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Pages 3929-3959

Agencies in this issue—

The President
Agency for International Development
Agricultural Stabilization and
Conservation Service
Agriculture Department
Civil Aeronautics Board
Customs Bureau
Federal Aviation Agency
Federal Maritime Commission
Federal Power Commission
Food and Drug Administration
Indian Affairs Bureau
Interstate Commerce Commission
Land Management Bureau
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How To Find U.S. Statutes and United States Code Citations

[Revised Edition—1965]

This pamphlet contains typical legal references which require further citing. The official published volumes in which the citations may be found are shown alongside each reference—with suggestions as to the logical sequence to follow in using them. Additional finding aids, some especially useful in citing current legislation, also have been in-

cluded. Examples are furnished at pertinent points and a list of references, with descriptions, is carried at the end.

This revised edition contains illustrations of principal finding aids and reflects the changes made in the new master table of statutes set out in the 1964 edition of the United States Code.

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

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Title 3—THE PRESIDENT

Executive Order 11334

ENJOYMENT OF CERTAIN PRIVILEGES, EXEMPTIONS, AND IMMUNITIES BY THE ASIAN DEVELOPMENT BANK AND COORDINATION OF UNITED STATES POLICIES WITH REGARD TO THE BANK

By virtue of the authority vested in me by Reorganization Plan No. 4 of 1965 (30 F.R. 9353), by section 4 of the Asian Development Bank Act, approved March 16, 1966 (Public Law 89-369), and by section 1 of the International Organizations Immunities Act (59 Stat. 669; 22 U.S.C. 288), and as President of the United States, it is ordered as follows:

SECTION 1. (a) The Asian Development Bank, an organization in which the United States participates under the authority of the Asian Development Bank Act, is hereby designated as a public international organization entitled to enjoy the privileges, exemptions, and immunities conferred by the International Organizations Immunities Act.

(b) The foregoing designation shall not be (1) deemed to abridge in any respect privileges, exemptions, and immunities which that organization may have acquired or may acquire by treaty or congressional action, or (2) construed to affect in any way the applicability of the provisions of Article 50 of the Agreement Establishing the Asian Development Bank as adopted by the Congress in the Asian Development Bank Act.

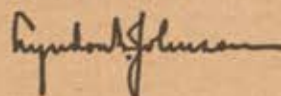
SEC. 2. Executive Order No. 11269 of February 14, 1966, is amended as follows:

(1) By adding at the end of section 2 the following new subsection:

"(c) The Council shall perform with respect to the Asian Development Bank, the same functions as those delegated to it by subsections (a) and (b) of this section with respect to other international financial institutions."

(2) By adding at the end of section 3 thereof the following new subsection:

"(d) The Secretary of the Treasury shall perform, with respect to the Asian Development Bank, the same functions as those delegated to him by subsections (a) and (b) of this section with respect to other international financial institutions."



THE WHITE HOUSE,
March 7, 1967.

[F.R. Doc. 67-2704; Filed, Mar. 8, 1967; 1:21 p.m.]

Rules and Regulations

Title 7—AGRICULTURE

Subtitle A—Office of the Secretary of Agriculture

PART 17—SALES OF AGRICULTURAL COMMODITIES MADE AVAILABLE UNDER TITLE I OF THE AGRICULTURAL TRADE DEVELOPMENT AND ASSISTANCE ACT OF 1954, AS AMENDED

Subpart A—Regulations Governing the Financing of Commercial Sales of Agricultural Commodities

CORRECTIONS

In F.R. Doc. 66-14042, appearing in Part II of the issue for Saturday, December 31, 1966, the following corrections are made:

1. Page 16818, column 2, in line 1 of § 17.1(c) (3) the word "entent" is changed to "extent".

2. Page 16819, column 1, in line 5 of § 17.2(b) (7) the reference is changed to "§ 17.9(f)".

3. Page 16823, column 2, in line 16 of § 17.9(k) (7) the word "with" is changed to "without" and in line 5 of § 17.9(k) (9) the word "of" is deleted.

4. Page 16829, column 2, in line 8 of § 17.15(b) (5), "specifically authorized contracting on a c.i.f. basis" is corrected to read, "which specifically authorized contracting on a c.i.f. basis."

5. Page 16845, column 1, in paragraph (C) (2) (b) of Appendix B, the words "Form CCC-329, Supplier's Certificate, signed original," are changed to read, "signed original of Form CCC-329, Supplier's Certificate."

6. Page 16845, column 1, in line 1 of paragraph (C) (2) (c) of Appendix B, the words "Ocean bill of lading, copy, which shall" are changed to read "a copy of the ocean bill of lading, which shall".

7. Page 16845, column 2, in paragraph (C) (2) (d), Appendix B, the words "Form CCC-106-1, Advice of Vessel Approval, signed original" are changed to read "signed original of Form CCC-106-1, Advice of Vessel Approval."

8. Page 16848, column 3, in line 7 of paragraph (Q) (1), of Appendix B, the word "exporter" is corrected to read "export".

9. Page 16849, column 2, in line 9 of paragraph (T) (1), Appendix B the word "or" is inserted between the words "same" and "better".

ORVILLE L. FREEMAN,
Secretary of Agriculture.

MARCH 7, 1967.

[F.R. Doc. 67-2678; Filed, Mar. 9, 1967;
8:48 a.m.]

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

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

[Amdt. 12]

PART 722—COTTON

Subpart—Acreage Allotments for 1966 and Succeeding Crops of Upland Cotton

MISCELLANEOUS AMENDMENTS

Basis and purpose. This amendment is issued pursuant to the Agricultural Adjustment Act of 1938, as amended (52 Stat. 31, as amended; 7 U.S.C. 1281 et seq.). The purposes of this amendment are as follows:

1. In certain cases the cropland on a farm for the current year may be insufficient to support all authorized land uses for allotted crops and feed grain bases in the current year. Failure to plant 75 percent of the farm allotment in such cases is considered as resulting from a condition beyond the control of producers on the farm within the meaning of the exception to the 75 percent rule in section 344(f) (8) of the act. Section 722.414(a) (5) is added to provide farm base protection in such cases.

2. Under section 103(d) (3) of the Agricultural Act of 1949, as amended, an acreage of cotton not planted due to a natural disaster is regarded as planted for purposes of payments. This operates to create history and farm base credits, under section 103(d) (9) of the Agricultural Act of 1949, as amended. Sections 722.404(b) (3) (ii) and 722.414(b) (2) are revised to include such acreage regarded as planted to cotton.

3. References in §§ 722.404(b) (15) and 722.408 to the Deputy Administrator are shortened since it is a defined term under § 722.404(a).

4. The language in § 722.405 is revised to recognize that the national marketing quota referendum may be held during a period of time in case of mail ballot.

5. The filing period for transfers of allotment effective beginning in 1968 is established under § 722.436(b) (3) as the period June 1, 1967, through January 2, 1968.

6. Section 722.438(d) is clarified to show the limitation on planting cotton after transfer by sale or lease applies to the currently established farm allotment which may be of different size than the farm allotment remaining on the farm in the year of the transfer and a typographical error is corrected to state the period of limitation after transfer by sale is 5 years and not 6 years.

Since this amendment only involves technical, corrective, and clarifying

changes, it is hereby determined and found that compliance with the notice, public procedure and 30-day effective date requirements of 5 U.S.C. 553 (80 Stat. 383) is unnecessary. Accordingly, this amendment shall be effective upon filing this document with the Director, Office of the Federal Register.

The regulations for Acreage Allotments for 1966 and Succeeding Crops of Upland Cotton (31 F.R. 13205, as amended) are amended as follows:

1. Section 722.404(b) (3) (ii) and the last clause of the proviso in § 722.404(b) (15) are amended to read as follows:

§ 722.404 Definitions.

(b) Cotton program terms. . . .

(3) Acreage planted to cotton on the farm during the base period (for use in establishing farm allotments; acreage devoted to production of extra long staple cotton shall be excluded)—

(ii) For 1966-69. The farm allotment for the respective year including any allotment released from the farm for 1 year only, excluding any allotment reapportioned to the farm under section 344(m) (2) of the act and excluding any allotment not entitled to acreage history under section 344(f) (7) of the act: *Provided*, That if less than 75 percent of the farm allotment for the respective year and for each of the 2 years preceding such year, after release and before reapportionment under section 344(m) (2) of the act, was seeded to cotton; or devoted to the production of cotton but seeded prior to such year (stub cotton); or was regarded as planted to cotton under the conservation programs; except that for 1966-69, the foregoing 75 percent requirement shall be satisfied if some cotton was planted on the farm (or regarded as planted under the natural disaster provision of section 103(d) (3) of the Agricultural Act of 1949, as amended) and the farm qualified for payment under section 103(d) of the Agricultural Act of 1949, as amended; the farm acreage history for the respective year shall be the sum of the acreage seeded to cotton on the farm in such year, the acreage devoted to the production of stub cotton, acreage regarded as planted under the conservation programs, and released allotment for the year but excluding any allotment not entitled to acreage history under section 344(f) (7) of the act. The foregoing proviso does not apply to the allotment for farms owned by the Federal Government with a restrictive lease prohibiting the planting of cotton, or to farms for which allotments have been pooled under section 378 of the act.

(15) "State reserve— * * *, unless the State committee recommends a larger acreage which is approved by the Deputy Administrator.

2. The first sentence of § 722.405 is amended to read as follows:

§ 722.405 Annual national cotton marketing quota referendum.

A referendum of the farmers who are engaged in the production of cotton in the year preceding the current year will be held on the date or during the period of time to be published in the FEDERAL REGISTER for each crop for which farm acreage allotments and farm marketing quotas are proclaimed. * * *

3. The last clause of the first sentence of § 722.408 is amended to read as follows:

§ 722.408 State reserve.

* * *, unless the State committee recommends a larger acreage which is approved by the Deputy Administrator. * * *

4. Paragraph (a) of § 722.414 is amended by adding a new subparagraph (5) at the end thereof to read as follows, and paragraph (b) (2) of § 722.414 is amended to read as follows:

§ 722.414 Adjustment of allotment bases and determination of acreage history.

(a) Farm base adjustments under section 344(f) (8) of the act applicable to plantings of cotton in the current year. * * *

(5) In any case where the county committee determines that failure to plant at least 75 percent of the farm allotment was the result of insufficient cropland on the farm to support all authorized land uses for allotted crops and feed grain bases in the current year, such failure shall be considered as resulting from a condition beyond the control of producers on the farm. The acreage not planted under the farm allotment because of insufficient cropland as determined by the county committee shall be regarded as planted on the farm for purposes of the 75 percent rule in computing the farm base under section 344 (f) (8) of the act.

(b) Preservation of acreage history under section 377 of the act. * * *

(2) Farms eligible for payment under section 103(d) of the Agricultural Act of 1949, as amended, on which some cotton is planted for 1966, 1967, 1968, and 1969. Farm domestic allotments for the 1966, 1967, 1968, and 1969 crops are required to be established for each farm under section 350 of the act. If some cotton is planted on the farm, or regarded as planted on the farm under the natural disaster provision of section 103(d) (3) of the Agricultural Act of 1949, as amended, the farm allotment excluding adjustments under section 344(m) (2) of the act shall be regarded as planted for pur-

poses of establishing future State, county, and farm allotments and farm bases under section 344(f) (8) of the act and paragraph (a) of this section.

5. § 722.436(b) is amended by adding a new subparagraph (3) at the end thereof to read as follows:

§ 722.436 Applications for transfer.

(b) When applications to be filed. * * *

(3) For transfers effective beginning in 1968. Applications shall be filed for transfers to take effect in 1968 during the period June 1, 1967, through January 2, 1968. The statutory closing date of December 31, 1967, is a nonworking day for county offices and the next working day is January 2, 1968, which becomes the closing date under the rule in § 720.1 of this chapter (24 F.R. 4233).

6. The first sentence of § 722.438(d) is amended to read as follows:

§ 722.438 Additional conditions and limitations.

(d) Limitation on planting of cotton after transfer by sale or lease. No cotton in excess of the currently established farm allotment after transfer by sale or lease shall be planted on such farm for a period of 5 years following a transfer by sale and for a period of time equal to the term of the lease if the transfer is by lease. * * *

(Secs. 343, 344, 344a, 375, 63 Stat. 670, as amended, 79 Stat. 1197, 82 Stat. 66, as amended; 7 U.S.C. 1343, 1344, 1344b, 1375)

Effective date: Date of filing this document with the Director, Office of the Federal Register.

Signed at Washington, D.C., on March 6, 1967.

H. D. GODFREY,
Administrator, Agricultural
Stabilization and Conserva-
tion Service.

[F.R. Doc. 67-2667; Filed, Mar. 9, 1967;
8:47 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 6—Department of State

[Dept. Reg. 108.548]

PART 6-3—PROCUREMENT BY NEGOTIATION

PART 6-75—DELEGATIONS OF PROCUREMENT AUTHORITY

Miscellaneous Amendments

1. Subpart 6-3.2 is amended by adding a new § 6-3.213 reading as follows:

§ 6-3.213 Technical equipment requiring standardization and interchangeability of parts.

(a) Policy. It is the Department's policy to utilize the negotiation authority

contained in section 302(c) (13) of the Act (41 U.S.C. 252(c) (13)) wherever standardization of technical equipment to be purchased in the United States for use in the Foreign Service is necessary in the public interest. This policy cannot be implemented in individual cases until it has first been determined by the Department that: The public interest would be best served by standardization due to special situations or particular localities in which the equipment is to be used; the equipment is in fact technical equipment; and procurement without formal advertising is necessary. All three determinations must be based upon findings of fact by the posts or offices concerned.

(b) Application. In order to assist posts in identifying the "special situations and particular localities" where standardization might be justified there follow several examples:

(1) A "Particular locality" might be a post that is remote from available sources of supply for parts or necessary repair services.

(2) Special situations might be ones in which:

(i) For security or other reasons, it is necessary for maintenance to be performed by U.S. citizen employees.

(ii) For reasons other than remoteness of locality, it is necessary for parts to be stockpiled by the Government.

(iii) Costs of either parts or repair services are prohibitive in the absence of standardization.

(c) Justification. Since standardization is an exception to a general policy of formally advertised procurement within the United States, it can be justified by the Department only when failure to standardize will result in significantly increased costs or interference with a vital program.

