on those returns and further reduced by the amount of any refunds claimed in respect of the product line for the representative period and not disallowed.

(c) Where a second manufacturer sells articles manufactured by a first manufacturer—

(*i*) The second manufacturer shall include such articles in the computations described in subparagraphs (2) and (3) of this paragraph, and

(*ii*) The total tax described in (*a*) and (*b*) of this subdivision (ii) of the second manufacturer also includes the tax paid by the first manufacturer (determined as provided in paragraph (c) (1) of this section in respect of the first manufacturer's representative period) on such articles sold by the second manufacturer during its representative period, if the first manufacturer is willing to obtain a credit or refund of such tax to the extent it has been paid by the first manufacturer in respect of floor stocks held by dealers and agrees to the second manufacturer acting as its agent in receiving requests from dealers in the matter.

For the purpose of determining which of the parts and accessories of the first manufacturer were sold by the second manufacturer during the representative period, a first-in, first-out method may be used.

(d) *Participation of dealers.* On or before June 30, 1966, a dealer may submit to a manufacturer (at the manufacturer's option either directly or through another dealer in his distribution chain, provided the request is received by the manufacturer or its authorized agent on or before such date) a request with respect to a credit or refund allowable under section 209(b) of the Act for tax paid by such manufacturer with respect to automobile parts and accessories held by such dealer as floor stocks. No amount of credit or refund under section 209(b) of the Act may be claimed by a manufacturer with respect to articles held by a dealer as floor stocks unless—

(1) The claim for such amount is based on a request submitted by the dealer to the claimant on or before June 30, 1966;

(2) Such amount is paid by the claimant to the dealer, or the dealer's written consent to allowance of the credit or refund has been received by the claimant, on or before August 10, 1966; and

(3) The request by the dealer is supported by an inventory statement declaring it is made under penalties of perjury signed by the dealer or by the dealer's authorized representative setting forth the following information:

(i) The name and address of the dealer and of the applicable manufacturer (except that if unknown to the dealer the name and address of the applicable manufacturer may be inserted by any person in the chain of distribution);

(ii) The identification number (if any) of the article, such as a serial, part, stock, model, type, or class number, or some other suitable means of identification;

(iii) The quantity of articles held by the dealer as floor stocks on the inventory date;

(iv) The employer's identification number of the dealer;

(v) A statement that no other request with respect to the attached inventory statement has been made; and

(vi) Such other information or computations as requested by the manufacturer.

Where a dealer addresses his request to the person whom, from markings on the article, the dealer presumes to be the manufacturer, the request may be treated as made to the actual manufacturer if the actual manufacturer accepts the dealer's request. Payment may be made directly to the dealer or to the dealer's authorized agent or representative by the claimant or by the claimant's authorized agent or representative. Where a claimant pays a dealer through the claimant's agent or representative the evidence must show that the dealer actually received the payment. Where a dealer authorizes the claimant to pay him through the dealer's agent or representative, evidence showing receipt of the payment by such agent or representative will be accepted as proof of actual payment to the dealer. Payment shall be made, at the manufacturer's option, in cash, by check, or by credit to the dealer's account as maintained by the claimant. The amount of the payment which may be made by crediting such account may not exceed the undisputed debit balance due at the time the credit is made. However, payment may be made, at the dealer's option (with the concurrence of the manufacturer), in merchandise. The date on which any act described in this paragraph is performed by an agent or representative on behalf of a claimant or dealer shall be deemed to be the date on which the act is performed by the principal. For provisions relating to the record of dealer's inventories to be kept by the claimant, see paragraph (f)(2) of this section.

(e) *Procedure for claiming credit or refund*—(1) *In general.* Each claim for credit or refund under this section shall be filed on or before August 10, 1966, in the manner and subject to the conditions stated in this section and in § 301.6402-2 of this chapter (Regulations on Procedure and Administration). Either credit or refund, or a combination thereof, may be claimed, but the amount which may be claimed as credit on a return shall not exceed the total tax liability shown on the return, reduced by the amount of any depositary receipts accompanying the return and by any amount of credit claimed on the return pursuant to any provision of law other than section 209(b) of the Act. If the total amount which may be claimed exceeds the amount that may be claimed as credit on a return, the excess amount may be claimed on or before August 10, 1966, either as a credit on a subsequent return or as a refund. If credit is claimed the amount thereof shall be entered as a credit on a timely-filed (before the expiration of extensions granted under § 145.1-1) return of tax.

(2) *Supporting evidence to be submitted by the manufacturer.* No credit or refund shall be allowed unless there is submitted in support of the claim for credit or refund, a statement, signed by the person making the claim, that describes in general terms the automobile parts and accessories covered by the claim, sets forth the method of computation of the amount claimed (including a description of any procedures used pursuant to paragraph (c) of this section), and states that—

(i) The claimant paid to the district director the tax for which credit or refund is claimed;

(ii) The total amount claimed represents payments requested by dealers on or before June 30, 1966;

(iii) Before the claim is filed, the total amount claimed either was paid by the claimant to such dealers, or the claimant received the written consent of the dealers to the allowance of the amount claimed;

(iv) The claimant has in his possession, and available for inspection by internal revenue officers, the evidence with respect to inventories required by paragraph (f) of this section and any written consents referred to in subdivision (iii) of this subparagraph; and

(v) No other claim for credit or refund under section 209(b) of the Act has been, or will be made by the claimant with respect to any amount covered by the claim.

In addition, the statement shall show the amount and date of filing of each previous or concurrent claim for credit or refund under section 209(b) of the Act with respect to automobile parts or accessories and whether or not any future claims are expected to be filed.

(f) *Evidence to be retained in the manufacturer's records*—(1) *In general.* Every person filing a claim for credit or refund pursuant to this section shall support the claim by keeping as part of his records the evidence required by this paragraph.

(2) *Inventories.* Every person filing a claim under section 209(b) of the Act shall retain the dealer's inventory statements required by paragraph (d) of this section to be submitted to the manufacturer (to the extent that the automobile parts and accessories are covered by the claim). In addition, the claimant shall retain records in respect of the articles held by each dealer, showing (i) the name and address of the dealer, (ii) the quantities of each automobile part or accessory held by the dealer as floor stocks by taxable category (for example, by model or type number), (iii) the amount of tax considered as paid with respect to each article held by the dealer (see paragraph (c) of this section for rules relating to determination of tax paid by the manufacturer), (iv) the total amount of reimbursement due the dealer, (v) the date on which the claimant received from the dealer a request as set forth in paragraph (d) of this section (unless payment to the dealer is made prior to June 30, 1966), and (vi) the date and amount of each payment to a dealer, or the date of receipt by the claimant from the dealer of written consent, as set forth in paragraph (d) of this section. In addition, the claimant shall retain any written consents received from dealers as a part of his records.

(3) *Sample written consent.* No particular form is prescribed or required for the written consent of the dealer. However, the following is an example of an acceptable consent statement by a dealer:

CONSENT STATEMENT OF DEALER

(For use by dealer in requesting manufacturer, producer, or importer to obtain credit or refund with respect to floor stocks of automobile parts and accessories under section 209(b) of the Excise Tax Reduction Act of 1965.)

I hereby consent to the allowance to the manufacturer, producer, or importer of the floor stocks credit or refund of the excise tax imposed by the Internal Revenue Code of 1954 with respect to the articles in my inventory on _____
(Date)

_____
(Name)

by _____
(Signature of Officer)
(Title)

_____ _____
(Date)

_____
(Employer's identification number)

(g) *Special rules where the presumed manufacturer is the agent of the actual manufacturer.* For purposes of this section, if a manufacturer sells automobile parts and accessories tax-paid to a second manufacturer for resale by the second manufacturer under its own brand name or other identification, the second manufacturer may perform any acts and keep any records which are a prerequisite to the first manufacturer filing a claim for floor stocks credit or refund with respect to such automobile parts and accessories. If such a procedure is followed, the claim filed by the first manufacturer shall include a statement indicating the name and address of the second manufacturer and the amount of its claim which relates to automobile parts and accessories sold to such second manufacturer. If by reason of the provisions of paragraph (c)(4)(ii)(c), tax paid by the first manufacturer is included in the "total tax" of the second manufacturer for purpose of determining the amount of tax paid on a particular automobile part or accessory, the tax paid by the first manufacturer on automobile parts and accessories included in floor stocks in respect of which requests are addressed by dealers to the second manufacturer shall be that proportion of the tax paid with respect to all such floor stocks which—

(1) The tax paid by the first manufacturer on articles sold by the second manufacturer during the second manufacturer's representative period bears to

(2) The total of

(i) The amount described in subparagraph (1), and

(ii) The amount of total tax paid by the second manufacturer for the representative period, determined without regard to the provisions of paragraph (c)(4)(ii)(c).

If the second manufacturer makes his computation of tax paid on a particular automobile part or accessory on the basis of a product line (see subparagraphs (2) and (3)(ii) of paragraph (c)), the computation under the preceding sentence shall be made on the basis of tax paid on a product line.

(h) *Effect on other claims for credit or refund.* If a claim for credit or refund is made pursuant to section 6416 (relating in part to returned sales, sales for export or for exempt use, sales to States, etc.) with respect to a tax imposed by section 4061(b), and if the claim is made with respect to articles sold by the claimant before January 1, 1966, the claim shall not be allowed unless the claimant can establish that the tax was imposed and that no refund or credit under section 209(b) of the Act was allowed with respect to the articles. See, however, paragraph (a)(4) of this section.

Because of the need for immediate guidance and final rules with respect to the credit or refund procedures authorized by this Treasury decision, it is found impracticable to issue it with notice and public procedure thereon under section 4(a) of the Administrative Procedure Act, approved June 11, 1946, or subject to the effective date limitations of section 4(c) of that Act.

(Sec. 7805 of the Internal Revenue Code of 1954; 68A Stat. 917; 26 U.S.C. 7805)

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

Approved: October 19, 1965.

STANLEY S. SURREY,
Assistant Secretary of the Treasury.

[F.R. Doc. 65-11380; Filed, Oct. 22, 1965; 8:47 a.m.]

Title 32—NATIONAL DEFENSE

Chapter V—Department of the Army

SUBCHAPTER G—PROCUREMENT

PART 591—GENERAL PROVISIONS

PART 593—PROCUREMENT BY NEGOTIATION

PART 599—PATENTS, DATA, AND COPYRIGHTS

PART 603—GOVERNMENT PROPERTY

PART 610—SUPPLEMENTAL PROVISIONS

Corrections

OCTOBER 18, 1965.

F.R. Document 65-10141, appearing at 30 F.R. 12155 through 12247, September 24, 1965, is corrected as follows:

1. In § 591.1206(b)(3), appearing on page 12169, the reference "§ 1.1026" is corrected to read "§ 1.1206."

2. In § 593.850-5(c)(2), appearing on page 12187, the reference "§ 3.705(h)(i)" is corrected to read "§ 593.705(h)(1)."

3. In § 599.103-4, appearing on page 12199, the reference "§ 9.193-4" is corrected to read "§ 9.103-4."

4. In § 599.202-6, appearing at page 12207, the reference "§ 599.202-1(a)(1) and (b)(3)" is corrected to read "§ 599.202-1(a) and (b)(3)."

5. In § 603.301, appearing at page 12225, the reference "§§ 603.305(h) and 603.306(h)" is corrected to read "§§ 593.305(h) and 593.306(h)."

6. In § 610.103, appearing at page 12240, the reference "§§ 606.103-606.103-3" is corrected to read "§§ 610.103-610.103-3."

J. C. LAMBERT,
Major General, U.S. Army, The Adjutant General.

[F.R. Doc. 65-11353; Filed, Oct. 22, 1965; 8:45 a.m.]

Title 39—POSTAL SERVICE

Chapter I—Post Office Department

PART 92—TRANSPORTATION OF MAIL BY RAILROADS

Miscellaneous Amendments

The regulations of the Post Office Department are amended as follows:

In Part 92, make the following changes:

A. In § 92.5, subdivision (xvi) of paragraph (i)(2) is amended to more fully explain railroad responsibility for switching RPO cars. As so amended, subdivision (xvi) reads as follows:

§ 92.5 General conditions of service.

* * * * *

(i) *Irregularities—* * * *

(2) *Service failures.* * * *

(xvi) *Improper switching of RPO cars.* Switching crew must notify RPO crew before coupling RPO car to locomotive or other cars in all instances when there are fewer than five other cars between the RPO car and point of coupling. Failure to switch RPO car accordingly will be regarded as failing to provide for safety of RPO crew on duty.

NOTE: The Director, Transportation Division, shall notify promptly the mail traffic manager of the railroad company concerned of accidents or other actions which result in injuries to postal employees on duty in RPO's or on railroad property. These notifications should be submitted for all occurrences which indicate there is a possible railroad liability. They should include:

(1) Name and address of each clerk injured.

(2) All available information concerning the type of injury.

(3) Cause of injury.

(4) Time and place of the accident.

(5) All other pertinent information available.

NOTE: The corresponding Regional Manual section is 511.292p.

* * * * *

B. In § 92.8 *Storage service, line haul,* make the following changes:

1. In paragraph (d) *Loading and spacing of storage cars,* subdivision (ii) (b) and (c) of subparagraph (2) is revised to show preparation and use of storage car diagrams by use of a standard outline.

2. In paragraph (f) *Classes of service,* subdivision (ii) of subparagraph (3) is amended to show removal of space equivalent tables from regional schedule of mail routes.

Section 92.8 (d)(2)(ii) (b) and (c) and (f)(3)(ii) now reads as follows:

§ 92.8 Storage service, line haul.

* * * * *

(d) *Loading and spacing of storage cars—* * * *

(2) *Responsibility—* * * *

(ii) *Official loading diagram—* * * *

(b) *Preparation.* The director, transportation division, is responsible for the preparation of the official diagrams for storage cars originating in his postal region. The diagram will show origin, station, placarded destination, railroad company, train number, class of car, size, frequency and type of mail. The location of separations will be drawn on the diagram, and spaces will be numbered in accordance with storage car loading plans. The type of mail, the unloading point, the gateway, connecting routes and/or final destination, whichever aptly describes the mail to be put in the separations, shall be identified fully by listing the State, sectional center by number, and associated post offices as labeled on pouches, sacks or parcels. Use the back of pages, if necessary, for the listing. At the bottom left of page, below the diagram, the effective date will be shown and on the right, the diagram number. Diagrams will be produced by mimeograph, duplimat or other process until a new form on duplimat masters has been furnished on 8x10½ paper. Diagrams will be prepared only after coordination between origin, intermediate, and destination regions.

(c) *Individual car diagram.* Forms 5045 and 5046 will no longer be used. A supply of diagrams as prepared in accordance with (b) of this subdivision (ii) will be furnished to the transfer office for placement in each car moving, in lieu of Form 5045. An individual car diagram will reflect changes in separations designated in the official loading diagram only if necessitated by variance in the volume of mail loaded by days of the week. The transfer clerk will use this form for updating and reporting corrections in the published diagram separations.

NOTE: The corresponding Regional Manual sections are 511.542b (2) and (3).

* * * * *

(f) *Classes of service—* * * *

(3) *Basis for determining linear feet of lesser storage units—* * * *

(ii) *Conduct of test and application of test results.* The Department selects the test period, and will issue specific instructions in regard to the manner of conducting the tests, when each period

is announced. The results of the test shall be stated in terms of a national average to be applied uniformly. Effective June 23, 1962, 52 pieces equal a 3-foot unit.

NOTE: The corresponding Regional Manual section is 511.563b.

* * * * *

C. In § 92.12 *Preparation and processing of forms for payment*, make the following changes in paragraph (c) *Preparation of forms for line haul mail storage services:*

1. Subdivision (i) (*n*) and (*o*) of subparagraph (1) is amended to clarify instructions for preparation of Form 5118.

2. Subparagraph (5) (iv) (*c*) (3) is amended to change the title of Form 5051.

3. Subparagraph (5) (iv) (*d*) is broken down into two clauses. The material presently contained in subdivision (iv) (*d*) is placed in clause (*1*) of subdivision (iv) (*d*), and a clause (*2*) is added to provide instructions for correcting Form 2558.

The affected portions of § 92.12(c) now read as follows:

§ 92.12 Preparation and processing of forms for payment.

* * * * *

(c) *Preparation of forms for line haul mail storage services*—(1) *Form 5118, Line Haul Mail Storage and Related Terminal Services*—(i) *Preparation.* * * *

(*n*) *Column 13.* Line haul shall be reported in Column 13 as follows:

(*1*) Show total pieces in car leaving station for each Working Set-out, Set-in, SR or I.D. car.

(*2*) Show actual feet of car space occupied by the mail in each D and D–R car in 1-foot graduations.

(*o*) *Column 14.* Show actual or visual linear footage of car space occupied by the mail, including the aisle necessary to service the separations, in each Working, Set-out, Set-in, SR or I.D. car when 260 pieces or more are entered in Column 13.

NOTE: The corresponding Regional Manual sections are 511.931a (14) and (15).

* * * * *

(5) *Form 2558, Statement of Space Used*—* * *

(iv) *Preparation*—* * *

(*c*) *Recording services performed.* * * *

(3) Items to be entered in Line 13 shall be obtained from Train Baggageman's Report on Form 5051, Storage Car Mail Loaded, Unloaded and Transferred by Postal Employees. The entry will reflect the maximum plus balance, if any, of mail put off or taken on at local points between junctions. The recording of this total shall be backed up to the previous applicable junction (full car or lesser unit).