(d) Limitations. (1) Posts, or Regional Supply Centers on a regional basis, that consider standardization justifiable on a "particular locality" basis should report findings of fact concerning the following:

(i) The distance from the nearest adequate source of supply for parts for all known American makes of the particular type of equipment.

(ii) The distance from the nearest adequate source of service for all known American makes of the particular type of equipment.

(iii) The number of units of each make or brand of the equipment on hand.

(iv) The recommended choice of make or brand to be standardized upon in accordance with post consideration of the following factors:

(a) Local service capability.

(b) Local parts availability and cost.

(c) Suitability of various makes under local conditions.

(d) Availability of parts or service from U.S. Government sources.

(e) Standardization by other U.S. Government agencies at the post or in the host country.

(f) Present equipment inventory by make.

(g) Price.

(h) Probable future trends of the factors in this subdivision.

(2) Any post or Departmental office that considers standardization justifiable on a "special situation" basis should fully describe the situation in a report to the Supply and Transportation Services Division including the recommended choice of make or brands to be standardized upon in accordance with consideration of the factors in subparagraph (1) (iv) of this paragraph insofar as they apply.

(e) *Determinations and findings.* Upon receipt of requests for standardization accompanied by findings of fact upon which ultimate determinations may be based, the Supply and Transportation Services Division will prepare formal determinations for approval. Submitting posts or Departmental offices will be notified of approval and, if standardization is approved, will be advised of the period for which it is effective.

(Act of May 26, 1949 (63 Stat. 111; 5 U.S.C. 151c, 22 U.S.C. 811a), as amended)

2. Subpart 6-75.2 is amended by revising § 6-75.202 to read as follows:

§ 6-75.202 Library.

The authority to execute, award and administer contracts (except grants) is granted to the Librarian, Principal Acquisition Librarian, and Chief, Acquisition Branch, for the acquisition of newspapers, books, maps, and periodicals, and for the acquisition of publication binding and repair services whenever the acquisition of such services is authorized by the Public Printer pursuant to the provisions of section of the Act of January 12, 1895, 28 Stat. 602, as amended (44 U.S.C. 14).

(Act of May 26, 1949 (63 Stat. 111; 5 U.S.C. 151c, 22 U.S.C. 811a), as amended; General Services Administration Delegation of Authority No. 410 dated Mar. 30, 1962)

IDAR RIMESTAD,
Deputy Under Secretary
for Administration.

FEBRUARY 27, 1967.

[F.R. Doc. 67-2675; Filed, Mar. 9, 1967; 8:47 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT

[Docket No. 8015; Amdt. 39-369]

PART 39—AIRWORTHINESS DIRECTIVES

Allison-Aero Products Models A6441FN-606, A6441FN-606A Propellers

Pursuant to the authority delegated to me by the Administrator, an airworthiness directive was adopted on March 8, 1967, and made effective immediately as to all known operators of Allison-Aero Products Models A6441FN-606 and A6441FN-606A propellers installed on Allison Convair Model 340/440 airplanes

modified in accordance with STC SA4-1100 or on Lockheed Model L188 airplanes. The directive requires removal of the propeller and replacement with another that does not bear a number on the following list, or inspection and return to service in accordance with procedures established by Allison and approved by the FAA.

Since it was found that immediate corrective action was required, notice and public procedure thereon was impractical and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately as to all known operators of the propeller by individual telegrams dated March 8, 1967. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons.

In view of the foregoing, § 39.13 of Part 39 is amended by adding the following airworthiness directive:

ALLISON-AERO PRODUCTS. Applies to Models A6441FN-606 and A6441FN-606A propellers installed on Allison Convair Model 340/440 airplanes modified in accordance with STC SA4-1100 or Lockheed Model L188 airplanes.

Before further flight of any airplane equipped with a propeller identified by the following list of propeller serial numbers and hub serial numbers, unless already accomplished, remove the propeller and replace with a propeller that does not bear a number on the following list or inspect and return to service in accordance with procedures established by Allison and approved by the Chief, Engineering and Manufacturing Branch, FAA Central Region. Further flight beyond the point where the aircraft is grounded pursuant to this airworthiness directive may be conducted only in accordance with FAR 21.197.

Propeller No.	Hub No.
P807	H21260
P607	H21048
P791	H21126
P1001	H22073
P1002	H22074
P975	H22047
P978	H22050
P981	H22053
P982	H22054
P983	H22055
P989	H22061
P995	H22067
P996	H22068
P997	H22069
P998	H22070
P1003	H22075
P1006	H22078
P985	H22057
P986	H22058
P1004	H22076
P1019	H22091
P994	H22067
P990	H22062
P991	H22063
P971	H22043
P974	H22046
P992	H22064
P993	H22065
P999	H22071
P1000	H22072
P541	H21176
P625	H21234
P909	H21163
P984	H22056
P987	H22059
P976	H22048
P977	H22049

This amendment becomes effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective by telegram dated March 8, 1967.

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

Issued in Washington, D.C., on March 8, 1967.

JAMES F. RUDOLPH,
Acting Director,
Flight Standards Service.

[F.R. Doc. 67-2706; Filed, Mar. 9, 1967; 8:48 a.m.]

[Airworthiness Docket No. 67-WE-8-AD; Amdt. 39-367]

PART 39—AIRWORTHINESS DIRECTIVES

Certain Models of Aircraft Equipped With Rajay Model 315A10 Turbochargers

Amendment 39-21 (30 F.R. 573, FAA Washington Docket No. 6428), AD 65-2-3, requires repetitive inspections of the turbocharger turbine scroll P/N TC-6-11 for cracks. In the meantime, the manufacturer has produced a new scroll P/N TC-6-11A made of improved material. The new scroll has now had 2 years of satisfactory service on various airplanes with no record of cracks on a total of 500 scrolls. In view of this satisfactory service record, the Agency now considers that the repetitive inspections of the new scroll P/N TC-6-11A are no longer required, and AD 65-2-3 is being amended to reflect this position.

Since this amendment provides an alternative means of compliance and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-21 (30 F.R. 573), AD 65-2-3, is amended as follows:

Revise paragraph (c) to read—

(c) The repetitive inspections required by paragraph (a) may be discontinued only when a turbocharger turbine scroll P/N TC-6-11A has been installed.

This amendment becomes effective upon publication in the FEDERAL REGISTER.

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

Issued in Los Angeles, Calif., on March 2, 1967.

LEE E. WARREN,
Acting Regional Director,
FAA Western Region.

[F.R. Doc. 67-2644; Filed, Mar. 9, 1967; 8:45 a.m.]

SUBCHAPTER E—AIRSPACE

[Airspace Docket No. 67-WE-14]

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

Revocation of Control Area Extensions

The purpose of these amendments to Part 71 of the Federal Aviation Regulations is to revoke those control area ex-

tensions that are no longer required as designated controlled airspace.

Since this action imposes no additional burden on any person, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, effective 0001 e.s.t., April 27, 1967, Part 71 of the Federal Aviation Regulations is amended as hereinafter set forth:

In § 71.165 (32 F.R. 2070, 2071), the following control area extensions are revoked:

Tacoma, Wash.
Toledo, Wash.

(Sec. 307(a), Federal Aviation Regulations, as amended, 72 Stat. 749; 49 U.S.C. 1348)

Issued in Los Angeles, Calif., on March 1, 1967.

LEE E. WARREN,

Acting Director, Western Region.

[F.R. Doc. 67-2645; Filed, Mar. 9, 1967; 8:45 a.m.]

SUBCHAPTER F—AIR TRAFFIC AND GENERAL OPERATING RULES

[Reg. Docket No. 7989; Amdt. 526]

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 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	
Leroy Int.	AZ LOM	Direct	2800	T-dn	300-1	300-1	200-1½
AZO VOR	AZ LOM	Direct	2800	C-dn	400-1	500-1	500-1½
BTL VOR	AZ LOM	Direct	2800	S-dn-35	400-1	400-1	400-1
Centerville Int.	Barton Int.	Via AZO, R 192° and BTL, R 218°	2800	A-dn	800-2	800-2	800-2
Barton Int.	AZ LOM (final)	Direct	2500				
Lawton Int.	AZ LOM	Direct	2800				
Cooper Int.	AZ LOM	Direct	2800				
Hickory Int.	AZO VOR	Direct	2800				

Procedure turn E side of crs, 172° Outbnd, 332° Inbnd, 2800' within 10 miles.

Minimum altitude over facility on final approach crs, 2500'.

Crs and distance, facility to airport, 332°—5.8 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5.8 miles after passing AZ LOM, climb to 3000', proceed to Cooper Int via AZO VOR, R 321°, or when directed by ATC, climb to 2800', turn left and return to AZ LOM.

CAUTION: Procedure not authorized when control tower not in operation.

MSA within 25 miles of facility: 000°—360°—2400'.

City, Kalamazoo; State, Mich.; Airport name, Kalamazoo Municipal; Elev., 574'; Fac. Class., LOM; Ident., AZ; Procedure No. NDB (ADF) Runway 35, Amdt. 6; Eff. date, 1 Apr. 67; Sup. Amdt. No. ADF 1, Amdt. 5; Dated, 22 May 65

LCH VOR	LOM	Direct	1500	T-dn	300-1	300-1	200-1½
				C-dn	400-1	500-1	500-1½
				S-dn-15	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 328° Outbnd, 148° Inbnd, 1500' within 10 miles.

Minimum altitude over facility on final approach crs, 1200'.

Crs and distance, facility to airport, 148°—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 1500' on 148° bearing from LCH LOM within 20 miles, or when directed by ATC, make immediate right turn, climbing to 1500' on the LCH VOR, R 210° within 20 miles.

MSA within 25 miles of facility: 000°—360°—1500'.

City, Lake Charles; State, La.; Airport name, Lake Charles Municipal; Elev., 22'; Fac. Class., LOM; Ident., LC; Procedure No. NDB (ADF) Runway 15, Amdt. 9; Eff. date, 1 Apr. 67; Sup. Amdt. No. ADF 1, Amdt. 8; Dated, 5 June 65

SAM VOR	OLY RBN	Direct	2000	T-dn	300-1	300-1	200-1½
BIB VOR	OLY RBN	Direct	2000	C-dn	700-1	700-1	700-1½
New Hebron Int.	OLY RBN	Direct	2000	S-dn-3	700-1	700-1	700-1
				A-dn	NA	NA	NA

Procedure turn S side of crs, 220° Outbnd, 940° Inbnd, 2000' within 10 miles.

Minimum altitude over facility on final approach crs, 1170'.

Facility on airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of RBN, make climbing right turn to 2000' and return to RBN.

NOTE: Use Vandalia, Ill., altimeter setting.

MSA within 25 miles of facility: 000°—360°—2100'.

City, Olney; State, Ill.; Airport name, Olney Noble; Elev., 470'; Fac. Class., MHW; Ident., OLY; Procedure No. NDB (ADF) Runway 3, Amdt. Orig.; Eff. date, 30 Mar. 67

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	
Richmond VOR	Oxford RBN	Direct	2800	T-dn	300-1	300-1	NA
Camden Int.	Oxford RBN	Direct	2600	C-dn	700-1	700-1	NA
Raymond Int.	Oxford RBN (final)	Direct	1740	S-dn-4	700-1	700-1	NA
				A-dn	NA	NA	NA
				ADF/VOR minimums (VOR receiver required):			
				C-dn	600-1	600-1	NA
				S-dn-4	600-1	600-1	NA

Radar available.
 Procedure turn S side of crs, 225° Outbnd, 045° Inbnd, 2600' within 10 miles.
 Minimum altitude over Peoria Int on final approach crs, 1740'.
 Facility on airport. Crs and distance, Peoria Int to airport, 045°—3.1 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of Oxford RBN, make left-climbing turn to 2500' return to Oxford RBN. Hold SW, 1-minute right turns, 045° Inbnd.
 NOTE: Use Cincinnati altimeter setting.
 MSA within 25 miles of facility: 000°-090°—3100'; 090°-180°—2800'; 180°-270°—2300'; 270°-360°—2400'.
 City, Oxford; State, Ohio; Airport name, Miami University; Elev., 1040'; Fac. Class., MHW; Ident., OXD; Procedure No. NDB (ADF) Runway 4; Amdt. Orig.; Eff. date, 1 Apr. 67 or upon commissioning of facility

McClure Int.	LOM	Direct	2200	T-dn	300-1	300-1	200-1½
Waterville VOR	LOM	Direct	2200	C-dn	500-1	500-1	500-1½
Harbor View Int.	LOM	Direct	2200	S-dn-7	500-1	500-1	500-1
Gerald Int.	LOM	Direct	2300	A-dn	800-2	800-2	800-2

Radar available.
 Procedure turn S side of crs, 249° Outbnd, 069° Inbnd, 2100' within 10 miles.
 Minimum altitude over facility on final approach crs, 2000'.
 Facility on airport. Crs and distance, facility to airport, 069°—4.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles after passing LOM, make right-climbing turn to 2200', proceed to Waterville VOR. Hold SE, Waterville VOR on R 140°, right turns, 1 minute, 320° Inbnd, or when directed by ATC, within 4.7 miles after passing LOM, make climbing left turn to 2100', proceed to Toledo LOM. Hold SW Toledo LOM, right turns, 1 minute, 069° Inbnd.
 CAUTION: Tower 809', 1¼ miles S of MM.
 MSA within 25 miles of facility: 000°-090°—3100'; 090°-180°—2200'; 180°-270°—2100'; 270°-360°—2300'.
 City, Toledo; State, Ohio; Airport name, Toledo Express; Elev., 684'; Fac. Class., LOM; Ident., TO; Procedure No. NDB (ADF) Runway 7; Amdt. 11; Eff. date, 1 Apr. 67; Sup. Amdt. No. ADF 1, Amdt. 16; Dated, 6 Nov. 65

STEVOR	ISW RBN	Direct	2600	T-dn	300-1	300-1	200-1½
Junellon City Int.	ISW RBN	Direct	2800	C-d	700-1	700-1	700-1½
Rancroft Int.	ISW RBN	Direct	2600	C-n	700-2	700-2	700-2
				S-d-2*	700-1	700-1	700-1
				S-n-2*	700-1½	700-1½	700-1½
				A-dn	NA	NA	NA

Procedure turn E side of crs, 188° Outbnd, 008° Inbnd, 2600' within 10 miles.
 Minimum altitude over facility on final approach crs, 1719'.
 Facility on airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of RBN, make left-climbing turn to 2000' on 188° magnetic bearing from RBN within 10 miles.
 NOTE: Use Stevens Point altimeter setting. When Stevens Point altimeter setting not available, use Wausau altimeter setting.
 *Sliding scale not authorized.
 MSA within 25 miles of facility: 000°-270°—2500'; 270°-360°—2900'.
 City, Wisconsin Rapids; State, Wis.; Airport name, Alexander Field-South Wood County; Elev., 1019'; Fac. Class., MHW; Ident., ISW; Procedure No. NDB (ADF) Runway 2; Amdt. Orig.; Eff. date, 30 Mar. 67

2. 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	
R 156°, CGT VOR clockwise	R 264°, CGT VOR	Via 7-mile DME Arc	2300	T-dn	300-1	300-1	300-1
R 011°, CGT VOR counterclockwise	R 264°, CGT VOR	Via 7-mile DME Arc	2300	C-d	800-1	800-1	800-1½
				C-n	800-2	800-2	800-2
7-mile DME Fix, R 264° CGT VOR	CGT VOR (final)	Direct	2300	A-dn	NA	NA	NA
				Minimums with DME:			
				C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				A-dn	NA	NA	NA

Radar available.
 Procedure turn S side of crs, 264° Outbnd, 084° Inbnd, 2300' within 10 miles.
 Minimum altitude over facility on final approach crs, 2300'; over 5-mile DME Fix, 1440'.
 Facility on airport. Crs and distance, facility to airport, 084°—7.7 miles.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.7 miles after passing CGT VOR, climb to 2300' on R 084° right turn and return to CGT VOR.
 NOTE: Use Chicago Midway altimeter setting.
 MSA within 25 miles of facility: 000°-090°—2100'; 090°-180°—2000'; 180°-270°—2100'; 270°-360°—2000'.
 City, Griffith; State, Ind.; Airport name, Griffith; Elev., 640'; Fac. Class., L-BVORTAC; Ident., CGT; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 30 Mar. 67

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-d*	500-1	500-1	500-1
				T-a*	500-2	500-2	500-2
				C-d**	700-1	700-1½	700-1½
				C-n**	700-2	700-2	700-2
				S-d-16#	700-1	700-1	700-1
				S-n-16#	700-2	700-2	700-2
				A-dn#	800-2	800-2	800-2

Procedure turn E side of crs, 192° Outbnd, 012° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 1564' (2064' when control zone not effective).
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of IMT VOR, make left-climbing turn to 2800' on R 330° of IMT VOR and return to VOR.
NOTES: (1) Airport situated in hilly terrain, prominent hill and 1676' tower, 1.4 miles NNE; 1400' terrain, 1 mile S; 1305' trees, ½ mile; and 1330' stacks, 1.3 miles approach end Runway 31. (2) Use Marquette, Mich., altimeter setting when control zone not effective.
@Circling and straight-in ceiling minimums are raised (200') and alternate minimums not authorized when control zone not effective.
#These minimums apply at all times for air carriers with approved weather reporting service.
*Takeoff restriction before proceeding on crs: Runway 1, immediately after takeoff, make left-climbing turn to 2200' on IMT VOR, R 315°; Runway 13, immediately after takeoff, make right-climbing turn to 2200' on IMT VOR, R 150°; Runway 31, right turn not authorized until reaching 2200'.
**Circling NE of airport not authorized.
MSA within 25 miles of facility: 000°-300°-2800'.

City, Iron Mountain; State, Mich.; Airport name, Ford; Elev., 1164'; Fac. Class., L-BVOR; Ident., IMT; Procedure No. VOR Runway 1, Amdt. Orig.; Eff. date, 30 Mar. 67

				T-d*	500-1	500-1	500-1
				T-a*	500-2	500-2	500-2
				C-d**	600-1	600-1½	600-1½
				C-n**	600-2	600-2	600-2
				S-d-316#	600-1	600-1	600-1
				S-n-316#	600-2	600-2	600-2
				A-dn#	800-2	800-2	800-2

Procedure turn S side of crs, 140° Outbnd, 320° Inbnd, 2800' within 10 miles.
Minimum altitude over facility on final approach crs, 1764' (1964' when control zone not effective).
Facility on airport. Crs and distance, breakoff point to Runway 31, 312°-0.4 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 0 mile of VOR, climb to 2800' on R 330° of IMT VOR and return to VOR.
NOTES: (1) Airport situated in hilly terrain. Prominent hill and 1676' tower, 1.4 miles NNE; 1400' terrain, 1 mile S; 1305' trees, ½ mile; and 1330' stacks, 1.3 miles approach end Runway 31. (2) Use Marquette, Mich., altimeter setting when control zone not effective. (3) Reduction not authorized.
**Circling NE of airport not authorized.
*Takeoff restriction before proceeding on crs: Runway 1—Immediately after takeoff, make left-climbing turn to 2200' on IMT VOR, R 315°. Runway 13—Immediately after takeoff, make right-climbing turn to 2200' on IMT VOR, R 150°. Runway 31—Right turn not authorized until reaching 2200'.
@Circling and straight-in ceiling minimums are raised 200' and alternate minimums not authorized when control zone not effective.
#These minimums apply at all times for air carriers with approved weather reporting service.
MSA within 25 miles of facility: 000°-300°-2800'.

City, Iron Mountain; State, Mich.; Airport name, Ford; Elev., 1164'; Fac. Class., L-BVOR; Ident., IMT; Procedure No. VOR Runway 31, Amdt. 1; Eff. date, 30 Mar. 67; Sup. Amdt. No. Ter VOR-31, Orig.; Dated, 21 July 66

IGM VOR	Musie Int.	Direct	8300	T-dn*	300-1	300-1	300-1½
PGB VOR	Musie Int.	Direct	9000	C-dn#	800-1	800-1	800-1½
Milkweed Int.	Musie Int.	Direct	8300	A-dn*	NA	NA	NA
Int of IGM, R 010° and PGB, R 235°	Musie Int.	Direct	8300				
Int of IGM, R 010° and BLD, R 108°	Musie Int.	Direct	8300				
Musie Int.	Walapai FM (final)	Direct	6300				

Procedure turn W side of crs, 010° Outbnd, 190° Inbnd, 8300' within 10 miles of Musie Int.
Minimum altitude over facility on final approach crs, 8300', over Walapai FM 6300'.
Crs and distance, Walapai FM to VOR, 190°-7.9 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.6 miles of Walapai FM, make climbing left turn and climb via R 010° to 8300' at Milkweed Int. Cross Musie Int at or above 6300'.
%Takeoff all directions: Climb via IGM, R 010° to 9000' at Milkweed Int. Required minimum climb rate 185 feet per mile to 5000'.
#CAUTION: Use Needles, Calif., altimeter setting.
*900-2 authorized for air carrier with weather service.
MSA within 25 miles of facility: 000°-090°-7800'; 090°-180°-9400'; 180°-270°-8800'; 270°-360°-8200'.

City, Kingman; State, Ariz.; Airport name, Kingman Municipal; Elev., 3446'; Fac. Class., L-VOR; Ident., IGM; Procedure No. VOR-2, Amdt. 1; Eff. date, 1 Apr. 67; Sup. Amdt. No. VOR-2, Orig.; Dated, 2 Feb. 67

				T-dn	300-1	300-1	
				C-dn	900-1	900-1	
				A-dn	NA	NA	
				DME minimums:			
				C-dn	600-1	600-1	

Procedure turn W side of crs, 174° Outbnd, 354° Inbnd, 2900' within 10 miles.
Minimum altitude over facility on final approach crs, 2900'; over 6-mile DME Fix, R 354°, 1920'.
Crs and distance, facility to airport, 354°-6 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 9 miles after passing Chardon VOR, make left-climbing turn to 3000'; return to Chardon VOR. Hold S, 1-minute left turns, 354° Inbnd.
NOTE: Use Cleveland, Ohio, altimeter setting.
MSA within 25 miles of facility: 000°-090°-2300'; 090°-180°-2700'; 180°-270°-3000'; 270°-360°-2900'.

City, Painesville; State, Ohio; Airport name, Concord Airport; Elev., 1020'; Fac. Class., L-BVORTAC; Ident., CXR; Procedure No. VOR-1, Amdt. Orig.; Eff. date, 1 Apr. 67

PROCEDURE CANCELED, EFFECTIVE 30 MAR. 1967.

City, Roswell; State, N. Mex.; Airport name, Roswell Municipal; Elev., 3623'; Fac. Class., L-VORW; Ident., LKR; Procedure No. 2, Amdt. 1; Eff. date, 23 May 64; Sup. Amdt. No. Orig.; Dated, 22 June 63

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	*200-1½
				C-dn.....	600-1	600-1	600-1½
				S-dn-3.....	600-1	600-1	600-1
				A-dn.....	800-2	800-2	800-2
				If TIP DME Fix received, DME minimums apply:†			
				C-dn.....	500-1	500-1	500-1½
				S-dn-3.....	400-1	400-1	400-1

Procedure turn W side of crs, 228° Outbnd, 048° Inbnd, 5500' within 10 miles.
Minimum altitude over facility on final approach crs, 5000'; over TIP DME Fix, 4223'.
Crs and distance, facility to airport, 028°—5 miles; TIP DME Fix to airport, 028°—2 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing ROW VOR, turn left, climb to 6000' on R 323° within 20 miles of ROW VOR, or when directed by ATC, climb to 5500' on R 028° within 20 miles of ROW VOR.

*300-1 required Runway 12.
†Descent below 4223' not authorized unless 3-mile TIP DME Fix, R 028° is received.
MSA within 25 miles of facility: 000°-180°-5000'; 180°-360°-7000'.
City, Roswell; State, N. Mex.; Airport name, Roswell Municipal; Elev., 3623'; Fac. Class, II-BVORTAC; Ident., ROW; Procedure No. VOR Runway 3, Amdt. 7; Eff. date, 30 Mar. 67; Sup. Amdt. No. VOR-1; Amdt. 8; Dated, 17 July 65

				T-d.....	300-1	300-1	NA
				C-d.....	700-1	700-1	NA
				S-d-8.....	700-1	700-1	NA
				A-d.....	NA	NA	NA

Procedure turn S side of crs, 240° Outbnd, 060° Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1500'.
Crs and distance, facility to airport, 060°—4 miles.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing SBJ VOR, make a climbing left turn to 2000', proceed direct to SBJ VOR. Hold SW, 1-minute right turns, Inbnd crs, 060°.

NOTES: (1) No Unicom available. (2) Use Newark altimeter setting.
MSA within 25 miles of facility: 000°-090°-2500'; 090°-180°-1800'; 180°-270°-2000'; 270°-360°-2700'.
City, Somerville; State, N.J.; Airport name, Somerset; Elev., 103'; Fac. Class, L-BVORTAC; Ident., SBJ; Procedure No. VOR Runway 8, Amdt. 5; Eff. date, 1 Apr. 67; Sup. Amdt. No. VOR-1; Amdt. 4; Dated, 11 July 64

3. 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	
10-mile DME Fix, R 017°	6-mile DME Fix, R 017° (final)	Direct	1600	T-dn.....	300-1	300-1	200-1½
				C-dn.....	500-1	500-1	500-1½
				S-dn-21°	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Radars available.
Procedure turn W side of crs, 017° Outbnd, 197° Inbnd, 1800' within 15 miles.
Minimum altitude over 6-mile DME Fix, R 017°, 1600'; over 3.5-mile DME Fix, R 017°, 600'.
Crs and distance, breakoff point to approach end Runway 21, 216°—0.7 mile.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 6 mile of HOU VOR, climb to 2500' on R 218° within 15 miles.

CAUTION: 1549' tower approximately 13 miles SW of HOU VOR. 1230' tower approximately 11 miles SSE of HOU VOR.
*400-1 authorized, with operative high-intensity runway lights, except for 4-engine turbojets.
MSA within 25 miles of facility: 000°-090°-1600'; 090°-180°-2300'; 180°-270°-2600'; 270°-360°-1800'.

City, Houston; State, Tex.; Airport name, William P. Hobby; Elev., 48'; Fac. Class, H-BVORTAC; Ident., HOU; Procedure No. VOR/DME Runway 21, Amdt. 11; Eff. date, 1 Apr. 67; Sup. Amdt. No. VOR/DME-2; Amdt. 10; Dated, 24 Dec. 66

PROCEDURE CANCELED, EFFECTIVE 1 APR. 1967.

City, Lawrenceville; State, Ga.; Airport name, Gwinett County; Elev., 1033'; Fac. Class, L-BVORTAC; Ident., OCR; Procedure No. 1, Amdt. Orig.; Eff. date, 15 Sept. 66

4. 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	
Wrigley Int.	Lakeside LOM (final)	Direct	2700	T-dn* C-dn S-dn-9L and 9 R# A-dn	300-1 NA 200-1½ 600-2	300-1 NA 200-1½ 600-2	200-1½ NA 200-1½ 600-2

Radar required.

Procedure turn not authorized.

Minimum altitude at glide slope interception inbound, 9L—3500'; at Wrigley Int, 9R—2500'.

Crs Lakeside LOM to Runway 9L and Red Oak LOM to Runway 9R, 689°.

Altitude at glide slope and distance to approach end of runway at OM: 9L, 3660'—5.2 miles; 9R, 2500'—5 miles; at MM, 9L, 1236'—0.5 mile; 9R, 1226'—0.6 mile.

When advised by the controller, or if visual contact not established upon descent to authorized landing minimums, or if landing not accomplished: Runway 9L—climb to 3000', proceed to Tucker Int via ATL VOR, R 033°. Runway 9R—make climbing right turn to 3000' and proceed direct to ATL VOR.

NOTES: (1) TDZ-9R, CL-9R/27L, VASI-27R, REIL-27R, VASI-27L. (2) When advised by ATC, pilot shall monitor both control frequency and localizer voices continuously during the remainder of the approach. (3) Runway 9L—Back crs unusable. (4) Use of this procedure authorized only when associated 75 MC markers (or ADF) and localizer receivers are operating simultaneously. (5) When any required airborne receiver in Note (4) is malfunctioning or use of reduced separation is not desired, immediate notification of approach control is mandatory.