NOTE: The corresponding Regional Manual section is 511.935d(3)(c).

* * * * *

(*d*) *Certifying Form 2558.* (*1*) The director, transportation division, or his designee will certify each Form 2558 and priced TBM as follows: "I certify that the above service has been performed and that supporting documents are on file in this office." This signed statement must appear on the second (pink) copy which is sent to postal data center (or finance division). A facsimile stamp of his signature will suffice.

(*2*) When director, transportation division, finds it necessary to correct information that was previously certified on a Form 2558 he will make the necessary correction on his file copy of the Form 2558, show date of correction, prepare a photostat copy of the corrected form, certify in usual manner, and forward to postal data center, with instructions to substitute it for the copy originally submitted.

NOTE: The corresponding Postal Manual section is 511.935d(4).

* * * * *

(R.S. 161, as amended; 5 U.S.C. 22, 39 U.S.C. 501, 6201–6215)

HARVEY H. HANNAH,
Acting General Counsel.

[F.R. Doc. 65-11377; Filed, Oct. 22, 1965; 8:47 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

[Docket No. 14864; FCC 65-937]

PART 1—PRACTICE AND PROCEDURE

Locally Maintained Records for Public Inspection by Applicants, Permittees and Licensees

Supplement to memorandum opinion and order. 1. A Memorandum Opinion and Order adopted in this docket on October 6, 1965 (FCC 65-913; 30 F.R. 13058, October 14, 1965), partially granted petitions for reconsideration of the Report and Order herein which adopted rules that require broadcast stations or applicants to maintain in their home communities local files containing copies of certain applications and related material, to be available for inspection by the general public during regular business hours. The rules relate to applications tendered on or after May 14, 1965.

2. Various parties in the comments filed before issuance of the Report and Order, as well as in petitions for reconsideration, urged that the engineering information required to be kept as part of the file is too technical to be of value to the general public. On reconsideration we were of the opinion that the argument had merit and that our purposes would be served adequately by requiring the local file to contain only service contour maps, and information concerning main studio and transmitter locations. This lesser requirement was extended to all stations. The Memorandum Opinion and Order amended the rules accordingly.

3. It has since come to our attention that many stations do not have in their possession applications showing complete and up-to-date service contours which might be copied and placed in the local file, and that there would be an additional expense involved in preparing this information.[1]

4. Therefore, since the rules as amended in the Memorandum Opinion and Order would impose additional expense on some stations, we are eliminating the requirement that all stations place in the local file information concerning service contours and main studio and transmitter locations except to the following extent: When an application required under the new rules to be placed in the local file is tendered for filing with the Commission, and the application has an engineering section that section need not be kept in the local file. However, if the omitted engineering section contains service contour maps submitted with that section, copies of such maps, and main studio and transmitter location information shall appear in the file.

5. The attached Appendix contains amendments to the rules consistent with the foregoing discussion. Authority for the adoption of the amendments is contained in sections 4(i), 303(r), and 405 of the Communications Act of 1934, as amended. Since the rule amendments made in the Memorandum Opinion and Order in this proceeding are effective November 15, 1965, and since the amendments made below relieve a restriction in the prior amendments, they are also being made effective November 15, 1965, even though that date will be less than thirty days after their publication, this procedure being permitted by section 4 (c) of the Administrative Procedure Act.

6. In view of the foregoing: *It is ordered*, That, effective November 15, 1965, § 1.526(a) of the Commission rules and regulations is amended as set forth below, this amendment superseding the amendment of that section made in the Memorandum Opinion and Order adopted in this proceeding on October 6, 1965.

7. *It is further ordered*, That this proceeding is terminated.

(Secs. 4, 303, 405, 48 Stat. 1066, 1082, 1095, as amended, 47 U.S.C. 154, 303, 405)

Adopted: October 19, 1965.

Released: October 19, 1965.

FEDERAL COMMUNICATIONS COMMISSION,[2]

[SEAL] BEN F. WAPLE,
Secretary.

1. Paragraph (a) of § 1.526 of the Commission's rules and regulations is hereby amended to read as follows:

§ 1.526 Records to be maintained locally for public inspection by applicants, permittees, and licensees.

(a) *Records to be maintained.* Every applicant for a construction permit for a

[1] For example, standard broadcast stations might not have available maps showing current interference-free contours, and FM stations might not have maps showing principal community contours (3.16 mv/m).

[2] Commissioner Hyde absent; Commissioner Cox concurring in part and issuing a statement filed as part of original document.

new station in the broadcast services shall maintain for public inspection a file for such station containing the material in subparagraph (1) of this paragraph, and every permittee or licensee of a station in the broadcast services shall maintain for public inspection a file for such station containing the material in subparagraphs (1), (2), (3), and (4) of this paragraph: *Provided, however,* That the foregoing requirements shall not apply to applicants for or permittees or licensees of television broadcast translator stations. The material to be contained in the file is as follows:

(1) A copy of every application tendered for filing by the applicant for such station after May 13, 1965, pursuant to the provisions of this part, with respect to which local public notice is required to be given under the provisions of § 1.580 or § 1.594; and all exhibits, letters and other documents tendered for filing as part thereof, all amendments thereto, copies of all documents incorporated therein by reference, all correspondence between the Commission and the applicant pertaining to the application after it has been tendered for filing, and copies of Initial Decisions and Final Decisions in hearing cases pertaining thereto, which according to the provisions of § 0.417 of this chapter are open for public inspection at the offices of the Commission. Information incorporated by reference which is already in the local file need not be duplicated if the entry making the reference sufficiently identifies the information so that it may be found in the file, and if there has been no change in the document since the date of filing and the applicant, after making the reference, so states. If petitions to deny are filed against the application, and have been duly served on the applicant, a statement that such a petition has been filed shall appear in the local file together with the name and address of the party filing the petition.

NOTE: Applications tendered for filing on or before May 13, 1965, which are subsequently designated for hearing after May 13, 1965, with local notice being given pursuant to the provisions of § 1.594, and material related to such applications, need not be placed in the file required to be kept by this section. Applications tendered for filing after May 13, 1965, which contain major amendments to applications tendered for filing on or before May 13, 1965, with local notice of the amending application being given pursuant to the provisions of § 1.580, need not be placed in the file required to be kept by this section.

(2) A copy of every application tendered for filing by the licensee or permittee for such station after May 13, 1965, pursuant to the provisions of this part, which is not included in subparagraph (1) of this paragraph and which involves changes in program service, which requests an extension of time in which to complete construction of a new station, or which requests consent to involuntary assignment or transfer, or to voluntary assignment or transfer not resulting in a substantial change in ownership or control and which may be applied for on FCC Form 316; and copies of all exhibits, letters, and other documents filed as part thereof, all amendments thereto, all correspondence between the Commission and the applicant pertaining to the application after it has been tendered for filing, and copies of all documents incorporated therein by reference, which according to the provisions of § 0.417 of this chapter are open for public inspection at the offices of the Commission. Information incorporated by reference which is already in the local file need not be duplicated if the entry making the reference sufficiently identifies the information so that it may be found in the file, and there has been no change in the document since the date of filing and the licensee, after making the reference so states. If petitions to deny are filed against the application, and have been duly served on the applicant, a statement that such a petition has been filed shall appear in the local file together with the name and address of the party filing the petition.

(3) A copy of every ownership report or supplemental ownership report filed by the licensee or permittee for such station after May 13, 1965, pursuant to the provisions of this part; and copies of all exhibits, letters, and other documents filed as part thereof, all amendments thereto, all correspondence between the permittee or licensee and the Commission pertaining to the reports after they have been filed, and all documents incorporated therein by reference, including contracts listed in such reports in accordance with the provisions of § 1.615 (a)(4)(i) and which according to the provisions of § 0.417 of this chapter are open for public inspection at the offices of the Commission. Information incorporated by reference which is already in the local file need not be duplicated if the entry making the reference sufficiently identifies the information so that it may be found in the file, and if there has been no change in the document since the date of filing and the licensee or permittee, after making the reference, so states.

(4) Such records as are required to be kept by §§ 73.120(d), 73.290(d), 73.590 (d), and 73.657(d) of this chapter, concerning broadcasts by candidates for public office.

NOTE: The engineering section of applications mentioned in subparagraphs (1) and (2) of this paragraph, and material related to the engineering section, need not be kept in the file required to be maintained by this paragraph. If such engineering section contains service contour maps submitted with that section, copies of such maps, and information (State, county, city, street address, or other identifying information) showing main studio and transmitter location shall be kept in the file.

* * * * *

[F.R. Doc. 65-11400; Filed, Oct. 22, 1965; 8:49 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

SUBCHAPTER A—GENERAL RULES AND REGULATIONS

[S.O. 969]

PART 95—CAR SERVICE

St. Louis-San Francisco Railway Co., Missouri Pacific Railroad Co., and Union Railway Co. Authorized Joint Trackage Rights Over Tracks at Memphis, Tenn.

At a session of the Interstate Commerce Commission, Railroad Safety and Service Board, held in Washington, D.C., on the 19th day of October A.D. 1965.

It appearing, that the St. Louis-San Francisco Railway Co. (Frisco), Missouri Pacific Railroad Co. (MP), and the Union Railway Co. (Union) have filed joint application with the Commission, Finance Dockets Nos. 23834, 23835, and 23836, for approval and authorization of joint trackage rights over tracks at Memphis, Tenn. The Frisco seeks authority to operate over the tracks of Union jointly with Union and MP, between Chaining Station 5+46 and Chaining Station 118+48.5, a distance of 2.14 miles. The Union and MP each seek authority to operate over the present northbound main track of Frisco, jointly with Frisco, between Chaining Station 25538+29.5 and Chaining Station 25656+03, a distance of 2.23 miles. It is the opinion of the Commission that an emergency exists requiring immediate action to promote car service in the interest of the public and the commerce of the people. Accordingly, the Commission finds that notice and public procedure are impracticable making this order effective upon less than thirty days' notice.

It is ordered, That:

§ 95.969 Service Order No. 969.

(a) *St. Louis-San Francisco Railway Co., Missouri Pacific Railroad Co., and Union Railway Co. authorized joint trackage rights over tracks at Memphis, Tenn.* The St. Louis-San Francisco Railway Co. be, and it is hereby authorized to operate over the tracks of the Union Railway Co. jointly with the Union Railway Co. and Missouri Pacific Railroad Co., between Chaining Station 5+46 and Chaining Station 118+48.5, a distance of 2.14 miles. The Union Railway Co. and the Missouri Pacific Railroad Co. are hereby authorized to operate over the present northbound main track

of the St. Louis-San Francisco Railway Co., jointly with the St. Louis-San Francisco Railway Co., between Chaining Station 25538+29.5 and Chaining Station 25656+03, a distance of 2.23 miles, pending final disposition of the joint application filed under section 5(2) Finance Dockets Nos. 23834, 23835, 23836.

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

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

(d) *Effective date.* This order shall become effective at 12:01 a.m., October 25, 1965.

(e) *Expiration date.* The provisions of this order shall expire at 11:59 p.m., March 31, 1966, unless otherwise modified, changed, or suspended by order of this Commission.

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

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

By the Commission, Railroad Safety and Service Board.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 65–11381; Filed, Oct. 22, 1965; 8:47 a.m.]

Title 50—WILDLIFE AND FISHERIES

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

PART 32—HUNTING

Horicon National Wildlife Refuge, Wis.

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

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

WISCONSIN

HORICON NATIONAL WILDLIFE REFUGE

Public hunting of deer and foxes on the Horicon National Wildlife Refuge is permitted only on the area designated by signs as open to hunting, during the period November 20 through November 22, 1965, with designated firearms, and during the period of December 4 through December 31, 1965, with bow and arrow. The open area, comprising 20,700 acres, is delineated on a map available at the refuge headquarters, Mayville, Wis., and from the Regional Director, Bureau of Sport Fisheries and Wildlife, 1006 West Lake Street, Minneapolis, Minn., 55408. Hunting shall be in accordance with all applicable State regulations.

The provisions of this special regulation supplement the regulations which govern hunting on wildlife refuge areas generally which are set forth in Title 50, Code of Federal Regulations, Part 32, and are effective until January 1, 1966.

R. W. BURWELL,
Regional Director, Bureau of Sport Fisheries and Wildlife.

OCTOBER 18, 1965.

[F.R. Doc. 65–11360; Filed, Oct. 22, 1965; 8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Part 45]

OLEOMARGARINE AND MARGARINE

Standard To Provide for Margarine Containing No Dairy and Soybean Ingredients and To List Additional Optional Artificial Flavoring Ingredients

1. Notice is hereby given that a petition has been filed by Corn Products Co., 717 Fifth Avenue, New York, N.Y., 10022, proposing that the identity standard for oleomargarine (21 CFR 45.1) be amended to provide for an oleomargarine to be made without using a milk, cream, or ground soybean ingredient and to permit the use of certain additional artificial flavoring substances.

It is proposed that water, which is now permitted by the standard to be used with nonfat dry milk or with finely ground soybeans, be listed for use alone when margarine is made in which no milk, cream, or ground soybean ingredient is used. The petition did not include a proposal that the standard be amended to require label declaration of water when it is used in lieu of milk, cream, and soybean ingredients.

The petition furnishes information that margarine made with dairy or soybean ingredients, when used to fry foods at 275° F. or higher, develops a disagreeable charred and burned odor and an unappetizing color and results in deposits of unsightly carbonized material in the food. The petition states that elimination of the dairy or soybean ingredients results in a margarine that does not become discolored and is free of off-flavors when used to fry foods.

As amended the affected portions of § 45.1 would read as follows:

§ 45.1 Oleomargarine, margarine; identity; label statement of optional ingredients.

(a) * * *

(2) One of the articles designated in subdivision (i), (ii), (iii), (iv), (v), (vi), or (vii) of this subparagraph is intimately mixed with the fat ingredient or ingredients. * * *

* * * * * *

(vii) Water in lieu of any of the foregoing articles of this subparagraph.

(3) In the preparation of oleomargarine one or more of the following optional ingredients may also be used:

* * * * * *

(iv) * * *

(c) One or more of the following artificial flavoring agents: Acetoin, *n*-butyric acid, ethyl butyrate, ethyl vanillin in an amount such that the finished oleomargarine contains not more than 10 parts per million by weight of any one such flavoring agent, and not more than 20 parts per million by weight in the aggregate of any combination of two or more such flavoring agents. Sucrose, in an amount not to exceed 500 parts per million by weight of the finished margarine, may be used with any of the flavoring agents specified in this subsection. Propylene glycol may be used with any of the flavoring agents specified in this subsection, to the extent reasonably necessary to provide a vehicle for such flavoring agents.

* * * * * *

2. The Commissioner of Food and Drugs, having considered the relevant information available in this matter, further proposes, on his own initiative, that the standard of identity for oleomargarine be amended to permit the use of any safe and suitable artificial flavoring substance which imparts to the food a flavor in semblance of butter. (Artificial flavorings are deemed to be safe if they are not food additives as defined in section 201(s) of the Federal Food, Drug, and Cosmetic Act, or, if they are food additives as so defined, are used in conformity with regulations established pursuant to section 409 of the act.)

3. The standard of identity for oleomargarine is equally applicable to such food in both its colored and uncolored forms. Although this standard does not require all permitted optional ingredients to be declared on labels, section 407(b)(3)(B) of the Federal Food, Drug, and Cosmetic Act requires that labels on packages of colored oleomargarine or colored margarine shall bear "a full and accurate statement of all the ingredients contained in such oleomargarine, or margarine * * *". In consideration of this statutory requirement, the Commissioner further proposes that, if the amendments hereinabove set out are adopted, they be accompanied by a requirement for label declaration of all optional ingredients used without regard to whether the oleomargarine is in colored or uncolored form. This proposal does not involve changing those labeling requirements presently prescribed in the standard for showing when artificial flavorings and colorings are used.

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919, 72 Stat. 948; 21 U.S.C. 341, 371) and in accordance with the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (21 CFR 2.90), all interested persons are invited to submit their views in writing, preferably in quintuplicate, regarding these proposals. Such views and comments should be addressed to the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C., 20201, within 60 days following the date of publication of this notice in the FEDERAL REGISTER, and may be accompanied by a memorandum or brief in support thereof.

Dated: October 19, 1965.

WINTON B. RANKIN,
Assistant Commissioner for Planning.

[F.R. Doc. 65-11388; Filed, Oct. 22, 1965; 8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 71]

[Airspace Docket No. 65-EA-63]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations which would designate a 700-foot floor transition area over Provincetown Municipal Airport, Provincetown, Mass.

The proposed transition area would protect aircraft executing recently authorized instrument approach procedures down to 700 feet above the surface and departure procedures above 700 feet above the surface.

The floor of airways which traverse the transition area proposed herein would coincide with the floor of the transition area.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

Any data, or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of the Regional Counsel, Federal Aviation Agency, Federal Building,

John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency having completed a review of the airspace requirements for Provincetown, Mass., proposes the airspace action hereinafter set forth:

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor Provincetown, Mass., transition area described as follows:

PROVINCETOWN, MASS.