*RVR (2000') 4-engine turbojet; RVR (1800') other aircraft 9R. RVR (2400') 9L. Descent below 1224' not authorized unless approach lights are visible.

*RVR (2400') authorized 9L, 33. RVR (2000') 4-engine turbojet; RVR (1800') other aircraft 9R.

City, Atlanta; State, Ga.; Airport name, Atlanta; Elev., 1024'; Fac. Class., ILS I-ATL; Ident., I-ALR; Procedure No. Parallel ILS Runway 9 L and R, Amdt. 5; Eff. date, 1 Apr. 67; Sup. Amdt. No. IL-9 L and R; Amdt. 4; Dated, 19 Nov. 66

Southgate Int.	W crs ILS and 10-mile DME Fix	12-15 arc	2200	T-dn%	300-1	300-1	200-1½
Honolulu VOR	LOM	Direct	3600	C-dn*	500-1	500-1	500-1½
Breakers Int.	W crs ILS and 10-mile DME Fix	Via W crs ILS	2200	S-dn-8*	200-1½	200-1½	200-1½
W crs ILS and 10-mile DME Fix	LOM (final)	Direct	2200	A-dn	600-2	600-2	600-2

Radar available.

Procedure turn 8 side crs, 250° Outbound, 079° Inbound, 3600' within 10 miles.

Minimum altitude at glide slope interception inbound, #2200'.

Altitude at glide slope and distance to approach end of runway at OM, 1958'—5.9 miles; at MM, 244'—0.5 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make right turn, climb to 2000' and proceed to Southgate VHF Int via HNL VOR, R 168°.

CAUTION: (1) Terrain rises sharply on N side final approach crs; within 2.2 miles, 1000', 4.1 miles 2600', 5.4 miles 3098'. (2) ILS unusable below 190'.

%500-1 required Runway 4. Right turn required to 150° for Runways 4 and 8. Left turn as soon as practical for Runway 25.

#Do not descend below 2200' until intercepting glide slope due NAS Barber's Point 1500' jet traffic pattern.

*400-1½ required when glide slope not utilized.

**Circling N of airport not authorized because of terrain 355', 1.5 miles N and 824', 2 miles NE.

\$When authorized by ATC.

City, Honolulu; State, Hawaii; Airport name, Honolulu International; Elev., 13'; Fac. Class., ILS; Ident., I-HNL; Procedure No. ILS Runway 8, Amdt. 6; Eff. date, 1 Apr. 67; Sup. Amdt. No. IL-8; Amdt. 5; Dated, 26 Nov. 66

Lawton Int.	AZO VOR	Direct	2600	T-dn	300-1	300-1	200-1½
AZO VOR	Upjohn Int.	Direct	2500	C-dn	400-1	500-1	500-1½
Ostego Int.	Upjohn Int (final)	Direct	2100	S-dn-17*	400-1	400-1	400-1
BTL VOR	Upjohn Int.	Via BTL, R 270°	2500	A-dn#	800-2	800-2	800-2
Centerville Int.	AZO VOR	Direct	2500				

Procedure turn W side of crs, 352° Outbound, 172° Inbound, 2400' within 10 miles of Upjohn Int.

Minimum altitude over Upjohn Int on final approach crs, 2100'.

Crs and distance, Upjohn Int to airport, 172°—4 miles.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4 miles after passing Upjohn Int, climb to 2500' and proceed to AZ LOM via S, crs AZO ILS, or when directed by ATC, make right turn, climb to 3000' and proceed to Cooper Int via AZO, R 321°.

NOTES: (1) Back crs approach. No glide slope. No approach lights. (2) Use Battle Creek altimeter setting when control zone not effective; alternate minimums and reduction not authorized.

**400-1½ authorized with operative HIRL, except for 4-engine turbojets.

#These minimums apply at all times for air carriers with approved weather reporting service.

City, Kalamazoo; State, Mich.; Airport name, Kalamazoo Municipal; Elev., 874'; Fac. Class., ILS; Ident., I-AZO; Procedure No. LOC (BC) Runway 17, Amdt. 5; Eff. date, 1 Apr. 67; Sup. Amdt. No. IL-17; Amdt. 4; Dated, 10 Oct. 64

Leroy Int.	AZ LOM	Direct	2800	T-dn	300-1	300-1	200-1½
AZO VOR	AZ LOM	Direct	2800	C-dn	400-1	500-1	500-1½
BTL VOR	AZ LOM	Direct	2800	S-dn-35*	200-1½	200-1½	200-1½
Centerville Int.	Barton Int.	Via BTL, R 218° and AZO, R 192°	2800	A-dn#	600-2	600-2	600-2
Barton Int.	AZ LOM (final)	Direct	2800				
Lawton Int.	AZ LOM	Direct	2800				
Cooper Int.	AZ LOM	Direct	2800				
Hickory Int.	AZO VOR	Direct	2800				

Procedure turn E side of crs, 172° Outbound, 352° Inbound, 2800' within 10 miles.

Minimum altitude at glide slope interception inbound, 2800'.

Altitude at glide slope and distance to approach end of runway at OM, 2717'—5.8 miles; at MM, 1070'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 3000', proceed to Cooper Int via AZO VOR, R 321°, or when directed by ATC, climb to 2800', turn left and return to AZ LOM.

NOTE: Use Battle Creek altimeter setting when control zone not effective; straight-in minimums are raised to 400-1, reduction and alternate minimums not authorized.

#These minimums apply at all times for air carriers with approved weather reporting service and straight-in minimums of 300-1½ authorized when control zone not effective.

*400-1½ required when glide slope not utilized and 400-1½ authorized with operative ALS except for 4-engine turbojets.

City, Kalamazoo; State, Mich.; Airport name, Kalamazoo Municipal; Elev., 874'; Fac. Class., ILS; Ident., I-AZO; Procedure No. ILS Runway 35, Amdt. 6; Eff. date, 1 Apr. 67; Sup. Amdt. No. IL-35; Amdt. 5; Dated, 22 May 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	
LCH VOR	LOM	Direct	1500	T-dn	300-1	300-1	200-1½
Sulphur Int.	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
Gillis Int.	Maple Int.	Via BPT VOR, R 045° and NW ers LCH ILS, 13.2 miles.	2300	S-dn-15*	200-1½	200-1½	200-1½
		Direct		A-dn	600-2	600-2	600-2
Maple Int.	LOM (final)	Direct	1500				

Procedure turn W side of crs, 328° Outbd, 148° Inbd, 1500' within 10 miles.
Minimum altitude at glide slope interception Inbd, 1500'.

Altitude of glide slope and distance to approach end of runway at LOM, 1170'—4.3 miles; at LMM, 199'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 1500' on the SE crs of ILS within 20 miles, or when directed by ATC, make immediate right turn, climbing to 1500' on the LCH VOR, R 210° within 20 miles.
*400-1½ required when glide slope not utilized; 400-1½ authorized with operative ALS except for 4-engine turbojets.

City, Lake Charles; State, La.; Airport name, Lake Charles Municipal; Elev., 22'; Fac. Class., ILS; Ident., I-LCH; Procedure No. ILS Runway 15, Amdt. 8; Eff. date, 1 Apr. 67; Sup. Amdt. No. ILS-15; Amdt. 7; Dated, 10 Apr. 65

Nashville VORTAC	LOM	Direct	2500	T-dn#	300-1	300-1	200-1½
Kneb Int.	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Franklin Int.	LOM	Direct	2500	S-dn-2L*#	200-1½	200-1½	200-1½
				A-dn	600-2	600-2	600-2

Radar available.

Procedure turn E side S crs, 196° Outbd, 016° Inbd, 2500' within 10 miles.
Minimum altitude at glide slope interception Inbd, 2100'.

Altitude of glide slope and distance to approach end of runway at OM, 2100'—5 miles; at MM, 817'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 5 miles after passing LOM, climb to 2500' on N crs ILS (016°) within 15 miles of airport, or when directed by ATC, turn right, climb to 2500' on R 042° BNA VORTAC within 15 miles.

CAUTION: Brightly lighted building west of ALS Runway 2L.
*400-1½ (RVR 4000') required when glide slope not utilized. Reduction not authorized.

#RVR 2400'. Descent below 707' not authorized unless ALS visible.
##RVR 2400' authorized Runway 2L.

City, Nashville; State, Tenn.; Airport name, Nashville Metropolitan; Elev., 507'; Fac. Class., ILS; Ident., I-BNA; Procedure No. ILS Runway 2L, Amdt. 16; Eff. date, 1 Apr. 67; Sup. Amdt. No. ILS Runway 2L; Amdt. 15; Dated, 4 Mar. 67

McClure Int.	LOM	Direct	2200	T-dn#	300-1	300-1	200-1½
Waterville VOR	LOM	Direct	2200	C-dn	500-1	500-1	500-1½
Harbor View Int.	LOM	Direct	2200	S-dn-7#	200-1½	200-1½	200-1½
Gerald Int.	LOM	Direct	2200	A-dn	600-2	600-2	600-2
				With glide slope inoperative: S-dn-7#	400-1½	400-1½	400-1½

Radar available.

Procedure turn S side of crs, 249° Outbd, 069° Inbd, 2100' within 10 miles.
Minimum altitude at glide slope interception Inbd, 2000'.

Altitude of glide slope and distance to approach end of runway at OM, 1983'—4.7 miles; at MM, 892'—0.6 mile.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished make climbing right turn to 2200', proceed to Waterville VOR. Hold SE, Waterville VOR on R 140°, right turns, 1 minute, 320° Inbd, or when directed by ATC, climb to 2600' on NE localizer crs to Harbor View Int. Hold NE Harbor View Int. left turns, 1 minute, 249° Inbd.

CAUTION: Tower 869', 1½ miles S of MM.

#RVR 2400' authorized Runway 7.

#RVR 2400'. Descent below 854' not authorized unless approach lights are visible.

*400-1½ (RVR 2400') authorized, with operative ALS, except for 4-engine turbojets.

MSA within 25 miles of LOM: 090°-090°-3100'; 090°-180°-2200'; 180°-270°-2100'; 270°-360°-2500'.

City, Toledo; State, Ohio; Airport name, Toledo Express; Elev., 684'; Fac. Class., ILS; Ident., I-TOL; Procedure No. ILS Runway 7, Amdt. 11; Eff. date, 1 Apr. 67; Sup. Amdt. No. ILS-7, Amdt. 10; Dated, 22 May 65

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

RADAR 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 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.

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	
000°	180°	6 miles	2500	Surveillance approach			
180°	360°	6 miles	2200	T-dn	300-1	300-1	200-1
195°	150°	10 miles	2600	C-dn	400-1	500-1	500-1
160°	195°	10 miles	3100	S-dn-32, 36,			
110°	200°	30 miles	3100	05, 14, 18, 23,	400-1	400-1	400-1
200°	110°	30 miles	3000	S-0-09, 27°	400-1		
				A-dn	800-2	800-2	600-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished: Runways 32, 05, 09, 36—Climb on runway heading to 2700', proceed direct to YNG VORTAC. Hold N, R 003°, 1-minute right turns, 183° Inbnd 2700'. Runways 18, 23, 27, 14—Climb on runway heading to 2800', proceed direct to YN LOM. Hold SE, 1-minute right turns, 320° Inbnd.

YNG VORTAC authorized Runway 32.

*Runways 09-27, 3575' in length, lights out of service indefinitely.

City, Youngstown; State, Ohio; Airport name, Youngstown Municipal; Elev., 1196'; Fac. Class., Youngstown Radar; Ident., YNG; Procedure No. 1, Amdt. Orig.; Eff. date, 1 Apr. 67.

These procedures shall become effective on the dates specified therein.

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

Issued in Washington, D.C., on February 23, 1967.

W. E. ROGERS,

Acting Director, Flight Standards Service.

[F.R. Doc. 67-2222; Filed, Mar. 9, 1967; 8:45 a.m.]

Title 25—INDIANS

Chapter I—Bureau of Indian Affairs, Department of the Interior

SUBCHAPTER W—MISCELLANEOUS ACTIVITIES

PART 255—USE OF COLUMBIA RIVER INDIAN IN-LIEU FISHING SITES

On page 9087 of the FEDERAL REGISTER of July 1, 1966, there was published a notice of intention to add a new Part 255 to Chapter I, Title 25, Code of Federal Regulations and the text of the proposed regulations. The purpose of the new part is to prescribe rules governing the use of lands and facilities acquired by the Secretary of the Army and transferred to the Secretary of the Interior pursuant to the Act of March 2, 1945 (59 Stat. 10, 22), as amended by the Act of June 8, 1955 (69 Stat. 85), to replace Indian fishing grounds on the Columbia River in the States of Washington and Oregon submerged or destroyed as a result of the construction of the Bonneville Dam.

Interested persons were given an opportunity to submit their comments, suggestions or objections in writing on the proposed regulations within 30 days from the date of publication of the notice in the FEDERAL REGISTER. During the 30-day period numerous comments, suggestions and objections were received. Most of these questioned the authority of the Secretary of the Interior to promulgate the regulations, either on the basis that the States have exclusive ju-

risdiction to control off-reservation fishing or on the basis that the right of Indians to fish under their treaties is not subject to either Secretarial or State regulation. These objections were premised on the assumption that the proposed regulations purport to regulate, control, or otherwise affect fishing, which is not the intent. After evaluation of the suggestions, comments, and objections, it has been determined that the following changes are desirable:

1. Section 255.2 is changed. The purposes of this change are to clarify the language of the section and to remove any possible implication that the regulations purport to regulate or affect fishing as such.

2. Section 255.3 is changed. This change is made to eliminate the possible implication that the regulation affects fishing rights, for clarification purposes, and to indicate more clearly who may request users to exhibit identification cards.

3. Section 255.4 is changed. The purposes of this change are to combine the content of proposed §§ 255.4 and 255.5, to make clear that the regulations do not affect Indian treaty fishing rights or subject them to incompatible State laws or regulations, and to make the Area Director's authority to withdraw privileges discretionary instead of mandatory and applicable to violations of any law or regulation instead of only to State or local laws.

4. Proposed § 255.5 is deleted in its entirety. The substance of this section has been included in § 255.4.

5. Section 255.6 is renumbered 255.5.

6. Section 255.7 is renumbered 255.6 and revised. This change is made to include existing structures as well as new structures. It also eliminates the words "or his designee" after the words "Area Director" because they are superfluous.

The change specifies that approval shall take the form of a revocable permit and that a permit may not be issued for any structure or installation to be used for dwelling purposes unless it conforms to State or local health, sanitation and safety requirements. If no such requirements exist, U.S. Public Health Service recommendations must be followed.

7. Section 255.8 is renumbered 255.7; the word "structures" is substituted for the words "fishing platforms" in the caption; the words "fishing platforms or other" are deleted from the first sentence of paragraph (a); the word "or" between the words "erected" and "placed" in the first sentence of paragraph (a) is deleted and a comma is inserted in its place; a comma is inserted after the word "placed" in the first sentence of paragraph (a) and the words "or maintained" are inserted after that comma; the word "or" between the words "erection" and "placement" in the first sentence of paragraph (b) is deleted and a comma is inserted in its place; a comma is inserted after the word "placement" in the first sentence of paragraph (b) and the words "or maintenance" are inserted after that comma; and the word

"structures" is substituted for the word "platforms" in the last sentence of paragraph (b).

The change is made to remove possible implications of an attempt to regulate fishing, and to include existing structures as well as new ones.

8. Section 255.9 is renumbered 255.8 and is revised. The purpose of this change is to make it clear that abandoning and not merely leaving property unattended is prohibited. It also removes any question about whether the Area Director should store abandoned property.

9. Section 255.10 is renumbered 255.9 and is revised. The purpose of this change is to consolidate with this section the substance of the proposed § 255.12.

10. Sections 255.11, 255.12, and 255.13 are deleted entirely. The substance of these proposed sections to the degree considered necessary and desirable is adequately included in other sections.

11. A new § 255.10 is added. The purpose of this new section is to point out the appeal rights of persons adversely affected by decisions made under these regulations.

The proposed new part to the regulations with the changes set out above are hereby adopted and are set forth below.

Part 255 shall become effective 30 days following the date of publication in the FEDERAL REGISTER.

STEWART L. UDALL,
Secretary of the Interior.

MARCH 2, 1967.

Part 255 is adopted to read as follows:

Sec.	
255.1	Fishing sites subject to regulation.
255.2	Persons eligible to use sites.
255.3	Identification of eligible users.
255.4	Applicability of laws and regulations.
255.5	Damage to Government-owned property.
255.6	Unauthorized structures.
255.7	Liability for condition and use of structures.
255.8	Abandoned property.
255.9	Camping and use restrictions.
255.10	Appeals from administrative actions.

AUTHORITY: The provisions of this Part 255 issued under 5 U.S.C. 22; 25 U.S.C. 2, 9.

§ 255.1 Fishing sites subject to regulation.

Use of any of the lands acquired by the Secretary of War and transferred to the Secretary of the Interior pursuant to the Act of March 2, 1945 (59 Stat. 22), as amended (hereinafter called "in lieu fishing sites" or "sites") to replace Indian fishing grounds submerged or destroyed as a result of the construction of the Bonneville Dam shall be subject to the following rules and regulations. The Area Director, Portland Area Office, Bureau of Indian Affairs (hereinafter called "Area Director"), may suspend or withdraw the privileges of access to or

use of any or all the sites for any violation of the regulations in this part or of any rules issued pursuant to the regulations in this part.

§ 255.2 Persons eligible to use sites.

The in-lieu fishing sites are for the benefit of the Yakima, Umatilla, and Warm Springs Indian Tribes, and such other Columbia River Indians, if any, who had treaty fishing rights at locations inundated or destroyed by Bonneville Dam, to be used in accordance with treaty rights. The use of the sites is restricted to such Indians; however, this shall not preclude the use of camping areas on the sites by the families of such Indians.

§ 255.3 Identification of eligible users.

For the purpose of identification of the persons entitled to use the sites, each eligible Indian shall, when using said sites, have in his possession an identification card issued by his tribe identifying him as a member of that tribe. The Area Director shall issue identification cards to such other Columbia River Indians, if any, as may be eligible to use the sites. Any individual using the sites shall exhibit the identification upon request of authorized Federal, State or local officials.

§ 255.4 Applicability of laws and regulations.

No Indian shall use any of the sites for any activity that is contrary to the provisions of any applicable law or regulation of his tribe or contrary to any applicable State or Federal law or regulation. The Area Director may in his discretion suspend or withdraw privileges for future access to or use of the sites for violation of such laws and regulations: *Provided*, That, nothing contained in the regulations in this part is intended or shall be construed as limiting or affecting any treaty rights of any tribe nor as subjecting any Indian properly exercising tribal treaty rights to State fishing laws or regulations which are not compatible with such rights.

§ 255.5 Damage to Government-owned property.

Anyone committing any act of depredation, destruction, theft, or misuse of the land, buildings, fences, signs, or other structures which are the property of the United States shall be subject to prosecution under applicable Federal or State law.

§ 255.6 Unauthorized structures.

No structures shall be erected, placed, or maintained upon the sites without prior approval of the Area Director. Approval shall be in the form of a revocable permit. Any structure erected or maintained in violation of the regulations in this part may be removed, demolished, or otherwise disposed of, with or without prior notice, as determined by the Area Director, and the cost of such disposition

may be assessed against the person responsible for the structure. No permit may be issued for any permanent or semipermanent structure used for dwelling purposes or for parking any house trailer to be occupied on any such site as a dwelling if such structure or trailer installation does not conform to the health, sanitation, and safety requirements of State or local law. In the absence of such State or local law, the recommendations of the U.S. Public Health Service shall be followed.

§ 255.7 Liability for condition and use of structures.

(a) Any private structures erected, placed, or maintained on the sites are the sole responsibility of their owners, and all use of such structures shall be at the user's or owner's sole responsibility and risk. Neither the United States nor any officer or employee thereof warrants, makes any representation, or is responsible for the safety or condition of any such structure.

(b) The approval required by the regulations in this part for the erection, placement, or maintenance of said structures is solely for the protection of the sites and for the prevention of unauthorized use of the sites or any portion thereof. Any use or occupancy of any such structures without the authority or permission of the owner shall be a trespass.

§ 255.8 Abandoned property.

No vehicle, trailer, boat, or other personal property shall be abandoned on the sites. Property abandoned in violation of the regulations in this part may be removed without prior notice to the owner and may be disposed of at the owner's expense as determined by the Area Director.

§ 255.9 Camping and use restrictions.

All camping, picnicking, use of alcoholic beverages, setting or use of fires, use of the sites for cleaning of fish, the deposit of any garbage, paper, cans, bottles, or rubbish of any kind, or use of the sites for any commercial activity (including commercial purchase of fish) shall be subject to such prohibitions, restrictions, or other regulations as the Area Director may prescribe and cause to be posted on the site or sites to which said regulations are applicable; provided that no fee may be charged to any Indian or member of his family for any such use.

§ 255.10 Appeals from administrative actions.

Any decision made by the Area Director under this Part 255 shall be subject to appeal to the Commissioner of Indian Affairs, and any decision of the Commissioner of Indian Affairs on such an appeal may be appealed to the Secretary of the Interior in accordance with Part 2 of this chapter.

[F.R. Doc. 67-2670; Filed, Mar. 9, 1967; 8:47 a.m.]

Proposed Rule Making

DEPARTMENT OF AGRICULTURE

Agricultural Stabilization and
Conservation Service

[7 CFR Part 822]

CONTINENTAL UNITED STATES

Definition of Farm and Definition and Interpretation of Operator; 1967 and Subsequent Crops

On February 9, 1967 (32 F.R. 2708), notice was given that the Secretary of Agriculture is preparing to issue regulations providing for a revision of the definition of a farm and a definition and interpretation of an operator in continental United States under the Sugar Act. Such notice provided that all comments and views regarding the proposed revision and definition should be submitted in writing within 30 days following the date of publication of the notice.

Notice is hereby given that the date for submission of written comments and views on this matter is extended to March 31, 1967.

Signed at Washington, D.C., on March 7, 1967.

H. D. GODFREY,
Administrator, Agricultural Sta-
bilization and Conservation
Service.

[F.R. Doc. 67-2679; Filed, Mar. 9, 1967;
8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Parts 65, 121]

[Docket No. 8009; Notice No. 67-8]

EMPLOYMENT OF REPAIRMEN BY COMMERCIAL OPERATORS TO PERFORM MAINTENANCE

Notice of Proposed Rule Making

The Federal Aviation Agency is considering amending Parts 65 and 121 of the Federal Aviation Regulations to permit a commercial operator certificated under Part 121 of the Federal Aviation Regulations to (1) employ a repairman to perform or supervise maintenance, preventive maintenance, and alterations on aircraft or components thereof, and (2) perform maintenance for, and to have maintenance performed by, other Part 121 certificate holders.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket or notice number and be submitted in duplicate to the 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 May 9, 1967, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

Subpart E of Part 65 provides, in part, that a certificated repairman may perform or supervise the maintenance of aircraft or components thereof, appropriate to the job for which he is employed and certificated. These privileges, however, may only be exercised by a repairman in connection with his employment by a repair station or air carrier. There is no provision authorizing a commercial operator to employ repairmen to perform maintenance on its aircraft in the same manner as an air carrier, even though the commercial operator is required under Part 121 to perform its maintenance under the same standards as an air carrier. The absence of such a provision appears to be an undue restriction upon a commercial operator who is held primarily responsible for maintenance, including all methods, techniques and practices, and for the competency of the airmen doing that work. Therefore, the Agency proposes to amend paragraphs (c) and (f) of § 65.101 and paragraphs (a) and (b) of § 65.103 of the Federal Aviation Regulations to include a commercial operator certificated under Part 121 of the Federal Aviation Regulations.

At present, § 121.379(a) authorizes an air carrier to perform maintenance, preventive maintenance, and alterations "for another air carrier as provided in the continuous airworthiness maintenance program and maintenance manual of the other air carrier". However, this part does not authorize a commercial operator to perform maintenance, preventive maintenance, or alterations for another commercial operator or for an air carrier. Moreover, it does not authorize an air carrier to perform maintenance, preventive maintenance, or alterations on aircraft of a commercial operator, even though the air carrier may perform such work on aircraft of another air carrier.

Since the maintenance, preventive maintenance, and alterations requirements of Part 121, except for the repairman authorization, are identical for all certificate holders under that part, the Agency believes that there is no longer a need for limiting the authorization in § 121.379(a) to air carriers. Therefore, the Agency also proposes to amend § 121.379(a) to permit any certificate holder under Part 121 of the Federal Aviation Regulations to perform maintenance,

preventive maintenance, and alterations for another Part 121 certificate holder. In all cases, as under the present authorization for air carriers, these functions would be required to be performed under the continuous airworthiness maintenance program and maintenance manual of the certificate holder for whom the maintenance, preventive maintenance, or alteration is performed.

This amendment is proposed under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958 (49 U.S.C. 1354, 1421, and 1422).

Issued in Washington, D.C., on March 6, 1967.

JAMES F. RUDOLPH,
Acting Director,
Flight Standards Service.

[F.R. Doc. 67-2646; Filed, Mar. 9, 1967;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 67-CE-20]

TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would designate controlled airspace in the Denison, Iowa, terminal area.

The Federal Aviation Agency, having completed a comprehensive review of the terminal airspace structural requirements in the Denison, Iowa, terminal area, proposes the following airspace action:

Designate the Denison, Iowa, transition area as that airspace extending upward from 700 feet above the surface within a 6-mile radius of the Denison, Iowa, Municipal Airport (latitude 41°-59'15" N., longitude 95°23'00" W.) and within 2 miles each side of the 115° bearing from Denison Municipal Airport, extending from the 6-mile radius area to 8 miles southeast of the airport; and that airspace extending upward from 1,200 feet above the surface within 5 miles southwest and 8 miles northeast of the 115° bearing from Denison Municipal Airport, extending from the airport to 12 miles southeast of the airport.

The proposed transition area is being developed for the protection of aircraft executing a new public-use instrument approach procedure to serve the Denison, Iowa, Municipal Airport, utilizing an "MH" facility which the city of Denison proposes to install.

The proposed 700-foot floor transition area will provide controlled airspace protection for aircraft executing the prescribed instrument approach procedure during descent from 1,500 to 700 feet above the surface. It will also provide protection for departing aircraft

during climb from 700 to 1,200 feet above the surface. The proposed 1,200-foot floor transition area will provide airspace protection for that portion of the instrument approach procedure conducted at or above 1,500 feet above the surface.

The floor of the airway that traverses the transition area proposed herein will automatically coincide with the floors of the transition area.

Since a new approach procedure is to be established, no procedural changes will be effected in conjunction with the action proposed herein.

Specific details of this proposal may be examined by contacting the Chief, Standards and Airspace Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 601 East 12th Street, Kansas City, Mo. 64106.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Agency, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106.

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

Issued at Kansas City, Mo., on February 21, 1967.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 67-2647; Filed, Mar. 9, 1967;
8:45 a.m.]

[14 CFR Part 71]

[Airspace Docket No. 67-CE-23]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Agency is considering an amendment to Part 71 of the Federal Aviation Regulations which would alter controlled airspace in the Coldwater, Mich., terminal area.

The Coldwater, Mich., transition area is presently designated as follows:

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Branch County Memorial Airport, Coldwater, Mich. (latitude 41°56'00" N., longitude 85°03'15" W.) and within 8 miles NW and 5 miles SE of the 209° bearing from the Branch County Memorial Airport extending from the airport to 12 miles SW of the airport excluding the portion within the Sturgis, Mich., transition area.

A new VOR public-use instrument approach procedure, utilizing the Litchfield, Mich., VORTAC as a navigational aid, has been developed to serve Branch County Memorial Airport, Coldwater, Mich. In consideration of the foregoing, and as a result of a comprehensive review of the airspace requirements at Coldwater, Mich., the Federal Aviation Agency proposes to alter the Coldwater, Mich., transition area as follows:

Redesignate the Coldwater, Mich., transition area as that airspace extending upward from 700 feet above the surface within a 5-mile radius of Branch County Memorial Airport (latitude 41°56'00" N., longitude 85°03'15" W.), within 2 miles each side of the Litchfield, Mich., VORTAC 239° radial extending from the 5-mile radius area to 8 miles NE of the airport, and within 2 miles each side of the 209° bearing from the Branch County Memorial Airport extending from the 5-mile radius area to 8 miles SW of the airport.