That airspace extending upward from 700 feet above the surface within a 4-mile radius of the center, 42°04'15" N., 70°13'15" W., of Provincetown Municipal Airport, Provincetown, Mass.; and within 2 miles each side of the Provincetown RBN 237° bearing extending from the 4-mile radius area to 8 miles SW of the RBN.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on October 8, 1965.

OSCAR BAKKE,
Director, Eastern Region.

[F.R. Doc. 65-11397; Filed, Oct. 22, 1965; 8:49 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-EA-74]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations which would alter the Zanesville, Ohio, 700-foot floor transition area (29 F.R. 17707).

The proposed alteration is required because of a recent revision of AL-864-VOR instrument approach procedure to Zanesville Airport.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of the Regional Counsel, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency having completed a review of the airspace requirements for the terminal area of Zanesville, Ohio, proposes the airspace action hereinafter set forth:

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete in the description of the Zanesville, Ohio, transition area the words, "within 2 miles each side of the Zanesville RBN 210° bearing extending from the 7-mile radius area to 8 miles SW of the RBN; and within 2 miles each side of the Zanesville VOR 222° radial, extending from the 7-mile radius area to 8 miles SW of the VOR;" and substitute therefor, "within 8 miles E and 5 miles W of the Zanesville VOR 222° radial extending from the VOR to 12 miles SW of the VOR".

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on October 8, 1965.

OSCAR BAKKE,
Director, Eastern Region.

[F.R. Doc. 65-11398; Filed, Oct. 22, 1965; 8:49 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 65-EA-78]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering amending § 71.181 of Part 71 of the Federal Aviation Regulations which would designate a 700-foot floor transition area over Gordonsville Municipal Airport, Gordonsville, Va.

The proposed designation would protect aircraft executing recently authorized approach procedures down to 700 feet above the surface and departure procedures above 700 feet above the surface.

The floor of airways which traverse the transition areas proposed herein would coincide with the floor of the transition areas.

Interested persons may submit such written data or views as they may desire. Communications should be submitted in triplicate to the Director, Eastern Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y., 11430. All communications received within 30 days after publication in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Branch, Eastern Region.

Any data or views presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official docket will be available for examination by interested persons at the Office of the Regional Counsel, Federal Aviation Agency, Federal Building, John F. Kennedy International Airport, Jamaica, N.Y.

The Federal Aviation Agency having reviewed the airspace requirements for the terminal area of Gordonsville, Va., proposes the airspace actions hereinafter set forth:

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a 700-foot floor Gordonsville, Va., transition area described as follows:

GORDONSVILLE, VA.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the center, 38°09'20" N., 78°10'15" W., of Gordonsville Municipal Airport, Gordonsville, Va.; within 2 miles each side of the Gordonsville VOR 356° radial extending from the 5-mile radius area to the VOR.

This amendment is proposed under section 307(a) of the Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348).

Issued in Jamaica, N.Y., on October 8, 1965.

OSCAR BAKKE,
Director, Eastern Region.

[F.R. Doc. 65-11399; Filed, Oct. 22, 1965; 8:49 a.m.]

[14 CFR Part 121]

[Docket No. 6979; Notice 65-30]

AIRPLANES ENGAGED IN CARGO-ONLY OPERATIONS

Airborne Weather Radar Equipment Requirements

The Federal Aviation Agency is considering amending Part 121 of the Federal Aviation Regulations to require the installation of approved airborne weather radar equipment on airplanes certificated under the transport category rules (except C-46 type airplanes) that are operated under that Part in cargo-only operations.

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before December 21, 1965, will be considered by the Administrator before taking action on the proposed rule. The proposal contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination in the Rules Docket before and after the closing date for comments.

Section 121.357 of Part 121 presently requires approved airborne weather radar equipment installed for passenger-carrying operations of any airplane certificated under the transport category

rules (except C–46 type airplanes). This requirement was issued January 7, 1960, as Special Civil Air Regulation No. SR–436. It was instituted to foster the avoidance of severe turbulence, commonly associated with thunderstorms, that in a number of incidents occasioned temporary inability of flight crews to maintain or regain longitudinal control of the airplane. As stated in the preamble of that regulation, a survey of air carrier aircraft accidents for the years 1950 through 1958 indicated the importance of airborne weather radar equipment as a safety measure in preventing aircraft accidents during certain severe weather conditions. Its value was considered supported by the fact that a considerable number of air carrier airplanes were already equipped with this equipment, and provisions had been made for its installation on practically all new transport-type airplanes. Experience had indicated that this equipment contributed to greater safety in passenger operations, since it facilitates the early detection and location by the pilot of certain areas of severe turbulence, and enables him to avoid these areas or take such other action as may be necessary in the interest of safety.

The need for airborne weather radar equipment for cargo-only operations is essentially the same as that for passenger-carrying operations, conducted in the same types of airplanes. Without this equipment, pilots of airplanes engaged in cargo-only operations are unable to detect areas of severe turbulence associated with thunderstorms, for instance while traversing frontal weather. In addition, § 121.198 permits the cargo-only operation of certain transport category airplanes at five percent increase of zero fuel weight and an increase in the structural landing weight not in excess of the pounds increase of the zero fuel weight. Cargo-only operations normally are conducted at maximum gross weights. The penetration of thunderstorms with this increase in weight but without the benefit of radar may be detrimental to the airplane structure if severe turbulence is encountered shortly after takeoff. In these circumstances, both the airplane and persons on the ground may be placed in jeopardy.

According to Agency information, 170 large transport category and C–46 type airplanes presently are engaged in cargo-only operations. Sixty-one of these are C–46 type airplanes, and these would be excluded from the proposed requirements because of their low altitude capabilities and speed. Of the remaining 109 airplanes, 87 are presently equipped with approved airborne weather radar. Thus, 80 percent of the airplanes that would be affected by the proposed rule already have the required equipment.

The proposal would require compliance by December 31, 1966, for installation of approved equipment on transport category turbojet engine powered airplanes engaged in cargo-only operations, and by December 31, 1967, for cargo airplanes powered by other than turbojet engines. The earlier date is provided for turbojet engine powered transport category airplanes because most airplanes with turbojet engines already have the equipment installed or the wiring to accommodate the installation of that equipment.

In consideration of the foregoing, it is proposed to amend § 121.357 of Part 121 of the Federal Aviation Regulations as follows:

1. By amending the section heading to read as follows:

§ 121.357 Airborne weather radar equipment requirements.

2. By redesignating paragraphs (b), (c), and (d) as paragraphs (c), (d), and (e), respectively.

3. By adding a new paragraph (b) to read as follows:

(b) No person may operate any of the following airplanes certificated under the transport category rules (except C–46 type airplanes) in cargo-only operations after the listed date unless approved airborne weather radar equipment has been installed in that airplane:

(1) Turbojet powered airplanes—December 31, 1966.

(2) Other transport category airplanes—December 31, 1967.

4. By amending the lead-in to redesignated paragraph (c) to read as follows:

(c) Each person operating a transport category airplane required to have approved airborne weather radar equipment installed shall, when using it under this part, operate it in accordance with the following:

5. By striking out the phrase "cargo only," from redesignated paragraph (d).

These amendments are proposed under the authority of sections 313(a), 601, 604, 605, and 607 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, 1424, 1425, and 1427).

Issued in Washington, D.C., on October 18, 1965.

C. W. WALKER,
Acting Director,
Flight Standards Service.

[F.R. Doc. 65–11355; Filed, Oct. 22, 1965; 8:45 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Fish and Wildlife Service

[Docket No. A-342]

NEAL J. AND JAN P. MacDONALD

Notice of Loan Application

Neal J. and Jan P. MacDonald, Post Office Box 357, Petersburg, Alaska, applied for a loan from the Fisheries Loan Fund to aid in financing the purchase of a used 49.9 foot registered length wood seine vessel to engage in the fishery for salmon and king crab in Southeastern Alaska.

Notice is hereby given pursuant to the provisions of Public Law 89-85 and Fisheries Loan Fund Procedures (50 CFR Part 250, as revised August 11, 1965) that the above entitled application is being considered by the Bureau of Commercial Fisheries, Fish and Wildlife Service, Department of the Interior, Washington, D.C., 20240. Any person desiring to submit evidence that the contemplated operation of such vessel will cause economic hardship or injury to efficient vessel operators already operating in that fishery must submit such evidence in writing to the Director, Bureau of Commercial Fisheries, within 30 days from the date of publication of this notice. If such evidence is received it will be evaluated along with such other evidence as may be available before making a determination that the contemplated operations of the vessel will or will not cause such economic injury or hardship.

DONALD L. MCKERNAN,
Director,
Bureau of Commercial Fisheries.

OCTOBER 20, 1965.

[F.R. Doc. 65-11375; Filed, Oct. 22, 1965; 8:47 a.m.]

DEPARTMENT OF AGRICULTURE

Consumer and Marketing Service

[P. & S. Docket No. 1246]

ST. LOUIS NATIONAL STOCKYARDS CO.

Notice of Petition for Modification of Rate Order

Pursuant to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U.S.C. 181 et seq.), an order was issued on June 19, 1964 (23 A.D. 653), continuing in effect to and including June 30, 1966, an order issued on May 17, 1962 (21 A.D. 454), which, as modified by an order issued on September 30, 1965, authorizes the respondent, St. Louis National Stockyards Co., National Stock Yards, Ill., to assess the current temporary schedule of rates and charges.

By a petition filed on October 4, 1965, the respondent requested authority to modify, as soon as possible, the current temporary schedule of rates and charges as indicated below, and requested that the current schedule, as so modified, be continued in effect to and including June 30, 1967.

YARDAGE CHARGES

	Rate per head	
	Present	Proposed
A. Livestock sold or resold in the Commission Division:		
Cattle (except bulls weighing 800 lbs. or over)	$1.15	$1.30
Calves (400 lbs. or under)	.64	.72
Hogs (except boars)	.41	.45
Sheep and Goats	.29	.33
Bulls weighing 800 lbs. or over	1.90	2.15
Boars	1.20	1.35
B. Livestock received directly by packers through the yards:		
Cattle (except bulls weighing 800 lbs. or over)	.58	.65
Calves (400 lbs. or under)	.32	.36
Hogs (except boars)	.21	.23
Sheep and Goats	.15	.17
Bulls weighing 800 lbs. or over	.95	1.08
Boars	.60	.68
C. Livestock resold at the yards for local delivery, other than livestock resold in the Commission Division:		
Cattle (except bulls weighing 800 lbs. or over)	.29	.33
Calves	.18	.20
Hogs (except boars)	.10	.11
Sheep and Goats	.07	.08
Bulls weighing 800 lbs. or more	.44	.50
Boars	.14	.16
D. Livestock resold at the yards for shipment off the market, other than livestock resold in the Commission Division:		
Cattle (except bulls weighing 800 lbs. or over)	.13	.15
Calves	.09	.10
Hogs (except boars)	.05	.06
Sheep and Goats	.04	.05
Bulls weighing 800 lbs. or over	.22	.25
Boars	.07	.08

The modifications, if authorized, will produce additional revenue for the respondent and increase the cost of marketing livestock. Accordingly, it appears that this public notice of the filing of the petition and its contents should be given in order that all interested persons may have an opportunity to indicate a desire to be heard in the matter.

All interested persons who desire to be heard in the matter shall notify the Hearing Clerk, U.S. Department of Agriculture, Washington, D.C., 20250, within 15 days after the publication of this notice in the FEDERAL REGISTER.

Done at Washington, D.C., this 20th day of October 1965.

DONALD A. CAMPBELL,
Director, Packers and Stockyards Division, Consumer and Marketing Service.

[F.R. Doc. 65-11376; Filed, Oct. 22, 1965; 8:47 a.m.]

Office of the Secretary

OHIO

Extension of Designation of Areas for Emergency Loans

For the purpose of making emergency loans pursuant to section 321 of the Consolidated Farmers Home Administration Act of 1961 (7 U.S.C. 1961), it has been determined that in the hereinafter-named counties in the State of Ohio the disaster for which such counties are presently designated has caused a continuing need in those counties for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

Ohio	*Present designation*
Champaign	30 F.R. 653
Union	30 F.R. 5911

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after December 31, 1966, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 20th day of October 1965.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 65-11406; Filed, Oct. 22, 1965; 8:49 a.m.]

WISCONSIN

Designation of Areas for Emergency Loans

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

WISCONSIN

Columbia. Marquette.

Pursuant to the authority set forth above, emergency loans will not be made in the above-named counties after December 31, 1966, except to applicants who previously received emergency or special livestock loan assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 20th day of October 1965.

ORVILLE L. FREEMAN,
Secretary.

[F.R. Doc. 65-11407; Filed, Oct. 22, 1965; 8:49 a.m.]

DEPARTMENT OF THE TREASURY

Office of the Secretary

[Order 177-22; Rev. 1]

BUREAU, OFFICE, SERVICE AND DIVISION HEADS

Delegation of Authority

By virtue of the authority vested in me by Reorganization Plan No. 26 of 1950, there is hereby delegated to the head of each bureau, office, service, and division, the authority under the Military Personnel and Civilian Employees' Claims Act of 1964, as amended, to settle and pay claims made by a member of the Coast Guard or by a civilian officer or employee of the Treasury Department, for damage to or loss of personal property incident to his service.

The authority herein delegated to the head of each bureau, office, service, and division, may be redelegated by him to any subordinate officer or employee. The determinations made by the head of a bureau or his designee shall be final and conclusive.

The payment of claims pursuant to this delegation shall be in accordance with regulations issued by the Assistant Secretary for Administration.

Dated: October 18, 1965.

[SEAL] HENRY H. FOWLER,
Secretary of the Treasury.

[F.R. Doc. 65-11390; Filed, Oct. 22, 1965; 8:48 a.m.]

DEPARTMENT OF COMMERCE

Maritime Administration

UNITED STATES LINES CO.

Application for Approval of Certain Cruises

Notice is hereby given that United States Lines Co., acting pursuant to Public Law 87-45, has applied to the Maritime Administration for approval of the following cruises with the SS *United States:*

Sails New York	Arrives New York	Itinerary
Dec. 23, 1965	Jan. 3, 1966	St. Thomas, Martinique, Trinidad, Curacao.
Feb. 5, 1966	Feb. 17, 1966	St. Thomas, Curacao, Cristobal, Kingston.
Apr. 8, 1966	Apr. 17, 1966	Kingston, St. Thomas, Bermuda.

Any person, firm, or corporation having any interest, within the meaning of Public Law 87-45, in the foregoing who desires to offer data, views or arguments should submit the same in writing, in triplicate, to the Secretary, Maritime Subsidy Board, Washington, D.C., 20235, by the close of business on November 4, 1965.

In the event an opportunity to present oral argument is also desired, specific reason for such request should also be included. The Maritime Subsidy Board will consider these comments and views and take such action with respect thereto as in its discretion it deems warranted.

Dated: October 18, 1965.

By order of the Maritime Subsidy Board.

JAMES S. DAWSON, Jr.,
Secretary.

[F.R. Doc. 65-11392; Filed, Oct. 22, 1965; 8:48 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

MARGARINE DEVIATING FROM STANDARD OF IDENTITY

Notice of Temporary Permit for Market Testing

Pursuant to § 10.5, Title 21, Code of Federal Regulations, concerning temporary permits for market testing foods deviating from the requirements of standards of identity promulgated under authority of section 401 of the Federal Food, Drug, and Cosmetic Act, notice is given that a temporary permit has been issued to Kraft Foods Division of National Dairy Products Corp., 500 Peshtigo Court, Chicago, Ill., 60690. The margarine to be market tested will deviate from the provision in the standard requiring margarine to contain a milk, cream, or a skim milk ingredient or an ingredient consisting of a suspension of finely ground soybeans. The labels used on the margarine covered by this permit will carry the statement "Contains no milk, cream, or ground soybeans."

This permit expires October 1, 1966.

Dated: October 19, 1965.

WINTON B. RANKIN,
Assistant Commissioner for Planning.

[F.R. Doc. 65-11389; Filed, Oct. 22, 1965; 8:48 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-73]

GENERAL ELECTRIC CO.

Notice of Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 4, set forth below, to Facility License No. R-33. The license as previously amended authorized General Electric Co. ("the licensee") to operate its Nuclear Test Reactor ("the reactor"), located at its Vallecitos Atomic Laboratory in Alameda County, Calif. The amendment (1) incorporates Technical Specifications into the license, (2) authorizes the receipt, possession and use of additional quantities of special nuclear, by-product and source materials in connection with operation of the reactor, and (3) extends the term of the license for a period of approximately 8 years, in accordance with the application for license amendment dated March 5, 1965, as supplemented April 19, 1965, July 9, 1965, August 13, 1965, and October 4, 1965. The amendment does not involve any material alterations to the facility and there will be no change in the previously authorized steady state operating power level of 30 kilowatts thermal.

Within fifteen (15) days from the date of publication of this notice in the FEDERAL REGISTER, the licensee may file a request for a hearing, and any person whose interest may be affected by this proceeding may file a petition for leave to intervene. Requests for a hearing and petitions to intervene shall be filed in accordance with the provisions of the Commission's rules of practice, 10 CFR Part 2. If a request for a hearing or a petition for leave to intervene is filed within the time prescribed in this notice, the Commission will issue a notice of hearing or an appropriate order.