The proposed transition area will provide controlled airspace protection for aircraft executing the prescribed instrument approach procedure during descent from 1,500 to 700 feet above the surface. It will also provide controlled airspace protection for departing aircraft during climb from 700 to 1,200 feet above the surface. The controlled airspace proposed herein will underlie the Battle Creek, Mich., 1,200-foot floor transition area. The existing ADF approach procedure at Branch County Memorial Airport has been previously modified by raising the procedure turn altitude to

where it is now protected by the Battle Creek, Mich., 1,200-foot floor transition area.

The floors of the airways that traverse the transition area proposed herein will automatically coincide with the floor of the transition area.

Since the ADF approach procedure serving Branch County Memorial Airport has previously been modified and a new VOR approach procedure is to be established, no procedural changes will be effected in conjunction with the action proposed herein.

Specific details of this proposal may be examined by contacting the Chief, Standards and Airspace Branch, Air Traffic Division, Central Region, Federal Aviation Agency, 601 East 12th Street, Kansas City, Mo. 64106.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Central Region, Attention: Chief, Air Traffic Division, Federal Aviation Agency, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106. All communications received within 45 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views of arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The public docket will be available for examination by interested persons in the Office of the Regional Counsel, Federal Aviation Agency, Federal Building, 601 East 12th Street, Kansas City, Mo. 64106.

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

Issued at Kansas City, Mo., on February 21, 1967.

DANIEL E. BARROW,
Acting Director, Central Region.

[F.R. Doc. 67-2648; Filed, Mar. 9, 1967;
8:45 a.m.]

Notices

DEPARTMENT OF STATE

Agency for International Development CHIEF, CONTRACT STAFF FOR VIETNAM

Redelegation of Authority

Pursuant to the authority vested in me by Redelegation of Authority No. 17, from the Administrator, dated June 14, 1962 (27 F.R. 5914), I hereby redelegate authority as follows:

SECTION 1. To the Chief, Contract Staff for Vietnam, for matters relating to Vietnam, authority to sign or approve the following:

(1) Contracts and amendments to contracts, financed in whole or in part by AID, other than contracts exclusively for the supply of commodities, and grants other than to a foreign government, or agencies of a foreign government, or an international organization.

(2) Letters of commitment to AID financed contractors and Notices of Approval for Financing of Cooperating Country Contracts, for contracts entered into under (1) above.

(3) Project Implementation Orders—Technical Services (PIO/T).

(4) Amendments or modifications (pursuant to Executive Order 11223) of AID direct contracts or other AID financed contracts entered into with non-profit institutions, where no fee is charged or paid under the contract, where the amendment or modification is requested by the contractor and does not involve a consideration for the United States: *Provided*, That all such amendments or modifications are entered into during performance of the contract or within a reasonable time prior to final payment under the contract: *And provided further*, That such amendments or modifications involving \$25,000 or more have the specific approval of myself or of the Deputy Assistant Administrator for Vietnam.

SEC. 2. The authorities set forth in section 1 may not be further redelegated but the authorities herein delegated may be exercised by a person who is performing the functions of the Chief, Contract Staff for Vietnam in an "Acting" capacity. These authorities are to be exercised in accordance with regulations, procedures and policies now or hereafter established or modified and promulgated within AID.

SEC. 3. The Delegation of Authority to the Chief, Contract Staff from the Assistant Administrator for the Far East dated June 28, 1962 (27 F.R. 7043) is amended by deleting in the first paragraph the words "within the responsibility of this Regional Bureau" and substituting "within the responsibility of the Deputy Assistant Administrator for East Asia".

SEC. 4. This redelegation of authority shall be effective immediately.

RUTHERFORD M. POATS,
Assistant Administrator, Far East.

MARCH 2, 1967.

[F.R. Doc. 67-2665; Filed, Mar. 9, 1967;
8:47 a.m.]

DEPUTY ASSISTANT ADMINISTRATOR FOR VIETNAM AND DEPUTY AS- SISTANT ADMINISTRATOR FOR EAST ASIA

Redelegation of Authority

Pursuant to the authority delegated to me as Assistant Administrator of the Bureau for the Far East, and in accordance with the directions of the Administrator for the Reorganization of this Bureau as set forth in Manual Circular 206.1 dated February 15, 1967, I hereby redelegate authority as follows:

1. To Walter G. Stoneman as Deputy Assistant Administrator for Vietnam, authority to act as my alter ego to be responsible under my direction and concurrently with me, for all functions which are currently or which may hereafter be administered by the Bureau, for Vietnam.

2. To Stephen B. Ives, Jr. as Deputy Assistant Administrator for East Asia, authority to act as my alter ego to be responsible under my direction and concurrently with me, for all functions, including regional programs, which are currently or which may hereafter be administered by the Bureau for all areas other than Vietnam.

3. Except as specifically revoked by this redelegation, the published redelegations with respect to contracts, dated June 28, 1962 (M.O. 131.4.1), with respect to personnel, dated May 1, 1963 (M.O. 403.1.2), with respect to guaranties dated November 4, 1966 (M.O. 131.4.3) and all other current redelegations of authority shall continue in effect but shall hereafter be applicable only to East Asia except that such authority shall also be exercised for Vietnam until further notice.

4. Each of the Deputy Assistant Administrators named above is hereby authorized to represent me for his area of responsibility and to exercise authority delegated to me with respect to all functions now or hereafter conferred upon me by A.I.D. delegations of authority, regulations, manual orders, directives, notices or other documents, by law or any competent authority.

5. The authority herein delegated to each of the Deputy Assistant Administrators may be redelegated by him to such other officers and employees as may from time to time be appropriate, but only to the extent permissible under the regulations, policies and procedures now or hereafter established or modified and promulgated within A.I.D.

6. The authority herein delegated to each of the Deputy Assistant Administrators may be exercised by persons who are performing the functions of such officers in an "Acting" capacity.

7. There are hereby revoked the redelegation of authority to the Deputy Assistant Administrator for the Far East, dated July 31, 1964, and the redelegation of authority to the Associate Assistant Administrator for the Far East, dated November 10, 1966.

8. This redelegation of authority is effective February 15, 1967.

RUTHERFORD M. POATS,
Assistant Administrator, Far East.

FEBRUARY 27, 1967.

[F.R. Doc. 67-2666; Filed, Mar. 9, 1967;
8:47 a.m.]

DEPARTMENT OF THE TREASURY

Bureau of Customs

[Antidumping—ATS 643.3-b]

PIG IRON FROM ROMANIA

Withholding of Appraisal Notice

MARCH 3, 1967.

Pursuant to section 201(b) of the Anti-dumping Act, 1921, as amended (19 U.S.C. 160(b)), notice is hereby given that there are reasonable grounds to believe or suspect, from information presented to me, that the purchase price of pig iron from Romania is less, or likely to be less, than the constructed value as defined, respectively, in sections 203 and 206 of that Act, as amended (19 U.S.C. 162 and 165).

Customs officers are being directed to withhold appraisal in accordance with the provisions of § 14.9(a) of the Customs Regulations (19 CFR 14.9(a)), of all importations of pig iron from Romania subject to this order which are entered or withdrawn from warehouse, for consumption, after the date of publication of this notice in the FEDERAL REGISTER.

The information alleging that the merchandise under consideration was being sold at less than fair value within the meaning of the Anti-dumping Act was received in proper form on January 19, 1967. Pursuant to § 14.6(d), Customs Regulations (19 CFR 14.6(d)), an "Anti-dumping Proceeding Notice" pertaining to this merchandise was published on page 3404 of the FEDERAL REGISTER of March 1, 1967.

This notice is published pursuant to § 14.6(e) of the Customs Regulations (19 CFR 14.6(e)).

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

[F.R. Doc. 67-2671; Filed, Mar. 9, 1967;
8:47 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[OR1293 (Washington)]

WASHINGTON

Notice of Proposed Withdrawal and Reservation of Land

MARCH 3, 1967.

The Forest Service, U.S. Department of Agriculture, has filed an application, Serial No. OR1293 (Washington), for the withdrawal of the public lands described below, from all forms of appropriation under the mining laws (Ch. 2, 30 U.S.C.) but not from leasing under the mineral leasing laws.

The applicant desires the land in order to protect the area for public purposes as a campground.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 729 Northeast Oregon Street, Post Office Box 2965, Portland, Ore. 97208.

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Forest Service.

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

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

The lands involved in the application are:

WILLAMETTE MERIDIAN

KANIKSU NATIONAL FOREST

Pioneer Park Campground

T. 31 N., R. 45 E.,

Sec. 1, lot 8.

The area described aggregates 37.10 acres.

ERLING A. OLSON,

Chief, Lands Adjudication Section.

[F.R. Doc. 67-2660; Filed, Mar. 9, 1967; 8:46 a.m.]

[OR1294 (Wash.)]

WASHINGTON

Notice of Proposed Withdrawal and Reservation of Land

MARCH 3, 1967.

The Forest Service, U.S. Department of Agriculture, has filed an application, Serial No. OR1294 (Washington), for the withdrawal of the public lands described below, from all forms of appropriation under the mining laws (Ch. 2, 30 U.S.C.) but not from leasing under the mineral leasing laws.

The applicant desires the land in order to protect the Billy Goat Recreation Area for public recreational use and to safeguard the Government's future investments in the area.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, 729 Northeast Oregon Street, Post Office Box 2965, Portland, Ore. 97208.

The authorized officer of the Bureau of Land Management will undertake such investigations as are necessary to determine the existing and potential demand for the lands and their resources. He will also undertake negotiations with the applicant agency with the view of adjusting the application to reduce the area to the minimum essential to meet the applicant's needs, to provide for the maximum concurrent utilization of the lands for purposes other than the applicant's, to eliminate lands needed for purposes more essential than the applicant's, and to reach agreement on the concurrent management of the lands and their resources.

He will also prepare a report for consideration by the Secretary of the Interior who will determine whether or not the lands will be withdrawn as requested by the Forest Service.

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

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

The lands involved in the application are:

WILLAMETTE MERIDIAN

OKANOGAN NATIONAL FOREST

Billy Goat Recreation Area

T. 38 N., R. 20 E., unsurveyed.

A tract of land within secs. 15, 22, and 23, and which is more particularly described as:

Beginning at the forks of Eightmile Creek and an unnamed tributary in sec. 23; thence northwesterly along unnamed tributary 4260 feet; thence 396 feet on a bearing of S. 72° W.; thence 330 feet on a bearing of S. 38° W. to Larch Creek Trail and continuing on same bearing 330 feet to Hidden Lakes Trail; thence on Hidden Lakes Trail a distance of 363 feet on a bearing of S. 38° E.; thence 330 feet on a bearing of S. 46° W.; thence 132 feet on a

bearing of S. 29° E.; thence 264 feet on a bearing of S. 58° W.; thence 1,354 feet on a bearing of S. 2° E. toward Eightmile Creek; thence along Eightmile Creek 2,850 feet to point of beginning.

The area described aggregates approximately 102 acres.

ERLING A. OLSON,

Chief, Lands Adjudication Section.

[F.R. Doc. 67-2661; Filed, Mar. 9, 1967; 8:46 a.m.]

CIVIL AERONAUTICS BOARD

[Docket No. 18246; Order E-24826]

U.S. FLAG CARRIER AND AIR FREIGHT FORWARDER DISCUSSIONS

Order Regarding International Air Cargo Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 7th day of March 1967.

The biennial Cargo Traffic Conference of the International Air Transport Association (IATA) is scheduled to commence on April 17, 1967, in San Juan, P.R. The Board believes it could prove advantageous to both the direct air carriers and the air freight forwarders to exchange views on international cargo rates prior to that conference. Such discussions may provide information and expert opinion, otherwise unavailable, and thus contribute to the establishment of an improved international cargo rate structure which will, in turn, enhance the sound development of air cargo services. Under these circumstances, and subject to appropriate safeguards, the Board considers it to be in the public interest to authorize such discussions between the U.S.-flag air carrier members of IATA and all Board-authorized air freight forwarders.

These discussions will be authorized from the date of this order through March 31, 1967.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a) and 414 thereof: *It is ordered, That:*

1. All U.S.-flag carrier members of the International Air Transport Association, the Air Freight Forwarders Association, and all Board-authorized air freight forwarders, are authorized to engage in discussions of international air cargo rates and related matters between the date of this order and March 31, 1967;

2. A notice of any meeting called pursuant to this order shall be filed with the Board in this docket and mailed to the Air Freight Forwarders Association at least 10 calendar days prior to such meeting;

3. The Civil Aeronautics Board reserves the right to have one or more observers in attendance at these meetings;

4. Complete and accurate minutes shall be kept of all discussions by the carriers, and a true copy thereof filed

with the Board not later than 15 days after the conclusion of each meeting; and

5. This order will be served upon all U.S.-flag carrier members of the International Air Transport Association, the Air Freight Forwarders Association, and all Board-authorized air freight forwarders.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[P.R. Doc. 67-2673; Filed, Mar. 9, 1967;
8:47 a.m.]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[Docket No. FDC-D-99; NDA No. 16-579]

TYLER PHARMACAL DISTRIBUTORS, INC.

Notice of Prehearing Conference Relating to Drug Pro-Forma

Pursuant to the provisions of section 505 of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 355), and § 130.18 of the new drug regulations (21 CFR 130.18), notice is hereby given to Tyler Pharmacal Distributors, Inc., 36 West Van Buren Street, Chicago, Ill. 60605, and to the public, that a prehearing conference will be held in the matter of the proposal of the Commissioner of Food and Drugs to refuse to approve new-drug application No. 16-579, dated November 15, 1966, for marketing the drug Pro-Forma, and will begin at 10 a.m. on March 17, 1967, in Room 5131, North Building, Department of Health, Education, and Welfare, 330 Independence Avenue SW., Washington, D.C. 20201.

The following matters will be considered at this prehearing conference:

A. The simplification and formalization of the issues for the hearing.

B. The possibility of obtaining stipulations, admission of facts, and documents.

C. The submission of all documentary evidence to be marked for identification.

D. The submission of a list of all witnesses to be called during the hearing and, if possible, the scheduling of such witnesses.