For further details with respect to this amendment, see (1) the application for license amendment and supplements thereto, and (2) a related safety evaluation prepared by the Research and Power Reactor Safety Branch of the Division of Reactor Licensing, both of which are available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. A copy of item (2) above may be obtained at the Commission's Public Document Room, or upon request addressed to the Atomic Energy Commission, Washington, D.C., 20545, Attention: Director, Division of Reactor Licensing.

Dated at Bethesda, Md., this 18th day of October 1965.

For the Atomic Energy Commission.

M. M. MANN,
Acting Director,
Division of Reactor Licensing.

Facility License Amendment

[License No. R-33, Amdt. 4]

The Atomic Energy Commission having found that:

a. The application for license amendment dated March 5, 1965, as supplemented April 19, 1965, July 9, 1965, August 13, 1965, and October 4, 1965, complies with the requirements of the Atomic Energy Act of 1954, as amended, and the Commission's regulations set forth in Title 10, Chapter I, CFR;

b. There is reasonable assurance that (i) the activities authorized by the license, as amended, can be conducted at the designated location without endangering the health and safety of the public, and (ii) such activities will be conducted in compliance with the rules and regulations of the Commission;

c. General Electric Co. is technically and financially qualified to engage in the activities authorized by this license, as amended, in accordance with the rules and regulations of the Commission;

d. General Electric Co. has filed with the Commission proof of financial protection which satisfies the requirements of 10 CFR Part 140;

e. The issuance of this license amendment will not be inimical to the common defense

and security or to the health and safety of the public; and

f. Prior public notice of proposed issuance of this amendment is not required since the amendment does not involve significant hazards considerations different from those previously evaluated;

Facility License No. R-33, as amended, is amended in its entirety to read as follows:

1. This license applies to the nuclear reactor designated by General Electric Co. as the "Nuclear Test Reactor" (hereinafter "the reactor") which is owned by General Electric Co. and located at its Vallecitos Atomic Laboratory in Alameda County, Calif., and described in the application for license amendment dated March 5, 1965, and supplements thereto dated April 19, 1965, July 9, 1965, August 13, 1965, and October 4, 1965 (hereinafter "the application").

2. Subject to the conditions and requirements incorporated herein, the Atomic Energy Commission (hereinafter "the Commission") hereby licenses General Electric Co. (hereinafter "the licensee"):

A. Pursuant to section 104c of the Atomic Energy Act of 1954, as amended (hereinafter "the Act") and Title 10, CFR, Chapter 1, Part 50, "Licensing of Production and Utilization Facilities," to possess, use and operate the reactor as a utilization facility at the designated location in Alameda County, Calif.;

B. Pursuant to the Act and Title 10, CFR, Chapter I, Part 70, "Special Nuclear Material," to receive, possess and use in connection with operation of the reactor 4 kilograms of contained uranium-235 as reactor fuel; 200 grams of plutonium as encapsulated plutonium-beryllium neutron sources; five (5) milligrams of plutonium as alpha instrument check sources; ten (10) grams of plutonium as encapsulated fission foils; ten (10) grams of uranium-235 as ionization chambers; one (1) kilogram of uranium-235 in experimental devices or test objects; ten (10) kilograms of uranium-235 in one or more fission plates; 100 grams of plutonium in experimental devices; and 100 grams of uranium-233 in experimental devices;

C. Pursuant to the Act and Title 10, CFR, Part 30, "Licensing of Byproduct Material," and Part 40, "Licensing of Source Material," to receive, possess and use 100 curies of activated solids as contained in items such as encapsulated materials, structural materials and components; ten (10) curies of tritium for pulsed neutron sources; and twenty (20) pounds of uranium and thorium as source material for experimental devices;

D. Pursuant to the Act and Title 10, CFR, Parts 30 and 70, to possess, but not to separate, such byproduct material and special nuclear material as may be produced by operation of the reactor.

3. This license shall be deemed to contain and is subject to the conditions specified in §§ 50.54 and 50.59 of Part 50, § 70.32 of Part 70, § 40.41 of Part 40, and § 30.32 of Part 30 of the Commission's regulations; is subject to all applicable provisions of the Act and rules, regulations and orders of the Commission now or hereafter in effect; and is subject to the additional conditions specified below:

A. *Maximum power level.* The licensee is authorized to operate the reactor at steady State power levels up to a maximum of 30 kilowatts (thermal).

B. *Technical specifications.* The Technical Specifications contained in Appendix A[1] to this license (hereinafter "the Technical Specifications") are hereby incorporated in this license. The licensee shall operate the reactor in accordance with the Technical Specifications. No changes shall be made in the Technical Specifications unless authorized by the Commission as provided in 10 CFR 50.59.

C. *Authorization of changes, tests, and experiments.* The licensee may (1) make changes in the reactor as described in the hazards summary report, (2) make changes in the procedures as described in the hazards summary report, and (3) conduct tests or experiments not described in the hazards summary report only in accordance with the provisions of § 50.59 of the Commission's regulations.

D. *Reports.* In addition to reports otherwise required under this license and applicable regulations:

(1) The licensee shall inform the Commission of any incident or condition relating to the operation of the reactor which prevented or could have prevented a nuclear system from performing its safety function as described in the Technical Specifications or in the hazards summary report. For each such occurrence, the licensee shall promptly notify by telephone or telegraph the Director of the appropriate Atomic Energy Commission Regional Compliance Office listed in Appendix D of 10 CFR 20 and shall submit within ten (10) days a report in writing to the Director, Division of Reactor Licensing, with a copy to the Regional Compliance Office.

(2) The licensee shall report to the Commission in writing within thirty (30) days of its observed occurrence any substantial variance disclosed by operation of the reactor from performance specifications contained in the hazards summary report or the Technical Specifications.

(3) The licensee shall report to the Commission in writing within thirty (30) days of its occurrence any significant change in transient or accident analysis, as described in the hazards summary report.

E. *Records.* In addition to those otherwise required under this license and applicable regulations, the licensee shall keep the following records:

(1) Facility operating records, including power levels.

(2) Records of in-pile irradiations.

(3) Records showing radioactivity released or discharged into the air or water beyond the effective control of the licensee as measured at the point of such release or discharge.

(4) Records of emergency reactor scrams, including reasons for emergency shutdowns.

4. This license, as amended, is effective as of the date of issuance, and shall expire at midnight October 25, 1975, unless sooner terminated.

Date of issuance: October 18, 1965.

For the Atomic Energy Commission.

MARVIN M. MANN,
Acting Director,
Division of Reactor Licensing.

[F.R. Doc. 65-11351; Filed, Oct. 22, 1965; 8:45 a.m.]

[1] This item was not filed with the Office of the Federal Register but is available for inspection in the Public Document Room of the Atomic Energy Commission.

[Docket No. 50-133]

PACIFIC GAS AND ELECTRIC CO.

Notice of Issuance of Amendment to Provisional Operating License

Please take notice that no request for a formal hearing having been filed following publication of the notice of proposed action in the FEDERAL REGISTER, the Atomic Energy Commission has issued, effective as of the date of issuance, Amendment No. 9 to Provisional Operating License No. DPR-7. The license, as previously amended, authorizes Pacific Gas and Electric Co. to operate its Humboldt Bay Power Plant Unit No. 3 ("the reactor") located in Humboldt County, Calif., at steady State power levels up to 240 thermal megawatts. The amendment modifies the Technical Specifications appended to the license to permit power operation of the reactor with Type II zircaloy clad fuel assemblies. The amendment was requested in an application dated April 9, 1965, and supplements thereto dated June 15, 1965, and July 26, 1965. Change No. 17 to the Technical Specifications was issued September 9, 1965, authorizing the proposed modifications of the reactor and the loading and critical testing of the Type II zircaloy clad fuel assemblies.

The license amendment, as issued, is in the form set forth in the Notice of Proposed Issuance of Amendment to Provisional Operating License published in the FEDERAL REGISTER on September 16, 1965, 30 F.R. 11884.

Dated at Bethesda, Md., this 19th day of October 1965.

For the Atomic Energy Commission.

M. M. MANN,
Acting Director,
Division of Reactor Licensing.

[F.R. Doc. 65-11352; Filed, Oct. 22, 1965; 8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket Nos. 15136, 15877; Order E-22787]

LAKE CENTRAL AIRLINES, INC., ET AL.

Order Denying Application for Exemption and Instituting Expeditious Investigation

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 20th day of October 1965.

Joint application of Lake Central Airlines, Inc., Indianapolis Airport Authority, Indianapolis Chamber of Commerce, Louisville and Jefferson County Air Board, and Louisville Chamber of Commerce, Docket 15877, for issuance of exemption authority pursuant to section 416 of the Federal Aviation Act of 1958, as amended; and application of Louisville and Jefferson County Air Board and Louisville Chamber of Commerce, Docket 15136, for authorization of single carrier air service pursuant to the Federal Aviation Act.

On February 23, 1965, Lake Central Airlines, Inc., the Indianapolis Airport Authority, the Indianapolis Chamber of Commerce, the Louisville and Jefferson County Air Board, and Louisville Chamber of Commerce (joint applicants) filed a joint application seeking exemption authority which would permit Lake Central Airlines, Inc. (Lake Central), to operate between Louisville and Indianapolis with an intermediate stop at Bloomington. The joint applicants allege in support of their application that the trunkline carriers certificated between Louisville and Indianapolis, namely, Delta Air Lines, Inc. (Delta), and

Eastern Air Lines, Inc. (Eastern), have drastically reduced service and that, as a consequence, an emergency exists in that market; that the reason for the reduced service is that the trunkline carriers provide such service only as an incident to their longhaul services; that the market is basically a local service market; that the trunkline carriers do not propose to improve service; and that traffic has declined as a result of the reduction in service in the market. Joint applicants further assert that the need is for a north-south service which only Lake Central is in a position to provide, that Louisville connecting traffic at Indianapolis has been reduced and that Lake Central, more than any other carrier, is dependent upon such traffic. Moreover, they state that the proposed service would require a route extension for Lake Central of only 81 miles whereas, for Ozark Air Lines, Inc., and Piedmont Aviation, Inc., a route extension of 107 miles would be required. Lake Central anticipates a profitable operation, and therefore proposes to offer the service without subsidy.

Answers in support of the joint application have been filed by the Postmaster of Louisville; Kalamazoo, Michigan; the Aeronautics Commission of Indiana; the City of Mishawaka, Ind.; the City and Chamber of Commerce of Bloomington, Ind.; Monroe County, Ind.; the Chamber of Commerce of South Bend-Mishawaka, Inc.; the Greater Grand Rapids Chamber of Commerce; and the U.S. Naval Ordnance Plant, Louisville, Ky.

Delta filed an answer in opposition in which it takes no position concerning the need for a local service carrier in the Louisville-Indianapolis market, provided such service includes at least one intermediate stop. However, Delta contends that use of the exemption procedure in this type of case would be improper. Delta also takes issue with the reasons for the decline in service in the market, stating that the traffic decline preceded the service decline, and that it was due to the opening of a limited-access highway between the two cities. Delta states that if an exemption should be granted, restrictions should be imposed against the provision of single-plane service by Lake Central between Louisville and such cities as Cincinnati, Chicago and Detroit.

Ozark Air Lines, Inc. (Ozark), and Piedmont Aviation, Inc. (Piedmont), have filed answers in opposition in which they state essentially that the statutory standards for the granting of an exemption under section 416(b) have not been met, that Lake Central's financial forecasts are overly optimistic and that they have applications pending which should be given contemporaneous consideration.

We are not persuaded that the alleged need for the service Lake Central proposes is so pressing as to justify the invocation of the extraordinary exemption powers provided by section 416(b) of the Act. The application and the answers thereto have raised factual controversies and complex issues, involving competitive implications, which cannot be solved without the benefit of a full record. Accordingly, we have decided to deny the exemption application.

In doing so we are not leaving the Louisville-Indianapolis market without air service. Eastern and Delta operate four round trips per day between Louisville and Indianapolis. With this type of service we cannot find that the need for additional service is so critical as to require the grant of exemption authority.

Lake Central forecasts a modest profit of $2,000 for its proposed Louisville-Bloomington-Indianapolis service. But even a slight miscalculation could make its forecast reflect a substantial loss in the market.

Further, although we disagree with the contention of Ozark and Piedmont that Ashbacker considerations would preclude the grant of the requested exemption authority,[1] we believe that the complex and controversial issues raised by the competitive applications in Dockets 15136 and 15768 militate against informal action by the Board, even on an interim basis.

For the foregoing reasons, we find that the enforcement of section 401 of the Act in this instance is in the public interest, and that its enforcement would not be an undue burden on Lake Central.

On April 9, 1964, the Louisville parties filed a motion for expeditious consideration of their application in Docket 15136 for single carrier service via Indianapolis to other points on Lake Central's system.[2] By Order E-20858, May 25, 1964, we deferred action on the motion. Since the motion raises issues which are similar, though not co-extensive, with those in the instant exemption request it is appropriate that we decide upon it in this order.

The matters raised in the Louisville parties' petition for expeditious consideration, when viewed in conjunction with the allegations contained in the exemption application, indicate that a local service gap may exist between Louisville and Indianapolis and points to the north and west thereof. The applicant contends, in this connection, that of only twelve certificated communities within 170 miles of, and lacking one carrier service to, a major hub, eight involve Louisville. The adverse effect, if any, of this alleged local service hiatus may have been intensified in recent years because of the significant reductions in trunkline service over the Louisville-Indianapolis sector. Thus, in 1958 Eastern alone provided nine southbound and eight northbound frequencies a day between Louisville and Indianapolis. The Board added Delta as a second trunkline carrier in 1958[3] but by 1963 their combined daily frequencies were down to seven southbound and six northbound. Presently, the two trunkline carriers offer three southbound and four northbound flights a day with no morning service to Louisville and virtually no afternoon service to Indianapolis. Northbound, two of the four flights originate at Louisville but depart within a space of fifteen minutes. The next northbound flight is seven hours later. The decrease in schedules and the unbalanced distribution of daily frequencies would tend to adversely affect local traffic between the two cities as well as inconvenience the connecting passengers at both Louisville and Indianapolis. It is apparent that the present trunkline service, other than the one flight each by the two carriers which originates in Louisville, is geared to meet the needs of the long-haul passenger with the Louisville-Indianapolis sector apparently being only incidental thereto.

It was pointed out by Lake Central and the Indianapolis parties that contrary to the situation in similar markets where equipment and operational factors have occasioned a reduction in trunkline service, no local service carrier has been able to step in and meet the needs of the purely local traffic or of connecting traffic destined for the smaller points not served by the trunkline carriers.

In view of the foregoing, we feel constrained to review this situation to the end of determining whether this apparent local service vacuum is such as to require Board relief, and if so, whether the condition can be remedied on an economic basis, without adversely affecting any other carrier. As to the latter consideration, the absence of trunkline objection to the exemption application would appear to indicate a feeling on the part of both carriers that the grant of the authority requested by Louisville would not be detrimental to their operations.[4] Local service carriers standing to be affected by the proposed action will be accorded the opportunity to protect their respective rights.

Under the Board's current policy,[5] hearing priority is normally given in these situations where a proposal might reduce subsidy or increase the economy of a carrier's operations. In the case before us there is a controverted allegation by Lake Central that its proposed operation will produce a small profit. However, because of the costing methodology used, even this small increase is suspect absent a degree of traffic stimulation not presently indicated.

Ozark, on the other hand, contends that it could provide the needed service more economically than Lake Central since it presently operates stations in both cities. No statistical data are presented to support this contention.

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[1] Orders E-12520, May 19, 1958, and E-20903, June 5, 1964.

[2] There is also before the Board an application of Louisville for similar service on Ozark's system (D. 15168) along with a substantially parallel application filed by Ozark (D. 15768). In addition, Lake Central has a pending application which would link Louisville with the rest of its system through a segment extension from Bloomington, Ind. (Docket 14359).

[3] Great Lakes-Southeast Service Case, 27 CAB 829 (1958).

[4] Delta's only objection related to Louisville-Detroit/Cincinnati/Chicago direct service.

[5] Section 399.60 of Board's policy statements.

An essential factor in the determination of the feasibility of a super-imposed local service operation in this limited market, is the degree to which the short-haul passengers (local and connecting) will continue to avail themselves of the trunkline service over the Louisville-Indianapolis sector. Because of the historic thinness of the traffic in this market, we have some question in our minds as to whether the present and future needs of this market can best be met by the existing service authorizations or by a local service carrier jointly with the trunkline carriers or on an exclusive basis.

We have considered the characteristics of the traffic generated at each city; the patterns of service presently being offered and whether a local service carrier could provide an adequate replacement service in the local markets. We have concluded as a result that rather than granting Louisville's motion for expeditious consideration of its application in Docket 15136, an investigation should be instituted on an expedited basis to determine the air transportation needs of the essentially local service Louisville-Indianapolis market.* We have also determined that there should be included in such investigation the issue of what restrictions, if any, should be placed on the authority of Delta and Eastern in this market.

This investigation will be concerned solely with the local service needs of the Louisville-Indianapolis market and does not involve proposals as to additional route authorizations outside of that limited sphere.

As heretofore mentioned, we have on file several applications which allege a need for improved service between Louisville and certain of the cities on the systems of Lake Central and Ozark much of which would become possible through the grant of Louisville-Indianapolis authority to either local carrier. We will therefore consolidate into this investigation those portions of Dockets 15136, 15168, 15768, and 14359 which request or contemplate service, directly or indirectly, between Louisville and Indianapolis and dismiss the remainder. We will not consider new or previously filed route applications, except as contemplated above, and we intend that this investigation be conducted so that it may proceed promptly and be disposed of in the shortest possible time allowing a decision upon an adequate record.

The Louisville Parties, the Indianapolis Parties, Delta, Eastern, Lake Central, and Ozark will be made parties to this proceeding, as will the Aeronautics Commissions and/or departments of the States of Indiana and Kentucky.

Accordingly, it is ordered:

1. That an expedited proceeding to be known as the Louisville-Indianapolis Local Service Investigation be, and it hereby is, instituted in Docket 16584, pursuant to section 401(g) of the Act to determine whether the public convenience and necessity require the alteration, amendment or modification of the certificates of public convenience and necessity of:

(a) Lake Central and/or Ozark so as to authorize service between Indianapolis and Louisville;

(b) Delta and/or Eastern so as to impose long-haul, closed door or other appropriate restrictions on flights operating between Louisville and Indianapolis;

2. That there be, and they hereby are, consolidated for hearing herewith so much of Dockets 15136, 15168, 15768, and 14359 as involves authority between Indianapolis and Louisville;

3. That the remainders of Dockets 15136, 15168, 15768, and 14359 be and they hereby are dismissed;

4. That the motion of Louisville for expeditious consideration, except to the extent granted herewith, be and it hereby is denied;

5. That the application for exemption filed by Lake Central Airlines, Inc.; the Indianapolis Airport Authority and the Indianapolis Chamber of Commerce; and the Louisville and Jefferson County Air Board and the Louisville Chamber of Commerce, Docket 15877, be and it hereby is denied;

6. That a copy of this order shall be served upon the Louisville and Jefferson County Air Board and the Louisville Chamber of Commerce; the Indianapolis Chamber of Commerce and Indianapolis Airport Authority; Lake Central Airlines, Inc.; Eastern Air Lines, Inc.; Delta Air Lines, Inc.; Ozark Airlines, Inc.; and the Aeronautics Commissions and/or Departments of Indiana and Kentucky, all of whom shall be made parties to this proceeding.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-11404; Filed, Oct. 22, 1965; 8:49 a.m.]

*It is readily apparent that any improved local service between Louisville and Indianapolis will inure to the benefit of most of the cities named in such application as well as those of Lake Central and Ozark.

FEDERAL AVIATION AGENCY

[OE Docket No. 65-SO-9]

SCRIPPS-HOWARD BROADCASTING CO., TELEVISION STATION WPTV

Notice of Hearing

On September 10, 1965, pursuant to § 77.37(c)(2) of Part 77 of the Federal Aviation Regulations, the Scripps-Howard Broadcasting Co., Palm Beach, Fla., requested a public hearing to review the Determination of Hazard issued on August 11, 1965, by the Federal Aviation Agency's Southern Region for the proposed construction of a tower near Boca Raton, Fla. The Grant of Public Hearing was issued on October 13, 1965 (30 F.R. 13173).

Notice is hereby given that a prehearing conference will be held at 10 a.m., December 10, 1965, at the Palm Beach Towers Hotel, Palm Beach, Fla. Each party hereinafter named shall submit the statements required under § 77.53(b) of Part 77 of the Federal Aviation Regulations either by appearing in person or by registered mail addressed to the Presiding Officer. The public hearing will be held at the Palm Beach Towers Hotel at 10 a.m. on December 13, 1965. The hearing date was changed to allow all designated parties sufficient time to prepare for this hearing.

All proceedings in the public hearing will be conducted in accordance with the rules established in Subpart E of Part 77 of the Federal Aviation Regulations. The scope of the hearing will be limited to those matters necessary to determine the effect of the subject proposed construction on the safety of aircraft and the efficient use of navigable airspace.

The following are designated as Parties to the hearing:

1. Scripps-Howard Broadcasting Co.
2. Aircraft Owners and Pilots Association.
3. Air Transport Association.
4. Coral TV Corp. WCIX-TV.
5. Dade County Port Authority.
6. Director of Airports, Palm Beach County.
7. Florida Airmotive Inc.
8. Florida Development Commission.
9. Mr. Harvey L. Brown.
10. Mr. John M. Karlovich.
11. National Business Aircraft Association.
12. Soaring Society of America, Inc.

Any person not here designated as a Party who believes his activities would be affected by the proposed construction may request designation as a Party to the hearing from the undersigned.

Issued in Washington, D.C., on October 18, 1965.

GEORGE R. BORSARI,
Presiding Officer.

[F.R. Doc. 65-11356; Filed, Oct. 22, 1965; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 16037, 16038; FCC 65M-1357]

CAMPBELL AND SHEFTALL AND FORT CAMPBELL BROADCASTING CO.

Order Continuing Hearing

In re applications of Gladys W. Campbell, John Parry Sheftall, and John H. Bailey, doing business as Campbell and Sheftall, Clarksville, Tenn., Docket No. 16037, File No. BPH-3770; J. Shelby McCallum, Gary H. Latham, and E. T. Breathitt, Jr., doing business as Fort Campbell Broadcasting Co., Fort Campbell, Ky., Docket No. 16038, File No. BPH-4209; for construction permits.

Due to an emergency in the family of counsel for Campbell and Sheftall requiring his absence from the city, and

with the consent of all other parties to the proceeding, hearing in this matter is continued to a date to be determined later.

So ordered, This 19th day of October 1965.

Released: October 20, 1965.

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

[F.R. Doc. 65-11401; Filed, Oct. 22, 1965; 8:49 a.m.]

[Docket Nos. 15861, 15862; FCC 65M-1347]

CHARLOTTESVILLE BROADCASTING CORP. (WINA) AND WBXM BROADCASTING CO., INC.

Order Continuing Hearing

In re applications of Charlottesville Broadcasting Corp. (WINA), Charlottesville, Va., Docket No. 15861, File No. BP-15768; WBXM Broadcasting Co., Inc., Springfield, Va., Docket No. 15862, File No. BP-15808; for construction permits.

The Broadcast Bureau, with the acquiescence of the other parties, has orally requested a short continuance of the hearing now scheduled in the above-entitled matter for October 19, 1965, and

It appearing, that the reasons given by the Bureau are persuasive that a continuance would actually expedite the conclusion of the matter,

It is ordered, This 18th day of October 1965, that the oral request of the Bureau is granted and that, accordingly, the hearing now scheduled for October 19, 1965, is canceled and that further hearing in lieu thereof is scheduled to commence at 10 a.m., November 4, 1965, in the Commission's offices in Washington, D.C.

Released: October 19, 1965.

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

[F.R. Doc. 65-11402; Filed, Oct. 22, 1965; 8:49 a.m.]

[Docket No. 14368 etc.; FCC 65M-1358]

SYRACUSE TELEVISION, INC. ET AL.

Order Canceling Hearing Sessions

In re applications of: Syracuse Television, Inc., Syracuse, N.Y., Docket No. 14368, File No. BPCT-2924; W.R.G. Baker Radio and Television Corp., Syracuse, N.Y., Docket No. 14369, File No. BPCT-2930; Onondaga Broadcasting, Inc., Syracuse, N.Y., Docket No. 14370, File No. BPCT-2931; Wage, Inc., Syracuse, N.Y., Docket No. 14371, File No. BPCT-2932; Syracuse Civic Television Association, Inc., Syracuse, N.Y., Docket No. 14372, File No. BPCT-2933; Six Nations Television Corp., Syracuse, N.Y., Docket No. 14444, File No. BPCT-2957; Salt City Broadcasting Corp., Syracuse, N.Y., Docket No. 14445, File No. BPCT-2958; George P. Hollingbery, Syracuse, N.Y., Docket No. 14446, File No. BPCT-2968; for construction permits for new television broadcast stations.

The Hearing Examiner having under consideration letter dated October 19, 1965 from counsel for applicant Onondaga Broadcasting, Inc., addressed to the Examiner, requesting that the hearing sessions scheduled to commence October 21, 1965, be canceled but that the hearing date of November 29 be retained and stating that he was authorized by counsel for all the applicants to submit this request, to which counsel for the Commission's Broadcast Bureau has indicated assent; [1]

It appearing, That the aforesaid letter asserts that "Negotiations have been commenced in an attempt to settle the matter" and that "Further negotiating sessions are scheduled in Syracuse"; and

It appearing further, That cancellation of the October 21 hearing session ought not to delay the progress of the hearing inasmuch as hearing on all phases can be made to commence on November 29, in lieu of the split up agreed to in prehearing conference; and that any stipulations the parties may be able to work out in the meanwhile ought to operate to speed up the hearing process, thereby in themselves providing the "good cause" required for favorable action on the relief requested herein;

It is ordered, This 20th day of October 1965, that the request of counsel for Onondaga Broadcasting, Inc. is hereby granted and that the hearing sessions scheduled to commence October 21, 1965, are canceled; and

It is ordered further, That the hearing on all issues will be convened, as previously scheduled, on November 29, 1965, at the Commission's offices, Washington, D.C., at 10 a.m.

Released: October 20, 1965.

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

[F.R. Doc. 65-11403; Filed, Oct. 22, 1965; 8:49 a.m.]

[1] Counsel's letter will be forwarded for inclusion in the public docket.

FEDERAL POWER COMMISSION

[Docket No. ID-1107]

EDWARD O. BOSHELL

Order To Show Cause

OCTOBER 18, 1965.

By order issued April 29, 1952, Edward O. Boshell (Applicant) was authorized, pursuant to section 305(b) of the Federal Power Act to hold the following positions:

Director, chairman of the executive committe; Duquesne Light Co.
Director, Westinghouse Electric Corp.

In the order, the Commission reserved the right to require Applicant to make further showing that neither public nor private interests would be adversely affected by continuing to hold the above positions.

At that time Applicant was president and chairman of the board of Standard Gas and Electric Co., the parent holding company of Duquesne Light Co. In the order the Commission commented on this situation as follows:

As a practical matter, furthermore, Mr. Boshell is now director and chairman of the executive and finance committee of Duquesne by virtue of his relationship to Standard Gas and Electric, a holding company solely within the jurisdiction of the Securities and Exchange Commission and presently in the process of dissolution under the aegis of that Commission. As such he is admittedly in a position to dominate the Duquesne board, either directly or through nominations, and will continue in that position, regardless of our action herein, at least until the process of dissolution under Securities and Exchange Commission supervision has been concluded.

Since then, Standard Gas and Electric Co. has been liquidated and the situation referred to in, the Commission's order of exercising control of Duquesne through the holding company no longer exists.

Westinghouse Electric Co. is a primary supplier of electrical equipment to Duquesne and the holding of such interlocking positions as referred to above, in these two companies would appear to create a conflict of interest which would or could be adverse to public or private interests. Under similar circumstances the Commission has denied authorization to hold such interlocking positions. (See Leland F. Sillin, Jr., Docket No. ID-1473, Order of May 13, 1965).

In view of the foregoing, it is necessary and appropriate for the purposes of administering the Federal Power Act that Applicant show cause, if any there be, why the Commission should not terminate the present authority to hold the interlocking positions referred to above.

The Commission orders: Edward O. Boshell shall show cause, if any there be, within 30 days from the issuance of this order, why the Commission should not find and determine that the continued authorization to hold the following interlocking positions:

Director, chairman of the executive committee; Duquesne Light Co.
Director; Westinghouse Electric Corp.

would be adverse to public or private interests and should be terminated.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-11357; Filed, Oct. 22, 1965; 8:45 a.m.]

[Docket Nos. RP64-9, RI61-316, RI61-518, RI62-49]

CITIES SERVICE GAS CO. AND COLUMBIAN FUEL CORP.

Notice of Further Extension of Time

OCTOBER 18, 1965.

Upon consideration of the status of the above-designated matters and the

several extensions heretofore granted for filing testimony and exhibits and postponing the prehearing conference;

Notice is hereby given that until further order of the Commission, Staff Counsel and all intervenors proposing to present evidence on the affiliated gas purchase cost issue shall not be required to serve their testimony and exhibits. The prehearing conference scheduled for November 16, 1965, is hereby postponed until further notice.

By direction of the Commission.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-11358; Filed, Oct. 22, 1965; 8:45 a.m.]

[Docket Nos. CP66-99—CP66-101]

TREASURE STATE PIPE LINE CO.

Notice of Applications

OCTOBER 18, 1965.

Take notice that on October 8, 1965, Treasure State Pipe Line Co. (Applicant), Ford Building, Great Falls, Mont., filed in Docket No. CP66-99 an application pursuant to section 3 of the Natural Gas Act for authority to surrender the order authorizing it to export gas from the United States into Canada issued by the Commission on November 19, 1952, in Docket No. G-1982, as amended. On the same date Applicant filed in Docket No. CP66-101 an application pursuant to Executive Order No. 10485 issued September 3, 1953, for authority to surrender the presidential permit authorizing the construction, operation, maintenance, and connection of facilities at the international boundary between the United States and Canada for the exportation of gas granted in Docket No. G-1983, as amended. On October 12, 1965, Applicant filed a third application in Docket No. CP66-100 pursuant to section 7(b) of the Natural Gas Act for permission and approval to abandon certain natural gas facilities and to surrender the certificate of public convenience and necessity issued to Applicant on November 19, 1952, in Docket No. G-1984, as amended. The proposal involved is more fully set forth in the applications submitted in the above docket numbers, and these applications are on file with the Commission and open to public inspection.

Specifically, Applicant in Docket No. CP66-100 seeks authority: (1) To abandon its gas service to the Coutts Gas Co. Ltd. of Coutts, Alberta, Canada, (2) to abandon the facilities necessary for such gas service, and (3) to surrender the certificate of public convenience and necessity issued to Applicant pursuant to section 7(c) of the Natural Gas Act in Docket No. G-1984 on November 19, 1952 (11 FPC 1450), as amended by an order of the Commission issued September 8, 1953 (12 FPC 1210), and further amended by an order of the Commission issued October 18, 1954 (13 FPC 1447).

The application filed in Docket No. CP66-99 seeks authority to surrender the export authorization issued pursuant to section 3 of the Natural Gas Act in Docket No. G-1982 on November 19, 1952, and amended on September 8, 1953, in Docket Nos. G-1982 and G-2147 and further amended on October 18, 1954 (11 FPC 1448, 12 FPC 1210 and 13 FPC 1447, respectively). The application filed in Docket No. CP66-101 seeks authority to surrender the presidential permits signed by the President on October 30, 1952, and August 15, 1953, and amended in Docket Nos. G-1983 and G-2148 on September 8, 1953, and October 18, 1954, in the same orders which amended Docket Nos. G-1982 and G-1984 as noted above.

Pursuant to the authorizations described above, Applicant has been exporting and selling a maximum of 120,000 Mcf of gas annually to the Coutts Gas Co. Ltd. since 1952. Applicant states that its sole source of supply of gas has been its parent corporation, Hardrock Oil Co., which owns and operates certain wells in the Cut Bank Field located in Glacier and Toole Counties, Mont., and other oil and gas properties. Applicant further states that Hardrock Oil Co.'s reserves have become so depleted as to make it impossible for it to deliver gas to Applicant in sufficient quantities to continue the exportation of gas to Canada as authorized in the above mentioned Docket Nos. G-1982, G-1983, and G-1984, as amended. Therefore, Applicant seeks to terminate its service to the Coutts Gas Co. Ltd., to surrender the certificate of public convenience and necessity which has heretofore been issued in Docket No. G-1984, as amended, to surrender the order authorizing it to export gas to Canada pursuant to section 3 of the Natural Gas Act issued in Docket Nos. G-1982 and G-2147, as amended, and to surrender the presidential permit which has been granted in Docket Nos. G-1983 and G-2148, as amended.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (157.10) on or before November 12, 1965.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no protest or petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of permission and approval for the proposed abandonment is required by the public convenience and necessity. If a protest or petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

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

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 65-11359; Filed, Oct. 22, 1965; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-3882]

BELOCK INSTRUMENT CORP.

Order Suspending Trading

OCTOBER 19, 1965.

The common stock, 50 cents par value, and the 6 percent convertible subordinated debentures, series A (due 1975) of Belock Instrument Corp., being listed and registered on the American Stock Exchange, pursuant to provisions of the Securities Exchange Act of 1934 and the 6 percent cumulative preferred stock and the 6 percent convertible subordinated debentures, series B (due 1975) being traded over the counter; and

It appearing to the Securities and Exchange Commission that the summary suspension of trading in such securities on such Exchange and otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

It is ordered, Pursuant to sections 15(c)(5) and 19(a)(4) of the Securities Exchange Act of 1934, that trading in such securities on the American Stock Exchange and otherwise than on a national securities exchange be summarily suspended, this order to be effective for the period October 20, 1965, through October 29, 1965, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

[F.R. Doc. 65-11367; Filed, Oct. 22, 1965; 8:46 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority 30—Columbia, S.C. Region-Rev. 1]

COLUMBIA REGIONAL AREA

Delegation of Authority To Conduct Program Activities

Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30 (Atlanta), 30 F.R. 2884, as amended 30 F.R. 8080, Delegation of Authority No. 30—Columbia, 30 F.R. 5883, is hereby revised as follows:

I. The following authority is hereby redelegated to the specific positions as indicated herein:

A. *Size determinations (delegated to the positions as indicated below).* To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

B. *Eligibility determinations (delegated to the positions as indicated below).* To determine eligibility of applicants for assistance under any program

of the Agency in accordance with Small Business Administration standards and policies.