E. Such other matters as may assist in the expeditious handling of the hearing in this matter.

Dated: March 6, 1967.

WILLIAM E. BRENNAN,
Hearing Examiner.

[P.R. Doc. 67-2680; Filed, Mar. 9, 1967;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket No. CP66-205; CP66-285]

CINCINNATI GAS & ELECTRIC CO. AND TEXAS GAS TRANSMISSION CORP.

Notice of Postponement of Hearing and Granting Extension of Time

MARCH 3, 1967.

Upon consideration of the request filed February 28, 1967, by counsel for Ohio Fuel Gas Co. and Kentucky Gas Transmission Co. for an extension of time within which to file with the Commission and serve upon all parties and the Examiner their direct presentations and for postponement of the hearing in the above-consolidated proceeding.

Take notice that the time is extended to and including March 13, 1967 within which Ohio Fuel Gas Co., Kentucky Gas Transmission Co., and all intervenors opposing applicants shall file with the Commission and serve on all parties and the Examiner their direct presentations as provided for in paragraph (C) of the order issued February 3, 1967. Further, the hearing presently scheduled to com-

mence on March 14, 1967, is hereby postponed until April 11, 1967.

JOSEPH H. GUTRIDE,
Secretary.

[P.R. Doc. 67-2650; Filed, Mar. 9, 1967;
8:45 a.m.]

[Docket No. CP67-243]

COLUMBIA GULF TRANSMISSION CO.

Notice of Application

MARCH 2, 1967.

Take notice that on February 27, 1967, Columbia Gulf Transmission Co. (Applicant), Post Office Box 683, Houston, Tex. 77001, filed in Docket No. CP67-243 an application pursuant to section 7(b) of the Natural Gas Act for permission and approval of the Commission to abandon certain natural gas purchase facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks permission and approval of the Commission for the abandonment of its field lines and appurtenances thereto constructed to take gas for the account of United Fuel Gas Co. (United) from the properties in the following fields in Louisiana:

Field	Parish (county)	Producer	Lines to be abandoned
Deep Lake	Cameron	Texas Pacific Oil Co. (successor to the Calvert Distilling Co.; d.b.a. Frankfort Oil Co.) et al.	6,330 feet of 6-inch line.
Ellis	Acadia	Forest Oil Corp. et al.	8,328 feet of 4-inch line.
Do	do	Humble Oil & Refining Co.	6,521 feet of 3-inch line.
Go Around Bayou	Cameron	Kerr-McGee Corp. et al.	7,300 feet of 6-inch line.

Applicant states that the well of Texas Pacific Oil Co. (Texas) which is connected to the above-described gas purchase facilities in the Deep Lake Field is no longer capable of production and its reservoir is depleted. However, other gas is still being delivered at another delivery point in the Deep Lake Field under Texas' gas rate schedule on file with the Commission.

Applicant further states that as a result of a change of delivery point, deliveries formerly made in the Ellis Field by Forest Oil Corp. et al. (Forest) are now being made at another existing delivery point in Acadia Parish (County). It is therefore averred that no producer abandonments are involved.

All gas production of Humble Oil & Refining Co. (Humble) and Bateman Drilling Co. et al. (Bateman) from the Ellis Field and of Kerr-McGee Corp. et al. (Kerr) and Humble from the Go Around Bayou Field has ceased, the wells have been abandoned, the leases have expired, and these producers have canceled their sales contracts with United.

On the above-mentioned basis, Applicant can see no further use for these facilities and seeks permission and approval to abandon them in place.

Applicant estimates that the salvage from certain valves and above-ground facilities will be approximately \$1,900.

Protests or petitions to intervene may be filed with the Federal Power Com-

mission, 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 April 3, 1967.

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 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.

[P.R. Doc. 67-2651; Filed, Mar. 9, 1967;
8:45 a.m.]

[Docket Nos. CP66-110 etc.]

GREAT LAKES GAS TRANSMISSION CO. ET AL.**Order Denying Appeal, Waiving Examiner's Decision, and Granting Oral Argument**

MARCH 3, 1967.

Great Lakes Gas Transmission Co., Docket Nos. CP66-110, CP66-111, CP66-112; Michigan Wisconsin Pipe Line Co., Docket No. CP66-109; Midwestern Gas Transmission Co., Docket Nos. CP66-119, CP66-120, CP66-121; Northern Natural Gas Co., Docket No. CP66-212; Northern Natural Gas Transportation Co., Docket Nos. CP66-213, CP66-214.

On February 3, 1967, Great Lakes Gas Transmission Co. et al. (Great Lakes) filed an appeal from the January 24, 1967, ruling of the presiding examiner granting the motion of Northern Natural Gas Transportation Co. (the Northern Cos.) to reopen the record for the receipt of evidence concerning a proposal by the Northern Cos. allegedly containing the "essential elements" of an alternative plan submitted by Staff in its brief filed August 26, 1966. Answers to the Great Lakes' motion were submitted by the Northern Cos. and our staff.

Northern alleges that its proposed presentation on staff's proposal will show that it is superior to Great Lakes' proposal, but inferior to Northern's. It asserts that the type of plan advocated by the staff, even if improved in material respects, would still not be the optimum method of serving the public convenience and necessity.

Additionally, the Northern Cos. claim that the Great Lakes' project has changed from one of a mere accommodation for Canadians to one that will become increasingly oriented to the importation of large quantities of Canadian gas for consumption in the United States, and that, therefore, the Commission must have a complete record so as to properly determine which alternative provides maximum benefits for United States consumers. The Northern Cos. further argue that the grant of Great Lakes' appeal would be contrary to the holdings in *Michigan Wisconsin Gas Co. v. F.P.C.*,¹ *City of Pittsburgh v. F.P.C.*,² and *Scenic Hudson Preservation Conference v. F.P.C.*³

Great Lakes alleges: (1) The Commission can consider the staff's "public interest proposal" without reopening the record; (2) the alternative evidence sought to be put into the record by the Northern Cos. does not relate to staff's proposal, but to a modification of the Northern Cos. project; and (3) the proffered evidence concerns a proposal that could not be certificated in any event.

¹ 283 F. 2d 204, 224-226 (CA DC 1960), cert. denied, 364 U.S. 913.

² 237 F. 2d 741, 751n.28 (CA DC 1956).

³ 354 F. 2d 608 (CA 2 1965), cert. denied, 384 U.S. 941.

In addition Great Lakes avers that if the record is reopened for the inclusion of this evidence, the delay would render its project (and the competing Northern Cos. project) moot since the Canadian Government would require that other steps be taken immediately.

Requests for the waiver and omission of the examiner's intermediate decision have been filed by Great Lakes, Midwestern Gas Transmission Co., Consumers Gas Co. and the St. Lawrence Gas Co. Oppositions have been filed by the Panhandle Eastern Pipe Line Co. and the Fuels Research Council, Inc. Great Lakes has also filed a request for oral argument.

We do not decide here whether Northern's evidence constitutes a proper development of the staff's proposal or is essentially a new proposal; we conclude only that the examiner's determination to receive the evidence, and to permit cross-examination thereon if he determines it to be relevant and material to the making of a complete record, is not inappropriate under the circumstances. It is of no significance that we could not certificate the staff's proposal for our consideration of that proposal could well demonstrate that the public interest would require rejection of each of the pending applications. Therefore, the appeal of Great Lakes will be denied. But our denial should not be interpreted as a ruling on the appropriateness of Northern's submission. We leave that question for resolution together with the merits.

In so concluding we are by no means insensitive to Great Lakes' final contention that the delay resulting from denial of its appeal would render both its project and that of the Northern Cos. moot since the Canadian Government would require that steps be taken in the immediate future to assure adequate service to Canadian consumers next winter. It does appear that there is a pressing need for additional natural gas service in Canada, and the Canadian Government has directed Trans Canada to apply, by May 1, 1967, for permission to construct additional facilities in Canada if it believes that transportation service through the United States cannot be authorized in time to install facilities for the 1967-68 heating season. Presumably Trans Canada would be required to loop its present Canadian line. And, while the record does not indicate precisely how much looping would be required it would appear to be significant. Once that looping program is completed it is questionable whether any of the proposals now before us would still be viable. Moreover, even if the initial looping would not moot the need for transportation service through the United States, it would undoubtedly prejudice significantly Great Lakes' ability to finance its transportation proposal. Certainly the public interest will not be furthered by the elimination of the Great Lakes' alternative without affording this Commission an opportunity to consider it on its merits. Based upon the foregoing we find that

the due and timely execution of our functions imperatively an unavoidably requires the omission of the examiner's decision.

Accordingly, the appeal of Great Lakes is denied and its requests for the waiver of the intermediate decision and for oral argument are granted. Following the expeditious completion of cross-examination which is to commence on March 8, 1967, the examiner is further directed to certify the record to the Commission for decision. The parties will have 20 days from the close of cross-examination to file initial briefs and 10 days thereafter to file answering briefs. All briefs should be served by air mail. Oral argument will be heard at 10 a.m. on April 21, 1967, in a hearing room of the Federal Power Commission at 441 G Street NW., Washington, D.C.

By the Commission.

[SEAL]

JOSEPH H. GUTRIDE,
Secretary.[F.R. Doc. 67-2652; Filed, Mar. 9, 1967;
8:45 a.m.]

[Project No. 2635]

GREAT NORTHERN PAPER CO.**Notice of Application for License for Constructed Project**

MARCH 3, 1967.

Public notice is hereby given that application for license has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Great Northern Paper Co. (correspondence to: Robert Hellendale, Vice President and Secretary, Great Northern Paper Co., 522 Fifth Avenue, New York, N.Y. 10036) for constructed Project No. 2635, known as Caucomgomoc Headwater Storage Project, located on Caucomgomoc Stream, in Piscataquis County, Maine.

The existing Caucomgomoc Headwater Storage Project consists of: (1) A composite dam about 905 feet long and 12 feet high, made of a rock filled timber crib spillway section 105 feet long which is tied to the right abutment by an earth dike 500 feet long and to the left abutment by a similar dike 300 feet long; (2) a reservoir with surface area of 5,728 acres at an elevation of 993 feet, and usable storage capacity of 32,400 acre-feet at a drawdown of 10 feet; and (3) four 12-foot wide timber gates and one 6-foot wide timber gate at spillway section.

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 of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is April 21, 1967. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.[F.R. Doc. 67-2653; Filed, Mar. 9, 1967;
8:45 a.m.]

[Docket No. CP67-238]

MONTANA-DAKOTA UTILITIES CO.**Notice of Application**

MARCH 3, 1967.

Take notice that on February 24, 1967, Montana-Dakota Utilities Co. (Applicant), 831 Second Avenue South, Minneapolis, Minn. 55402, filed in Docket No. CP67-238 a "budget-type" application pursuant to section 7(c) of the Natural Gas Act, as implemented by § 157.7 (c) of the regulations under the Act, for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to construct and operate certain gas sales and transmission facilities for the purpose of making direct sales of natural gas to consumers for seasonal industrial purposes and authorization for the transportation and sale of volumes of natural gas previously authorized under certificates to existing distributors, at rates on file with the Commission, for resale in existing market areas. The application states that natural gas deliveries to any one customer through the proposed facilities will not exceed 100,000 Mcf annually, and that such gas will not be used for boiler fuel purposes.

Total estimated cost of Applicant's proposed facilities is not to exceed \$190,000 and will be financed with internally generated funds.

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 March 31, 1967.

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 the certificate 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.

[P.R. Doc. 67-2654; Filed, Mar. 9, 1967;
8:46 a.m.]

[Project No. 2494]

PUGET SOUND POWER & LIGHT CO.**Notice of Application for License
for Constructed Project**

MARCH 6, 1967.

Public notice is hereby given that application for license has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Puget Sound Power & Light Co. (correspondence to: L. E. Karrer, Vice President, Puget Sound Power & Light Co., Puget Power Building, Bellevue, Wash. 98004) for constructed Project No. 2494, known as the White River Project, located on White River in Pierce County, Wash., near the cities of Auburn, Buckley, and Sumner, and the town of Bonny Lake.

The White River Project consists of: (1) A rock-filled crib and concrete diversion dam, 352 feet long and 4 feet high with 7-foot flashboards; (2) a concrete intake to which has been added a Corps of Engineers' fish trap (applicant releases 30 cfs for fishery purposes); (3) a 5,000-foot long timber flume; (4) a 2-mile long series of desilting basins, the lowest containing applicant-operated fish screens; (5) 7,000 feet of unlined canal; (6) a 2-mile long timber lined canal; (7) a 1,600-foot long storage basin and short canal; (8) Lake Tapps, a 2,566-acre reservoir with a storage capacity of 46,700 acre-feet; (9) a lined tunnel to a forebay; (10) steel penstocks; (11) a powerhouse containing two 18,000 hp. turbines each connected to a 15,000 kw. generator and two 23,000 hp. turbines each connected to a 20,000 kw. generator; (12) a 0.5-mile long tailrace; and (13) appurtenant facilities.

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 of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is May 2, 1967. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[P.R. Doc. 67-2655; Filed, Mar. 9, 1967;
8:46 a.m.]

[Project No. 2495]

PUGET SOUND POWER & LIGHT CO.**Notice of Application for License
for Constructed Project**

MARCH 6, 1967.

Public notice is hereby given that application for license has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Puget Sound Power & Light Co. (correspondence to: Puget Sound Power & Light Co., L. E. Karrer, Vice President, Puget Power Building, Bellevue, Wash. 98004) for constructed Project No. 2495, known as the Electron Project, located on the Puyallup River in Pierce County, Wash., near the towns of Kapowsin and Orting.

The existing Electron Project consists of: (1) A timber dam 12 feet high and 200 feet long projecting about 3 feet above the natural stream bed and surmounted with flashboards diverting part of the flow to the concrete intake; (2) a wooden flume 10.1 miles long; (3) a small circular reservoir approximately 1,500 feet in diameter located on a plateau about 900 feet above the powerhouse; (4) four penstocks 4 feet in diameter and one 1.5-foot diameter penstock; (5) a concrete powerhouse structure housing four generating units, three of 6,000 kw. and one of 7,500 kw. capacity; and (6) appurtenant facilities.