C. *Chief, Financial Assistance Division (and Assistant Chief, if assigned).* 1. Item I.A. (Size Determinations for Financial Assistance only.)

2. Item I.B. (Eligibility Determinations for Financial Assistance only.)

3. To approve business and disaster loans not exceeding $350,000 (SBA share).

4. To decline business and disaster loans of any amount.

5. To disburse unsecured disaster loans.

6. To enter into business and disaster loan participation agreements with banks.

7. To execute loan authorizations for Washington approved loans and loans approved under delegated authority, said execution to read as follows:

(Name), *Administrator,*
By ----------
(Name)
Title of person signing.

8. To cancel, reinstate, modify and amend authorizations for business or disaster loans.

9. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

10. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and certify to the participating bank that such documents are in compliance with the participation authorization.

11. To approve service charges by participating bank not to exceed 2 percent per annum on the outstanding principal balance on construction loans and loans involving accounts receivable and inventory financing.

12. To take all necessary actions in connection with the administration, servicing, collection, and liquidation of all loans and other obligations or assets, including collateral purchased; and to do and to perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

b. The execution and delivery of contracts of sale or of lease or sublease, quit-claim, bargain and sale or special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or in part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privilege under the loan guaranty plan.

D. *Chief, Loan Processing and Administration Section.* 1. To approve amendments and modifications of loan conditions for loans that have been fully disbursed.

2. Item I.C.3.

3. To decline business and disaster loans of any amount.

4. Items I.C. 6. through 10.

5. Item I.C.12.—only the authority for servicing, administration, and collection, including subitems a. and b.

6. Item I.A. (Size Determinations for Financial Assistance only.)

7. Item I.B. (Eligibility Determinations for Financial Assistance only.)

E. *Chief, Loan Liquidation Section.* Item I.C.12.—only the authority for liquidation, including collateral purchased, and subitems a. and b.

F. Reserved.

G. Reserved.

H. *Chief, Procurement and Management Assistance* 1. Item I.A. (Size Determinations on PMA Activities only.)

2. Item I.B. (Eligibility Determinations on PMA Activities only.)

I. *Regional Counsel.* To disburse approved loans.

J. *Administrative Assistant.* 1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by United States Attorney in foreclosure cases.

2. To (a) purchase all office supplies and expendable equipment, including all desk-top items, and rent regular office equipment; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving SBA exhibits and (d) issue Government bills of lading.

3. In connection with the establishment of Disaster Loan Offices, to (a) obligate Small Business Administration to reimburse General Services Administration for the rental of office space; (b) rent office equipment; and (c) procure (without dollar limitations) emergency supplies and materials.

4. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this Administration.

II. The authority delegated herein cannot be redelegated.

III. The authority delegated herein to a specific position may be exercised by any SBA employee designated as Acting in that position.

IV. All previously delegated authority is hereby rescinded without prejudice to actions taken under such Delegations of Authority prior to the date hereof.

Effective date. June 1, 1965.

H. M. McKENZIE,
Regional Director, Columbia, S.C.

[F.R. Doc. 65-11368; Filed, Oct. 22, 1965; 8:46 a.m.]

[Delegation of Authority 30—Charlotte, N.C. Region, Rev. 1]

CHARLOTTE REGIONAL AREA

Delegation of Authority To Conduct Program Activities

Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30—Atlanta, 30 F.R. 2884, as amended 30 F.R. 8080, Delegation of Authority No. 30 (Charlotte), 30 F.R. 5881 is hereby revised to read as follows:

I. The following authority is hereby redelegated to the specific positions as indicated below:

A. *Size determinations (delegated to the positions as indicated below).* To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

B. *Eligibility determinations (delegated to the positions as indicated* below). To determine eligibility of applicants for assistance under any program of the Agency in accordance with Small Business Administration standards and policies.

C. *Chief, Financial Assistance Division (and Assistant Chief if assigned).* 1. Item I.A. (Size Determinations for Financial Assistance only.)

2. Item I.B. (Eligibility Determinations for Financial Assistance only.)

3. To approve business and disaster loans not exceeding $350,000 (SBA share).

4. To decline business and disaster loans of any amount.

5. To disburse unsecured disaster loans.

6. To enter into business and disaster loan participation agreements with banks.

7. To execute loan authorizations for Washington approved loans and loans approved under delegated authority, said execution to read as follows:

(Name), *Administrator,*
By ----------
(Name)
Title of person signing.

8. To cancel, reinstate, modify and amend authorizations for business or disaster loans.

9. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

10. To approve, when requested in advance of disbursement, conformed copies of notes and other closing documents; and certify to the participating bank that such documents are in compliance with the participation authorization.

11. To approve service charges by participating bank not to exceed 2 percent per annum on the outstanding principal balance on construction loans and loans involving accounts receivable and inventory financing.

12. To take all necessary actions in connection with the administration, servicing, collection and liquidation of all loans and other obligations or assets,

including collateral purchased; and to do and to perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

b. The execution and delivery of contracts of sale or of lease or sublease, quit-claim, bargain and sale or special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or in part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privilege under the loan guaranty plan.

D. *Chief, Loan Processing and Administration Section.* 1. To approve amendments and modifications of loan conditions for loans that have been fully disbursed.

2. Item I.C.3.

3. The decline business and disaster loans of any amount.

4. Items I.C.6. through 10.

5. Item I.C.12.—only the authority for servicing, administration and collection, including subitems a. and b.

6. Item I.A. (Size Determinations for Financial Assistance only.)

7. Item I.B. (Eligibility Determinations for Financial Assistance only.)

E. *Chief, Loan Liquidation Section.* Item I.C.12.—only the authority for liquidation, including collateral purchased, and subitems a. and b.

F. Reserved.

G. Reserved.

H. *Chief, Procurement and Management Assistance.* 1. Item I.A. (Size Determinations on PMA Activities only.)

2. Item I.B. (Eligibility Determinations on PMA Activities only.)

I. *Regional Counsel.* 1. To disburse approved loans.

2. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and certify to the participating bank that such documents are in compliance with the participation authorization.

J. *Administrative Assistant.* 1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by United States Attorney in foreclosure cases.

2. To (a) purchase all office supplies and expendable equipment, including all desk-top items, and rent regular office equipment; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving SBA exhibits and (d) issue Government bills of lading.

3. In connection with the establishment of Disaster Loan Offices, to (a) obligate Small Business Administration to reimburse General Services Administration for the rental of office space; (b) rent office equipment; and (c) procure (without dollar limitation) emergency supplies and materials.

4. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this Administration.

II. The authority delegated herein cannot be redelegated.

III. The authority delegated herein to a specific position may be exercised by any SBA employee designated as Acting in that position.

IV. All previously delegated authority is hereby rescinded without prejudice to actions taken under such Delegations of Authority prior to the date hereof.

Effective date. July 19, 1965.

FRED A. DOW,
Regional Director, Charlotte, N.C.

[F.R. Doc. 65-11369; Filed, Oct. 22, 1965; 8:46 a.m.]

[Delegation of Authority 30—Jacksonville, Fla., Region, Rev. 1]

JACKSONVILLE REGIONAL AREA

Delegation of Authority To Conduct Program Activities

Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30—Atlanta, 30 F.R. 2884, as amended 30 F.R. 8080, Delegation of Authority No. 30 (Jacksonville), 30 F.R. 5875, is hereby revised as follows:

I. The following authority is hereby redelegated to the specific positions as indicated herein:

A. *Size determinations (delegated to the positions as indicated below).* To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

B. *Eligibility determinations (delegated to the positions as indicated below).* To determine eligibility of applicants for assistance under any program of the Agency in accordance with Small Business Administration standards and policies.

C. *Chief, financial assistance division (and assistant chief, if assigned).* 1. Item I.A. (Size Determinations for Financial Assistance only.)

2. Item I.B. (Eligibility Determinations for Financial Assistance only.)

3. To approve business and disaster loans not exceeding $350,000 (SBA share).

4. To decline business and disaster loans of any amount.

5. To disburse unsecured disaster loans.

6. To enter into business and disaster loan participation agreements with banks.

7. To execute loan authorizations for Washington approved loans and loans approved under delegated authority, said execution to read as follows:

(Name), *Administrator,*
By ----------
(Name)
Title of person signing.

8. To cancel, reinstate, modify and amend authorizations for business or disaster loans.

9. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

10. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and certify to the participating bank that such documents are in compliance with the participation authorization.

11. To approve service charges by participating bank not to exceed 2 percent per annum on the outstanding principal balance on construction loans and loans involving accounts receivable and inventory financing.

12. To take all necessary actions in connection with the administration, servicing, collection and liquidation of all loans and other obligations or assets, including collateral purchased; and to do and to perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

b. The execution and delivery of contracts of sale or of lease or sublease, quitclaim, bargain and sale or special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or in part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privilege under the loan guaranty plan.

D. *Chief, Loan Processing and Administration Section.* 1. To approve amendments and modifications of loan conditions for loans that have been fully disbursed.

2. Items I.C.3.

3. To decline business and disaster loans of any amount.

4. Items I.C.6. through 10.

5. Item I.C.12.—only the authority for servicing, administration, and collection, including subitems a. and b.

6. Item I.A. (Size Determinations for Financial Assistance only.)

7. Item I.B. (Eligibility Determinations for Financial Assistance only.)

E. *Chief, Loan Liquidation Section.* Item I.C.12.—only the authority for liquidation, including collateral purchased, and subitems a. and b.

F. Reserved.

G. Reserved.

H. *Chief, Procurement and Management Assistance.* 1. Item I.A. (Size Determinations on PMA activities only.)

2. Item I.B. (Eligibility Determinations on PMA Activities only.)

I. *Regional Counsel.* To disburse approved loans.

J. *Administrative Assistant.* 1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by United States Attorney in foreclosure cases.

2. To (a) purchase all office supplies and expendable equipment, including all desk-top items, and rent regular office equipment; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving SBA exhibits and (d) issue Government bills of lading.

3. In connection with the establishment of Disaster Loan Offices, to (a) obligate Small Business Administration to reimburse General Services Administration for the rental of office space; (b) rent office equipment; and (c) procure (without dollar limitation) emergency supplies and materials.

4. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this Administration.

II. The authority delegated herein cannot be redelegated.

III. The authority delegated herein to a specific position may be exercised by any SBA employee designated as Acting in that position.

IV. All previously delegated authority is hereby rescinded without prejudice to actions taken under such Delegation of Authority prior to the date hereof.

Effective date. June 30, 1965.

KENNON H. TURNER,
Regional Director, Jacksonville, Fla.

[F.R. Doc. 65-11370; Filed, Oct. 22, 1965; 8:46 a.m.]

[Delegation of Authority 30, Midwestern Area, Amdt. 3]

MIDWESTERN AREA

Delegation of Authority To Conduct Program Activities in Regional Offices

Pursuant to the authority delegated to the Area Administrator by Delegation of Authority No. 30 (Revision 10), 30 F.R. 972, as amended, 30 F.R. 2742 and 11984; Delegation of Authority 30 F.R. 3252, as amended, 30 F.R. 7686 and 8599 is further amended by the Addition of Item I.A.13.d and the revision of Item III to read as follows:

I. * * *

A. *Financial assistance.* 13.d. To take final action on an offer of compromise of any claim provided such claim is in concurrence with the majority recommendation of the appropriate Regional Office Claims Review Committee on claims not in excess of $5,000 (including CPC advances but excluding interest) or the unanimous recommendation of said committee on claims in excess of $5,000 but not exceeding $100,000 (including CPC advances but excluding interest).

* * * * *

III. The specific authority delegated in subsection I.A.12; subsection I.A.13.d; subsections I.C.1 and 2, and subsection I.D.1 herein cannot be redelegated. These are indicated by asterisks (**). The specific authority in the remaining subsections may be redelegated to appropriate subordinate positions within the regions.

* * * * *

Effective date. September 23, 1965.

RICHARD E. LASSAR,
Administrator, Midwestern Area.

[F.R. Doc. 65-11371; Filed, Oct. 22, 1965; 8:46 a.m.]

[Delegation of Authority 30—Nashville, Tenn., Region Rev. 1]

NASHVILLE REGIONAL AREA

Delegation of Authority To Conduct Program Activities

Pursuant to the authority delegated to the Regional Director by Delegation of Authority No. 30—Atlanta, 30 F.R. 2884, as amended 30 F.R. 8080, Delegation of Authority 30 (Nashville), 30 F.R. 5883 is hereby revised as follows:

I. The following authority is hereby redelegated to the specific positions as indicated herein:

A. *Size determinations (delegated to the positions as indicated below).* To make initial size determinations in all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further, to make product classification decisions for financial assistance purposes only. Product classification decisions for procurement purposes are made by contracting officers.

B. *Eligibility determinations (delegated to the positions as indicated below).* To determine eligibility of applicants for assistance under any program of the Agency in accordance with Small Business Administration standards and policies.

C. *Chief, Financial Assistance Division* (and Assistant Chief, if assigned).

1. Item I.A. (Size Determinations for Financial Assistance only.)

2. Item I.B. (Eligibility Determinations for Financial Assistance only.)

3. To approve business and disaster loans not exceeding $350,000 (SBA share).

4. To decline business and disaster loans of any amount.

5. To disburse unsecured disaster loans.

6. To enter into business and disaster loan participation agreements with banks.

7. To execute loan authorizations for Washington approved loans and loans approved under delegated authority, said execution to read as follows:

(Name), *Administrator.*
By ----------
(Name)
Title of person signing.

8. To cancel, reinstate, modify and amend authorizations for business and disaster loans.

9. To extend the disbursement period on all loan authorizations or undisbursed portions of loans.

10. To approve, when requested, in advance of disbursement, conformed copies of notes and other closing documents; and certify to the participating bank that such documents are in compliance with the participation authorization.

11. To approve service charges by participating bank not to exceed 2 percent per annum on the outstanding principal balance on construction loans and loans involving accounts receivable and inventory financing.

12. To take all necessary actions in connection with the administration, servicing, collection and liquidation of all loans and other obligations or assets, including collateral purchased; and to do and to perform and to assent to the doing and performance of, all and every act and thing requisite and proper to effectuate the granted powers, including without limiting the generality of the foregoing:

a. The assignment, endorsement, transfer and delivery (but in all cases without representation, recourse or warranty) of notes, claims, bonds, debentures, mortgages, deeds of trust, contracts, patents and applications therefor, licenses, certificates of stock and of deposit, and any other liens, powers, rights, charges on and interest in or to property of any kind, legal and equitable, now or hereafter held by the Small Business Administration or its Administrator;

b. The execution and delivery of contracts of sale or of lease or sublease, quit-claim, bargain and sale or special warranty deeds, bills of sale, leases, subleases, assignments, subordinations, releases (in whole or in part) of liens, satisfaction pieces, affidavits, proofs of claim in bankruptcy or other estates and such other instruments in writing as may be appropriate and necessary to effectuate the foregoing.

c. The approval of bank applications for use of liquidity privilege under the loan guaranty plan.

D. *Chief, Loan Processing and Administration Section.* 1. To approve amendments and modifications of loan conditions for loans that have been fully disbursed.

2. Items I.C.3.

3. To decline business and disaster loans of any amount.

4. Items I.C.6 through 10.

5. Item I.C.12.—only the authority for servicing, administration, and collection, including subitems a. and b.

6. Item I.A. (Size Determinations for Financial Assistance only.)

7. Item I.B. (Eligibility Determinations for Financial Assistance only.)

E. *Chief, Loan Liquidation Section.* Item I.C.12.—only the authority for liquidation, including collateral purchased, and subitems a. and b.

F. Reserved.

G. Reserved.

H. *Chief, Procurement and Management Assistance.* 1. Item I.A. (Size Determinations on PMA Activities only.)

2. Item I.B. (Eligilibity Determinations on PMA Activities only.)

I. *Regional Counsel.* To disburse approved loans.

J. *Administrative Assistant.* 1. To purchase reproductions of loan documents, chargeable to the revolving fund, requested by United States Attorney in foreclosure cases.

2. To (a) purchase all office supplies and expendable equipment, including all desk-top items, and rent regular office equipment; (b) contract for repair and maintenance of equipment and furnishings; (c) contract for services required in setting up and dismantling and moving SBA exhibits and (d) issue Government bills of lading.

3. In connection with the establishment of Disaster Loan Offices, to (a) obligate Small Business Administration to reimburse General Services Administration for the rental of office space; (b) rent office equipment; and (c) procure (without dollar limitation) emergency supplies and materials.

4. To rent motor vehicles from the General Services Administration and to rent garage space for the storage of such vehicles when not furnished by this Administration.

II. The authority delegated herein cannot be redelegated.

III. The authority delegated herein to a specific position may be exercised by any SBA employee designated as Acting in that position.

IV. All previously delegated authority is hereby rescinded without prejudice to actions taken under such Delegations of Authority prior to the date hereof.

Effective date. July 1, 1965.

SAM JENNINGS,
Regional Director, Nashville, Tenn.

[F.R. Doc. 65-11372; Filed, Oct. 22, 1965; 8:46 a.m.]

[Delegation of Authority 30—Pacific Coastal Area Rev. 1 Amdt. 2]

PACIFIC COASTAL AREA

Delegation of Authority To Conduct Program Activities in Regional Offices

Pursuant to the authority delegated to the Area Administrator by Delegation of Authority No. 30 (Revision 10), 30 F.R. 972, as amended, 30 F.R. 2742 and 11984; Delegation of Authority 30 F.R. 8080, as amended, 30 F.R. 8978 is further amended by the addition of item I.A.13.d, the deletion of item IC1, the addition of items IC1a and IC1b, and the revision of items IF and III to read as follows:

I. * * *

A. *Financial assistance.* **13.d. To take final action on an offer of compromise of any claim provided such claim is in concurrence with the majority recommendation of the appropriate Regional Office Claims Review Committee on claims not in excess of $5,000 (including CPC advances but excluding interest) or the unanimous recommendation of said committee on claims in excess of $5,000 but not exceeding $100,000 (including CPC advances but excluding interest).

* * * * *

C. *Procurement and Management Assistance.* **1a. (Los Angeles, San Francisco, and Seattle only). To approve applications for Certificates of Competency received from small business concerns which are located within the geographical jurisdiction of their Regional Office when the total value of the contract to be awarded as a result of the issuance of a COC does not exceed $350,000.

1b. (Anchorage, Boise, Honolulu, Phoenix, Portland, San Diego, and Spokane). To approve applications for Certificates of Competency received from small business concerns which are located within the geographical jurisdiction of their Regional Office when the total value of the contract to be awarded as a result of the issuance of a COC does not exceed $100,000.

* * * * *

F. *Size determinations.* To make initial size determinations of all cases within the meaning of the Small Business Size Standards Regulations, as amended, and further to make product classification decisions for financial assistance purposes only. Product classifications decisions for procurement purposes are made by contracting officers.

* * * * *

III. The specific authority delegated in subsection I.A.12; subsection I.A.12; subsection I.A.13.d; subsections IC.1 and 2, and subsection I.D.1 herein cannot be redelegated. These are indicated by asterisks (**). The specific authority in the remaining subsections may be redelegated to appropriate subordinate positions within the regions.

* * * * *

Effective date. October 1, 1965.

WILLIAM S. SCHUMACHER,
Area Administrator,
Pacific Coastal Area.

[F.R. Doc. 65-11373; Filed, Oct. 22, 1965; 8:46 a.m.]

VETERANS ADMINISTRATION

INTERAGENCY COMMITTEE ON LABORATORY MEDICINE

Establishment and Functions

In recognition of the need for cooperation and concerted action among Federal agencies having major medical programs, an Interagency Committee on Laboratory Medicine was established August 24, 1965. The permanent members of the Committee shall be representatives of the Chief Medical Director, Department of Medicine and Surgery, Veterans Administration; and of the Surgeons General of the Army, Navy, and Air Force, Department of Defense; and the U.S. Public Health Service, Department of Health, Education, and Welfare. Representatives shall be designated by the head of the agency or department concerned and shall be authorized to speak for the agency or department on matters pertaining to laboratory medicine.

The Chairman of the Committee shall be the Director, Pathology and Allied Sciences Service, Department of Medicine and Surgery, Veterans Administration. The Chairman may make provision for another member of the Committee, with the consent of the members, to act temporarily as Chairman. The Chairman may name observers and may invite representatives of other agencies not represented on the Committee to attend meetings or parts of meetings of the Committee concerned with matters of interest to the agency, and may invite other persons to attend as appropriate. The Committee shall meet regularly once each month, and additional meetings may be called by the Chairman as necessary.

Functions of the Committee. The Committee shall study, consider, and maintain a laboratory workload reporting system, and give consideration to related matters such as productivity indices, staffing patterns and space allocation.

Termination. Continuance of the Committee shall be subject to biennial review.

By direction of the Administrator.

[SEAL] CYRIL F. BRICKFIELD,
Deputy Administrator.

[F.R. Doc. 65-11378; Filed, Oct. 22, 1965; 8:47 a.m.]

DEPARTMENT OF LABOR

Office of the Manpower Administrator

[Order 22-65]

ORGANIZATION, RESPONSIBILITIES AND PROCEDURES FOR IMPLEMENTATION OF TITLE VI OF CIVIL RIGHTS ACT OF 1964

1. *Purpose.* To establish the organization, define responsibilities, and specify

procedures for achieving compliance with Title VI of the Civil Rights Act of 1964 and the Department's Nondiscrimination in Federally Assisted Programs Regulations (29 CFR Part 31) in: (1) Employment Service programs; (2) MDTA, Work-Training under Economic Opportunity Act and other government-sponsored training; (3) State and Federal Unemployment Insurance programs; (4) Payment of allowances under TEA and MDTA; and (5) Other Manpower Administration programs involving Federal financial assistance.

2. *Authority and directives affected.* This order is issued pursuant to Title VI of the Civil Rights Act of 1964, the Department's Nondiscrimination in Federally Assisted Programs Regulations (29 CFR Part 31) and Secretary's Order No. 18–65.

3. *Organization and responsibilities.* The Manpower Administration's responsibilities for effectuating Title VI of the Civil Rights Act of 1964 and the implementing Regulations are hereby assigned in the following manner:

a. *The Special Assistant for Equal Opportunity in Manpower Programs.*— (1) *Organization.* There is hereby established in the Office of the Manpower Administrator a position of Special Assistant for Equal Opportunity in Manpower Programs, (hereinafter called the Special Assistant) who shall be responsible for coordinating Manpower Administration activities as hereinafter assigned relating to achieving compliance with the Civil Rights Act of 1964.

(2) *Responsibilities.* Under the direction of the Manpower Administrator the Special Assistant shall be responsible specifically for the following programs and activities:

(a) Reviewing actions taken by operating agencies (Bureau of Employment Security, Bureau of Apprenticeship and Training, Office of Manpower, Automation and Training, and Neighborhood Youth Corps) to achieve compliance through routine compliance reviews, processing complaints, investigation and other actions to secure compliance with Title VI;

(b) Inquiring into the status of any matter pending before an operating agency, including complaints or matters arising out of compliance reports, reviews or other investigations, and when the Special Assistant considers it necessary or appropriate for the achievement of the purposes of Title VI and the regulations, he shall assume jurisdiction over the matter by processing complaints and conducting special compliance reviews and such investigations or other actions as may be necessary or appropriate, consistent with the regulations;

(c) Taking other appropriate action to correct noncompliance;

(d) Seeing that the Manpower Administrator informs the Secretary of his finding of noncompliance after he has determined that compliance cannot be secured by voluntary means;

(e) Preparing reports for the Manpower Administrator to be submitted by the Secretary to Congress of the intent to suspend or terminate Federal financial assistance which reports are required to be filed under section 602 of the Civil Rights Act;

(f) Informing Department of Labor officials of the Department's policies on the implementation of Title VI and cooperating with operating agencies in the development of compliance procedures;

(g) Assisting operating agencies, and whenever necessary, recipients, to obtain qualified, experienced personnel to discharge their obligations under Title VI, the implementing regulations and this document;

(h) Rendering assistance and guidance to applicants and recipients in conjunction with the operating agencies, to help them comply with Title VI and the implementing regulations;

(i) Providing leadership and assistance to the operating agencies in the development of:

(1) Training programs for operating agency and recipient personnel explaining the Departments equal opportunity policies and the potential role of minority group participation, and

(2) Research programs designed to improve the utilization of minority group workers in the nation's labor force;

(j) Providing such leadership, guidance and technical assistance to the operating agencies, as the Special Assistant may deem appropriate, in meeting their responsibilities as outlined under 3.b(2) below;

(k) Coordinating relations with other agencies and offices outside the Department in achieving the complementary and supplementary procedures; and

(l) Consulting and informing nongovernmental groups and individuals on the operation of the Department's program for the implementation of Title VI.

b. *Operating agencies* (Bureau of Employment Security, Apprenticeship and Training, Office of Manpower, Automation and Training, and Neighborhood Youth Corps). (1) *Organization.* It is the continuing responsibility of all Federal employees to assist in attaining the objective of the Civil Rights Act.

The head of each operating agency shall designate:

(a) A principal staff officer to be responsible to assist him to carry out his responsibilities for the implementation of Title VI; in BES and BAT this Assistant to the Administrator for Equal Opportunity shall constitute a full-time responsibility.

(b) An official in each regional office, except in NYC, to assist the head of such office, on a full-time basis, in carrying out his responsibilities for the implementation of Title VI. In NYC the official shall be the Regional Director; and

(c) At least one person in each office below the regional office level who, under the direct supervision of the Regional Director (or Administrator) shall provide necessary assistance in the processing of complaints, the conduct of routine compliance reviews and investigations and other actions in the implementation of Title VI.

(2) *Responsibilities.* The head of each operating agency shall be primarily responsible for:

(a) Preparing materials relating to the programs which it administers, such as assurances and compliance reports;

(b) Providing applicants, recipients, beneficiaries and participants, as well as the public in general, with timely and complete information necessary to educate them in the policies and requirements of the Department of Labor regarding Title VI and secure their compliance thereto;

(c) Auditing sources of information, such as books, records and accounts, and reviewing the practices of recipients as may be necessary to determine compliance through routine compliance reviews and the processing of complaints in accordance with the procedures set forth in Section 4 of this Order;

(d) Notifying applicants or recipients of their failure to comply and the necessary action to be taken to effect compliance;

(e) Achieving voluntary compliance whenever a noncompliance finding is made;

(f) Developing training programs for agency and recipient personnel explaining the Department's equal opportunity policies and the potential role of minority group participation;

(g) Developing research programs designed to improve the utilization of minority group workers in the Nation's labor force; and

(h) Assisting the Special Assistant whenever he inquires into the status of any complaint or matter arising from a compliance review or other investigation or whenever he has assumed jurisdiction pursuant to 4.f (below).

4. *Procedures.* a. *Compliance reports.* (1) *Requirements for recipients.* (a) Each operating agency shall require recipients to file complete and accurate compliance reports in accordance with, and to the extent required by, the instructions attached to the official compliance report forms, as well as furnish such other pertinent information as may be required by the operating agency or the Special Assistant.

Such reports shall identify the specific areas of noncompliance and detail the methods of administration and specific steps for obtaining and maintaining compliance.

(b) Compliance reports shall be filed at the time specified by the instructions attached to such forms or at such other times as may be required by the operating agency or the Special Assistant. The operating agency, with the approval of the Special Assistant, may, in appropriate cases, extend the time for filing compliance reports. The compliance reports shall be filed in the regional office of the operating agency and directed to the Regional Director (or Administrator). A copy shall also be filed with the Special Assistant.

(c) Compliance report forms may be obtained at all offices of the operating agency.

(d) Failure to file timely, complete and accurate compliance reports as required may constitute noncompliance with recipient's obligations under Title VI and under the regulations (29 CFR, Part 31) and may be grounds for the imposition by the operating agency of any of the sanctions available to it pursuant to that Title and the regulations and procedures relating thereto.

(2) *Requirement of applicants or prospective recipients.* (a) Before receiving any Federal financial assistance from the Department of Labor, each applicant or prospective recipient shall file:

(1) An assurance, the form of which has been approved by the Special Assistant, that the services, financial aid or other benefits under the program receiving Federal financial assistance shall be provided without regard to race, color or national origin; or

(2) A compliance report, the form of which has also been approved by the Special Assistant, detailing the methods of administration and specific steps for maintaining compliance. (b) Such assurance or compliance report shall contain, among other requirements, the requirement that the applicant or recipient will specify the procedures and activities, as well as furnish sufficient personnel, to carry out its responsibilities under Title VI, the implementing regulations and this document.

b. *Compliance reviews.*—(1) *General.* The purpose of compliance reviews shall be to ascertain the extent to which Title VI and the regulations are being complied with.

Routine compliance reviews shall be conducted in the initial stages by the individual operating agencies and the Regional Director (or Administrator) to ascertain the extent to which recipients are complying with the regulations.

(2) *Routine compliance review.* A routine compliance review consists of a general review of the practices and policies of the recipients to ascertain compliance with the regulations. The operating agency shall systematically and periodically conduct a routine compliance review as a normal part of the program of administration ordinarily to be initiated by receipt of a compliance report in the regional office of the operating agency. In addition, the operating agency shall conduct a routine compliance review whenever the head of the operating agency or the Special Assistant deems it necessary or appropriate. The operating agency shall conduct the routine investigation in conjunction with the area and local offices of the operating agency.

(3) *Special compliance review.* When the Special Assistant, with the concurrence of the Manpower Administrator, considers it necessary or appropriate for achievement of the purposes of Title VI and the regulations, special compliance reviews shall be conducted by the Special Assistant.

A special compliance review consists of a comprehensive review and investigation by the Special Assistant, with such assistance of the Department's other bureaus, offices and administrations as may be deemed necessary, into the practices and policies of the recipient with respect to the requirements of the regulations and Title VI.

c. *Procedure for routine compliance reviews.*—(1) *Compliance findings after routine compliance review.* When the Regional Director (or Administrator) of the operating agency determine after a routine compliance review that a recipient is in compliance, he shall then forward his findings to the head of the operating agency who shall review the findings of compliance to assure himself that the Department's regulations are being complied with. Where, upon review, the head of the operating agency does not concur in the findings of the regional officer, he may order further investigation or such other action as may be necessary or appropriate. Where the operating agency head concurs in the compliance findings, he shall forward the findings, together with all pertinent information, to the Special Assistant for review.

(2) *Noncompliance finding after routine compliance review.* Whenever a routine compliance review indicates to the Regional Director (or Administrator) or the agency head a failure to comply with Title VI of the regulations, a complete record shall be developed pursuant to investigation into the pertinent practices and policies of the recipient, the circumstances under which the possible noncompliance with the regulations occurred, and other factors relevant to a determination as to whether the recipient has failed to comply with the regulations, and the record shall be forwarded to the Special Assistant for appropriate action. The recipient shall be notified by the operating agency in writing that a tentative finding of noncompliance has been made. The matter will be resolved, whenever possible, by informal means pursued by the operating agency with the assistance of the Special Assistant. If the operating agency determines that the matter cannot be resolved by informal means, it will notify the Special Assistant in order that action as outlined in 29 CFR 31.9, et seq., may be followed.

d. *Complaints.*—(1) *Who may file complaints.* Any person who believes himself or any specific class of individuals to be subjected to discrimination prohibited by Title VI of the regulations may by himself or by a representative file a complaint in writing. Such complaint must be filed not later than 90 days from the date of the alleged discrimination, unless the time for filing is extended by the Manpower Administrator.

(2) *Where to file.* Complaints may be filed with any office of the operating agency or with the Special Assistant. Those filed with the Special Assistant may be referred to the operating agency for processing, or they may be processed in accordance with b. (3) above. Where complaints are filed with the operating agency, the Regional Director (or Administrator) shall transmit a copy of the complaint to the Special Assistant within five days after the receipt thereof and shall proceed with a prompt investigation of the complaint.

(3) *Contents of complaint.* (a) The complaint should contain the following information: the name and address (including telephone number, if possible) of the complainant; the name and address of the recipient committing the alleged discrimination; a description of the acts considered to be discriminatory; and any other pertinent information which will assist in the investigation and resolution of the complaint. The complaint shall be signed by the complainant or his authorized representative.

(b) Where a complaint contains incomplete information, the operating agency, or the Special Assistant where appropriate, shall seek promptly the needed information from the complainant. In the event such information is not furnished to the operating agency or the Special Assistant within 60 days of the date of such request, the case may be closed.

e. *Procedure for processing complaints.*—(1) *Investigations.* The Regional Director (or Administrator) shall institute a prompt investigation of each complaint filed with the operating agency or referred to it to determine whether the recipient has failed to comply with Title VI of the implementing Regulations. The regional officer shall also be responsible for developing a complete case record, which shall contain, among other information, the original complaint, reports of investigations and visits, and correspondence with the recipient, complainant and others regarding all phases of the matter alleged in the complaint, and all essential internal records and correspondence. The investigation may include, where appropriate, a review of the pertinent practices and policies of the recipient, the circumstances under which the possible noncompliance with the regulations occurred, and other factors relevant to a determination as to whether the recipient has failed to comply with Title VI or the regulations. The investigation shall be concluded, determination made by the operating agency as to whether there has been a failure to comply with the regulations, and the complete case record, together with such determination, shall be forwarded to the Special Assistant within 60 days after receipt of the complaint, unless the time is extended by the Special Assistant, with the concurrence of the Manpower Administrator.

(2) *Resolution of matters.* (a) If the investigation by the operating agency pursuant to paragraph (1) of this section indicates compliance with the regulations, the operating agency shall so inform the Special Assistant within 60 days of receipt of the complaint. The Special Assistant shall review the findings and upon concurrence therewith he shall notify the operating agency which shall in turn notify both the complainant and the recipient, in writing, and the case shall be closed. If upon review the Special Assistant does not concur with the findings of the operating agency, he

may request further investigation by the operating agency or may undertake such investigation as he may deem appropriate.

(b) If any investigation under paragraph (1) of this section indicates a failure to comply with the regulations, the matter should be resolved by informal means whenever possible.

(c) If the Special Assistant determines that the matter cannot be resolved by informal means, action will be taken as provided for in 29 CFR § 31.9, et seq.

f. *Assumption of jurisdiction by the Special Assistant over matters before operating agency.* The Special Assistant may inquire into the status of any matter pending before an operating agency, including complaints and matters arising out of compliance reports, reviews, or other investigations, and when the Special Assistant, with the concurrence of the Manpower Administrator, considers it necessary or appropriate for the achievement of the purposes of Title VI and the regulations, he shall assume jurisdiction over the matter by processing complaints, and conducting special compliance reviews and such investigations and other actions as may be necessary or appropriate, consistent with the Regulations.

5. *Legal advice.* Prior to making findings of compliance and noncompliance and in evaluating the factual and legal sufficiency of such findings, the heads of operating agencies, or the Special Assistant, where appropriate, shall consult the Solicitor and the Regional Directors (or Administrators) of such operating agencies shall consult the appropriate Regional Attorney.

6. *Effective date.* This order is effective immediately.

Signed at Washington, D.C. this 15th day of July 1965.

STANLEY H. RUTTENBERG,
Manpower Administrator.

[F.R. Doc. 65-11365; Filed, Oct. 22, 1965; 8:46 a.m.]

Office of the Secretary

[Order 18-65]

FEDERALLY ASSISTED PROGRAMS

Delegation of Authority Regarding Nondiscrimination

1. *Purpose.* This order assigns responsibility and delegates authority for the performance of functions to effectuate the provisions of Title VI of the Civil Rights Act of 1964 (Public Law 88-352).

2. *Authority and directives affected.* a. This order is issued pursuant to the Act of March 4, 1913, as amended (37 Stat. 736; 5 U.S.C. 611) R.S. 161 (5 U.S.C. 22), Reorganization Plan No. 6 of 1950 (15 F.R. 3176, 69 Stat. 1263, 5 U.S.C. 611 Note), and section 602 of the Civil Rights Act of 1964.

b. All orders, instructions and memoranda of the Secretary of Labor are superseded to the extent that they are inconsistent herewith.

3. *Delegation of authority and assignment of responsibility.* a. *Manpower Administrator.* Subject to the direction of the Under Secretary, the Manpower Administrator is responsible for developing such procedures and taking such action as may be necessary, except the suspension or termination of financial assistance, to insure that the nondiscrimination in Federally assisted program provisions (sec. 601) of the Civil Rights Act of 1964 are not violated in the Department's manpower programs such as: (1) Employment Service programs; (2) MDTA, Work-Training and other Department of Labor sponsored training programs; (3) State and Federal Unemployment Insurance programs; and (4) in the payment of allowances under the MDTA and the worker adjustment provisions of the TEA.

b. *Office of the Solicitor.* The Office of the Solicitor is responsible for providing assistance in the preparation and interpretation of regulations, providing hearing examiners as needed and advising operating officials on the applicability of procedures and consistency of their action with laws and regulations.

4. *Effective date.* This order is effective immediately.

Signed at Washington, D.C., this 29th day of June 1965.

W. WILLARD WIRTZ,
Secretary of Labor.

[F.R. Doc. 65-11366; Filed, Oct. 22, 1965; 8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

OCTOBER 20, 1965.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 40076—*Plaster, gypsum wallboard and related articles from Arkadelphia, Ark.* Filed by Southwestern Freight Bureau, agent (No. B-8769), for interested rail carriers. Rates on plaster, gypsum wallboard and related articles, in carloads, from Arkadelphia, Ark., to specified points in Wyoming.

Grounds for relief—Market competition.

Tariff—Supplement 162 to Southwestern Freight Bureau, agent, tariff ICC 4017.

FSA No. 40077—*Grain, grain products and related articles to points in Colorado.* Filed by Western Trunk Line Committee, agent (No. A-2427), for interested rail carriers. Rates on grain, grain products and related articles, in carloads, from points in Nebraska, to points in Colorado.

Grounds for relief—Motortruck competition.

Tariff—Supplement 24 to Western Trunk Line Committee, agent, tariff ICC A-4445.

FSA No. 40078—*Citrus fruit from points in Florida.* Filed by O. W. South, Jr., agent (No. A4778), for interested rail carriers. Rates on citrus fruit, in carloads, from points in Florida, to points in Illinois, Iowa, Missouri, and Wisconsin.

Grounds for relief—Unregulated motortruck competition.

Tariff—Supplement 107 to Southern Freight Association, agent, tariff ICC S-5.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 65-11382; Filed, Oct. 22, 1965; 8:47 a.m.]

[Notice 71]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

OCTOBER 20, 1965.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules in Ex Parte No. MC 67 (49 CFR Part 240), 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 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 protest must be specific as the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

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

MOTOR CARRIERS OF PROPERTY

No. MC 6031 (Sub-No. 37 TA), filed October 18, 1965. Applicant: BARRY TRANSFER & STORAGE COMPANY, 120 East National Avenue, Milwaukee, Wis., 53204. Applicant's representative: William C. Dineen, 412 Empire Building, 710 North Plankinton Avenue, Milwaukee, Wis., 53203. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Liquid carbon dioxide*, in bulk, in shipper owned tank vehicles from Milwaukee, Wis., to Menominee, Mich., and Sawyer Air Force Base, at or near Gwinn, Mich., under a continuing contract with Pure Carbonic Co., a division of Air Reduction Co., Inc., for 180 days. Support-

ing shipper: Pure Carbonic Co., division of Air Reduction Co., Inc., 141 West Jackson Boulevard, Chicago 4, Ill. (A. R. Terhune, regional distribution manager). Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 118015 (Sub-No. 3 TA), filed October 18, 1965. Applicant: RAYMOND V. McDONOUGH, doing business as LUMBER TRANSPORT, 524 South Fourth Street, Delavan, Wis., 53115. Applicant's representative: William C. Dineen, 412 Empire Building, 710 North Plankinton Avenue, Milwaukee, Wis., 53203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and building materials*, as described in appendix VI to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209, from the site of Wickes Lumber Co. yard, located at Beloit, Wis., to points in Lake, McHenry, Boone, Winnebago, Stephenson, Jo Daviess, Carroll, Whiteside, Lee, Ogle, De Kalb, Kane, Kendall, Cook, Du Page, and Will Counties, Ill.; and *returned shipments* of the above specified commodities, from points in Lake, McHenry, Boone, Winnebago, Stephenson, Jo Daviess, Carroll, Whiteside, Lee, Ogle, De Kalb, Kane, Kendall, Cook, Du Page, and Will Counties, Ill., to the site of Wickes Lumber Co. yard, located at Beloit, Wis., for 180 days. Supporting shipper: Wickes Lumber Co., Beloit, Wis., 53511. Send protests to: W. F. Sibbald, Jr., District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 108 West Wells Street, Room 511, Milwaukee, Wis., 53203.

No. MC 123596 (Sub-No. 1 TA), filed October 15, 1965. Applicant: DONALD F. LIND, doing business as OLYMPIC FILM SERVICE, 2330 Third Avenue, Seattle, Wash. Applicant's representative: Jack R. Davis, 1100 IBM Building, Seattle, Wash., 98101. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except class A and B explosives, commodities in bulk, those requiring special equipment and household goods as defined by the Commission) *restricted* to shipments having a prior or subsequent movement by air, between airports in King County, Wash., on the one hand, and, points in Kitsap, Clallam, and Jefferson Counties, Wash., on the other hand, for 180 days. Supporting shipper: Air Cargo, Inc., 1000 Connecticut Avenue NW., Washington, D.C., 20036. Send protests to: District Supervisor E. J. Casey, Bureau of Operations and Compliance, Interstate Commerce Commission, 6130 Arcade Building, Seattle, Wash., 98101.

No. MC 118745 (Sub-No. 5 TA), filed October 18, 1965. Applicant: JOHN PFROMMER, INC., Post Office Box 307, Douglassville, Pa. Applicant's representative: Morris J. Winokur, Suite 1920, 2 Penn Center Plaza, John F. Kennedy Boulevard at 15th Street, Philadelphia, Pa., 19102. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lime and limestone products*, in dump vehicles, from the plantsite of G. & W. H. Corson, Inc., at or near Plymouth Meeting, Pa., to points in Connecticut, and to points in New York (except the counties of Steuben, Chemung, Tioga, Broome, Tompkins, Schuyler, Yates, Cortland, Seneca, Chenango, Delaware, and Cayuga) with no transportation for compensation on return, except as otherwise authorized. The said transportation is to be performed under a continuing contract or contracts with G. & W. H. Corson, Inc., of Montgomery County, Pa., for 180 days. Supporting shipper: G. & W. H. Corson, Inc., Plymouth Meeting, Pa., 19462. Send protests to: Ross A. Davis, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 900 U.S. Customhouse, Philadelphia, Pa., 19106.

No. MC 124083 (Sub-No. 23 TA), filed October 18, 1965. Applicant: SKINNER MOTOR EXPRESS, INC., 1035 South Keystone Avenue, Indianapolis, Ind., 46203. Applicant's representative: Lee M. Le May, 45 North Pennsylvania Street, Suite 312, Indianapolis, Ind. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, from Indianapolis, Ind., to points in Indiana, having a prior shipment by rail, water, or motor vehicle in interstate movement, for 180 days. Supporting shipper: Morton Salt Co., 110 North Wacker Drive, Chicago, Ill., 60606. Send protests to: R. M. Hagarty, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commision, 802 Century Building, 36 South Pennsylvania Street, Indianapolis, Ind., 46204.

No. MC 127647 TA, filed October 18, 1965. Applicant: RALPH H. LARSEN, 195 Roundtoft Drive, Salt Lake City, Utah, 84103. Applicant's representative: Harry D. Pugsley, 600 El Paso Gas Building, Salt Lake City, Utah, 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas, fresh fruit, and vegetables*, in mixed loads, in the same vehicle, from Salt Lake City, Utah, to points in Montana, for 180 days. Supporting shipper: Buttrey Foods, Inc., Post Office Box 2008, Great Falls, Mont., 50401. Send protests to: John T. Vaughan, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 2224 Federal Building, Salt Lake City, Utah, 84111.

No. MC 127648 TA, filed October 18, 1965. Applicant: KENZO MORISHITA, doing business as K–M TRUCKING, 467 Oakley Street, Salt Lake City, Utah, 84116. Applicant's representative: Harry D. Pugsley, 600 El Paso Gas Building, Salt Lake City, Utah, 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas, fresh fruit, and vegetables*, in mixed loads, in the same vehicle, from Salt Lake City, Utah, to points in Montana, for 180 days. Supporting shipper: Buttrey Foods, Inc., Post Office Box 2008, Great Falls, Mont., 59401. Send protests to: John T. Vaughan, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 2224 Federal Building, Salt Lake City, Utah, 84111.

No. MC 127649 TA, filed October 18, 1965. Applicant: LLOYD O. HENDRICKS, 1155 Oakley Street, Salt Lake City, Utah, 84116. Applicant's representative: Harry D. Pugsley, 600 El Paso Gas Building, Salt Lake City, Utah, 84111. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas, fresh fruit, and vegetables*, in mixed loads, in the same vehicle, from Salt Lake City, Utah, to points in Montana, for 180 days. Supporting shipper: Buttrey Foods, Inc., Post Office Box 2008, Great Falls, Mont., 59401. Send protests to: District Supervisor John T. Vaughan, Bureau of Operations and Compliance, Interstate Commerce Commission, 2224 Federal Building, Salt Lake City, Utah, 84111.

By the Commission.

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

[F.R. Doc. 65–11383; Filed, Oct. 22, 1965; 8:47 a.m.]

[Notice 1250]

MOTOR CARRIER TRANSFER PROCEEDINGS

OCTOBER 20, 1965.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), 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–68194. By order of October 13, 1965, Transfer Board approved the transfer to Shovel Transfer and Storage, Inc., Pittsburgh, Pa., of the operating rights issued by the Commission November 21, 1956, under Permit No. MC–78773, to John M. Shovel, doing business as Shovel Transfer & Storage, Pittsburgh, Pa., authorizing the transportation, over irregular routes, of such merchandise as is dealt in by wholesale, retail, and chain grocery and food business houses, and in connection therewith, equipment, materials, and supplies used in the conduct of such business, between Pittsburgh, Pa., on the one hand, and, on the other, Columbus, Ohio, and points in Ohio, and West Virginia, within 100 miles of Pittsburgh, Pa. William L. Jacob, William L. Jacob, Jr., and Richard

P. Jacob, 1506 Law and Finance Building, Pittsburgh, Pa., attorneys for applicants.

No. MC-FC-68084. By order of October 18, 1965, Transfer Board approved the transfer to Clark Transport Company, Inc., Chicago Heights, Ill., of the operating rights of Clark Transport Company, a corporation, Chicago Heights, Ill., in Certificates Nos. MC-106647, MC-106647 (Sub-No. 3), MC-106647 (Sub-No. 8), MC-106647 (Sub-No. 17), MC-106647 (Sub-No. 22), MC-106647 (Sub-No. 24), MC-106647 (Sub-No. 25), MC-106647 (Sub-No. 31), MC-106647 (Sub-No. 32), and MC-106647 (Sub-No. 37), issued August 16, 1946, November 18, 1946, July 13, 1948, February 19, 1952, August 24, 1954, July 10, 1953, August 12, 1955, May 21, 1957, May 21, 1958, and October 22, 1964, respectively, authorizing the transportation, over irregular routes, of new automobiles, new trucks, new bodies, new cabs, and new chassis, restricted to initial movements, in truckaway and driveaway service; automobiles, trucks, bodies, cabs, and chassis, new, used, unfinished and/or wrecked, restricted to secondary movements, in truckaway and driveaway service; new automobiles, new trucks, new bodies, new cabs, and new chassis, restricted to initial volume movements, in truckaway and driveaway service; automobiles, trucks, bodies, cabs, and chassis, new, used, unfinished, and wrecked, restricted to subsequent or secondary movements, in truckaway and driveaway service; new automobiles, new trucks, new bodies, new cabs, and new chassis, restricted to initial movements, in truckaway service; automobiles, trucks, bodies, cabs, and chassis, new, used, finished, and wrecked, restricted to subsequent or secondary movements, in truckaway service; automobiles, trucks, and trailers, new, used, unfinished, and/or wrecked, restricted to secondary movements, in truckaway service; new automobiles, automobile bodies, automobile chassis, and automobile parts and accessories moving in connection therewith, automobile show equipment and paraphernalia, and farm and garden tractors and parts, and accessories thereof moving in connection therewith in initial movements, in truckaway and driveaway service; new passenger automobiles, in secondary movements, by the truckaway method; trailers, in initial movements, in truckaway service, farm tractors; automobiles and trucks, in secondary movements, by driveaway service; automobiles, trucks and chassis, in secondary movements, by the truckaway method, and bodies and cabs; automobiles, trucks, and trailers, in truckaway service; automobiles, trucks, and trailers, new or used, in driveaway service, automobiles, trucks, and trailers, in truckaway and driveaway service; automobiles, trucks, and trailers, in truckaway and driveaway service, restricted to secondary movements; new automobiles, restricted to initial movements, in truckaway service, new and used automobiles, in secondary movements, in truckaway service; new automobiles, new trucks, new cabs, and new chassis, in initial movements, in truckaway and driveaway service; new automobiles, new trucks, new cabs, and new chassis, in secondary volume movements during the season of open navigation on the Great Lakes, in truckaway and driveaway service; automobiles, trucks, cabs, and chassis, new, used, unfinished, and/or wrecked, in secondary movements, in truckaway and driveaway service; automobiles, trucks, cabs, and chassis, in initial movements, in truckaway service; trucks, truck tractors, truck chassis, and tractor chassis, in initial movements, in driveaway and truckaway service; new automobiles, trucks, chassis, bodies, cabs, and parts and accessories, when transported with vehicles of which they are a part, in truckaway service, in initial movements; agricultural tractors; new automobiles, trucks, chassis, bodies, cabs, and parts thereof when transported with vehicles of which they are a part, in truckaway service, in secondary movements; automobiles, trucks, and chassis, in secondary movements, by the truckaway method and bodies and cabs; new automobiles and new trucks, in secondary movements, in truckaway service; new automobiles and new trucks, in initial movements, in truckaway service; automobiles, trucks, and chassis, in driveaway service; and, over regular routes, new and used automobiles, trucks, and trailers, by truckaway and driveaway services; automobiles, trucks, and trailers, new or used, in truckaway and driveaway service; automobiles, trucks, and trailers, in truckaway and driveaway service; from, to, and between points in the United States, varying with the commodities transported. Charles W. Singer, 33 North La Salle Street, Chicago, Ill., 60602, attorney for applicants.

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

[F.R. Doc. 65-11384; Filed, Oct. 22, 1965; 8:47 a.m.]

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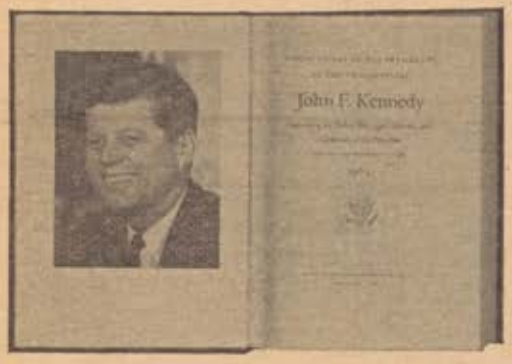

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