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 of the Commission (18 CFR 1.8 or 1.10). The last day upon which protests or petitions may be filed is April 25, 1967. The application is on file with the Commission for public inspection.

JOSEPH H. GUTRIDE,
Secretary.

[P.R. Doc. 67-2656; Filed, Mar. 9, 1967;
8:46 a.m.]

[Docket No. CP64-5]

**TEXAS EASTERN TRANSMISSION
CORP.****Notice of Petition To Amend**

MARCH 2, 1967.

Take notice that on February 27, 1967, Texas Eastern Transmission Corp. (Petitioner), Post Office Box 2521, Houston, Tex. 77001, filed in Docket No. CP64-5 a petition to amend the order issued by the Commission December 19, 1963, as amended October 28, 1964, April 5, 1965, August 24, 1965, November 4, 1966, and December 30, 1966, by authorizing Petitioner to sell additional quantities of natural gas to Algonquin Gas Transmission Co. (Algonquin), all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

The above-mentioned order, as amended to date, authorized Petitioner to construct and operate additional facilities to its pipeline system to provide an additional 563,126 Mcf of natural gas of peak capacity over a 4-year period beginning in 1964 to enable Petitioner to meet the increased requirements of its customers for natural gas during the 4-year period beginning in November 1964.

Petitioner states that as of November 15, 1967, it will have an unallocated system capacity of 36,696 Mcf of natural gas per day. Petitioner seeks authorization to sell to Algonquin an additional 3,838 Mcf per day of natural gas under its annual firm gas rate schedule and an additional 2,635 Mcf of natural gas per day under its winter service rate schedule. The annual firm sales are to begin on November 1, 1967, and the winter service sales are to begin on November 16, 1967.

Petitioner states that the additional quantities of natural gas proposed to be sold to Algonquin are needed by it to meet its natural gas requirements beginning with the 1967-68 winter heating season. Petitioner also states that the additional proposed sales will not affect any service now being given by it. On this basis, Petitioner seeks authorization for the additional sales of natural gas to Algonquin.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before March 31, 1967.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 67-2657; Filed, Mar. 9, 1967;
8:46 a.m.]

[Docket No. RP67-16]

TRANSCONTINENTAL GAS PIPE LINE CORP.

Notice of Proposed Changes in Rates and Charges

MARCH 2, 1967.

Pursuant to § 2.59 of the Commission's rules (18 CFR 2.59) notice is hereby given that on February 20, 1967, Transcontinental Gas Pipe Line Corp. filed proposed changes in its FPC Gas Tariff, Original Volume No. 1, to become effective December 1, 1966. The proposed rates reflect decreases in Transco's Rate Schedule S-2 for underground storage from the Oakford Storage Field, Pennsylvania, and are stated to be based upon a rate reduction which Transco has received in turn from Texas Eastern Transmission Corp. in Docket No. RP65-59. The proposed changes would result in reduced charges of approximately \$266,000 annually.

Copies of the proposed rate changes have been served by Transco upon its jurisdictional customers and interested state commissions.

Comments may be filed with the Commission on or before March 16, 1967.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 67-2658; Filed, Mar. 9, 1967;
8:46 a.m.]

[Docket No. CP67-239]

UNITED GAS PIPE LINE CO.

Notice of Application

MARCH 3, 1967.

Take notice that on February 24, 1967, United Gas Pipe Line Co. (Applicant), Post Office Box 1407, Shreveport, La. 71102, filed in Docket No. CP67-239 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of certain natural gas facilities and the sale of quantities of natural gas for resale, all as more fully set forth in the

application which is on file with the Commission and open to public inspection.

Specifically, Applicant seeks authorization to construct and operate approximately 40 feet of 2½-inch line, positive meter and regulator station and appurtenant facilities near milepost 27.3 on Applicant's 20-inch Carthage compressor station to Longview compressor station line, located in Gregg County, Tex.

Applicant states that the purpose of the proposed construction is to supply natural gas to the city of Easton, Gregg County, Tex., for resale and distribution. Applicant estimates the first year sales to the city of Easton at approximately 17,000 Mcf of natural gas.

Applicant estimates the cost of the proposed construction at approximately \$5,825, said cost to be financed out of current working funds.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (§ 157.10) on or before March 31, 1967.

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 the certificate 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. 67-2659; Filed, Mar. 9, 1967;
8:46 a.m.]

FEDERAL MARITIME COMMISSION

HAMBURG-AMERIKA LINIE ET AL.

Notice of Agreement Filed for Approval

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 609; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San

Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

James N. Jacobi, Esquire, Kurrus and Jacobi, 2000 K Street NW., Washington, D.C. 20006.

Agreement 9623, between Hamburg-Amerika Linie, Norddeutscher Lloyd, and Container Marine Lines, a division of American Export Isbrandtsen Lines, Inc., provides for interchange of cargo containers and/or related equipment in the trades between ports in Europe and U.S. North Atlantic ports in accordance with the terms and conditions set forth therein.

Dated: March 6, 1967.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 67-2674; Filed, Mar. 9, 1967;
8:47 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[70-4409]

CONNECTICUT LIGHT AND POWER CO.

Notice of Filing of Post-Effective Amendments Regarding Issue and Sale of Notes to Banks

MARCH 6, 1967.

Notice is hereby given that the Connecticut Light and Power Co. ("CL&P"), Selden Street, Berlin, Conn. 06037, an electric utility subsidiary company of Northeast Utilities, a registered holding company, has filed with this Commission, pursuant to sections 6(a) and 7 of the Public Utility Holding Company Act of 1935 ("Act"), posteffective amendments to the declaration in this matter. All interested persons are referred to said posteffective amendments, which are summarized below, for a complete statement of the proposed transactions.

By order dated September 21, 1966 (Holding Company Act Release No. 15563), this Commission authorized the issue and sale by CL&P to banks of up to \$12 million of notes maturing on or before June 30, 1967 ("original notes"). The original notes were to be issued, among other things, for construction purposes, and, together with notes which CL&P might issue and sell pursuant to the 5 percent exemptive provision of section 6(b) of the Act ("exempt notes"), were not to exceed \$32 million outstanding at any one time. It is now stated

[70-4463]

GENERAL PUBLIC UTILITIES CORP.

Notice of Proposed Cash Capital Contributions to Subsidiary Companies

MARCH 6, 1967.

Notice is hereby given that General Public Utilities Corp. ("GPU"), 80 Pine Street, New York, N.Y. 10005, a registered holding company, has filed with this Commission a declaration, pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating section 12(b) of the Act and Rule 45 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transactions.

GPU proposes, from time to time during 1967, to make cash capital contributions to its subsidiary companies named below in amounts not in excess of those shown:

Jersey Central Power & Light Co	\$14,000,000
Metropolitan Edison Co.	8,000,000
Pennsylvania Electric Co.	11,500,000
Total	33,500,000

The cash capital contributions will be credited by each subsidiary company to its capital surplus account; and will be used to finance its business as a public-utility company, including the construction of additional facilities and the increase of its working capital.

The filings state that no State or Federal commission, other than this Commission, has jurisdiction over the proposed transactions. GPU estimates that the fees and expenses in connection with the proposed capital contributions will not exceed an aggregate of \$2,500.

Notice is further given that any interested person may, not later than April 6, 1967, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing in respect thereof. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney-at-law, by certificate) should be filed contemporaneously with the request. At any time after said date, the declaration, as filed or as amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter,

including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DuBOIS,
Secretary.[P.R. Doc. 67-2663; Filed, Mar. 9, 1967;
8:46 a.m.]

TARIFF COMMISSION

[TC Publication 198; APTA-W-6]

CERTAIN WORKERS OF ROCKWELL-STANDARD CORP.

Report to Automotive Agreement Adjustment Assistance Board in Adjustment Assistance Case

MARCH 7, 1967.

The Tariff Commission today reported to the Automotive Agreement Adjustment Assistance Board the results of its investigation No. APTA-W-6, conducted under section 302(e) of the Automotive Products Trade Act of 1965. The Commission's report contains information for use by the Board, which determines the eligibility of the workers concerned to apply for adjustment assistance. The workers in this case were employed in the Adrian, Mich., plant of the Lyon Division, Rockwell-Standard Corp.

Only certain sections of the Commission's report can be made public since much of the data it contains were received in confidence. The sections of the report that can be made public are reproduced below. In addition to this material, the report also contained information concerning the factors causing the changes in employment at the plant.

U.S. TARIFF COMMISSION, MARCH 7, 1967

Introduction. In accordance with section 302(e) of the Automotive Products Trade Act of 1965 (79 Stat. 1016), the U.S. Tariff Commission herein reports the results of investigation No. APTA-W-6, which was ordered in response to a request received January 16, 1967, from the Automotive Agreement Adjustment Assistance Board. The Committee's request resulted from a petition for adjustment assistance filed with the Board on January 10, 1967, by Local 1268, International Association of Machinists and Aerospace Workers, Adrian, Mich., on behalf of a group of workers of the Lyon Division, Rockwell-Standard Corp., Adrian, Mich.

The petition alleged that the threatened dislocation of more than 214 employees between January 5, and March 30, 1967, when production at the Adrian plant was scheduled to cease, is due to pressure from Rockwell-Standard Corp.'s customers to manufacture larger quantities of wheel covers in Canada. The petition further stated that the petitioners believe the primary factor causing, or threatening to cause, the unemployment at the Adrian plant is the existence of the United States-Canadian Automotive Agreement.

The Commission instituted the investigation on January 18, 1967; public notice thereof was given in the FEDERAL REGISTER (32 F.R. 833) on January 24, 1967. Neither the petitioners nor any other party requested a hearing before the Commission, and none was held.

that revised estimates of CL&P's construction expenditures indicate the necessity during May 1967 for outstanding bank loans of approximately \$38 million. Accordingly, CL&P proposes to issue and sell, but in no event later than June 30, 1967, up to \$6 million of additional notes to banks as follows:

Bankers Trust Co., New York, N.Y.	\$2,500,000
Chemical Bank New York Trust Co., New York, N.Y.	1,750,000
Manufacturers Hanover Trust Co., New York, N.Y.	1,750,000
Total	6,000,000

The additional notes will bear interest at the prime rate (currently 5 3/4 percent) in effect at the lending bank on the date of issue, and the terms of the additional notes will in all other respects be the same as the original notes, except that each additional note will mature 6 months after its date of issue.

In May 1967, after the sale of additional notes, CL&P expects to issue and sell, subject to Commission authorization, \$30 million principal amount of first mortgage bonds and use the net proceeds to retire outstanding notes. Any additional notes which are outstanding after such sale of bonds will be retired or replaced by exempt notes.

Notice is further given that any interested person may, not later than March 24, 1967, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said posteffective amendments to the declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as now amended or as it may be further amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission (pursuant to delegated authority).

[SEAL]

ORVAL L. DuBOIS,
Secretary.[P.R. Doc. 67-2662; Filed, Mar. 9, 1967;
8:46 a.m.]

The information reported herein was obtained from Rockwell-Standard Corp., the workers concerned and their local union officials, the major U.S. motor-vehicle manufacturers, the Commission's files, and by fieldwork by members of the Commission's staff.

The automotive product involved—wheel covers and hubcaps. Wheel covers and hubcaps are protective and decorative articles that are fastened to the wheels of passenger automobiles and certain other motor vehicles. Wheel covers completely cover the outside portion of a mounted wheel, whereas hubcaps cover only the center portion.

Wheel covers and hubcaps perform essentially the same function and are produced by similar manufacturing processes utilizing the same type of equipment. Data for the two products, therefore, have been combined in this report.

Imported wheel covers and hubcaps that are parts of motor vehicles are dutiable under Item 692.27 of the Tariff Schedules of the United States at the rate of 8½ percent ad valorem, unless imported from Canada for use as original motor-vehicle equipment, in which case they are duty free under Item 692.28.

Rockwell-Standard Corp. and its Lyon Division. Rockwell-Standard Corp., with headquarters in Pittsburgh, Pa., is a large corporation that includes 34 plants in the United States and 11 plants in Canada. It had net sales of \$636 million in 1966; parts for trucks, trailers, and buses accounted for 43 percent of sales, and parts of passenger automobiles, 22 percent. In addition to wheel covers and hubcaps, the motor-vehicle parts manufactured by Rockwell-Standard include axles, transmissions, spring suspensions, brakes, universal joints, bumpers, and lamp assemblies.

Rockwell-Standard Corp. acquired the assets of Lyon, Inc., Adrian, Mich., in November 1965, for \$21 million. The Lyon, Inc., properties, which became Lyon Division of Rockwell-Standard Corp., included plants in Bracebridge, Parry Sound, and Windsor, Ontario; Grenada, Miss.; Huntland and Memphis, Tenn.; and Adrian, Mich.

Four of the plants acquired with Lyon, Inc. (Parry Sound, Windsor, Grenada, and Adrian) produce wheel covers and hubcaps almost exclusively. The Adrian, Windsor, and Grenada plants are of principal importance in this report. At the Adrian facility wheel covers and hubcaps have been produced for the last 13 years. During this time, the plant has been owned successively by the following firms: Hurd Lock and Manufacturing Co.; Avis Industrial Corp.; Lyon, Inc.; and Rockwell-Standard Corp. The Adrian operation is housed in buildings that are about 80 years old. The main building is a multilevel, masonry structure (partly four floors, partly two).

By direction of the Commission.

[SEAL] DONN N. BENT,
Secretary.

[F.R. Doc. 67-2669; Filed, Mar. 9, 1967;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

MARCH 7, 1967.

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. 40927—Chlorine to points in Alabama. Filed by Southwestern Freight Bureau, agent (No. B-8966), for interested rail carriers. Rates on chlorine, in tank carloads, but not less than 110,000 pounds per car, from specified points in Arkansas, Kansas, and Texas, to Demopolis, Greentree, and Selma, Ala.

Grounds for relief—Market competition.

Tariffs—Supplements 143 and 152 to Southwestern Freight Bureau, agent, tariffs ICC 4529 and 4534, respectively, and supplement 35 to Western Trunk Line Committee, agent, tariff ICC A-4620.

FSA No. 40928—Chlorine to Chattanooga, Tenn. Filed by O. W. South, Jr., agent (No. A4997), for interested rail carriers. Rates on liquefied chlorine gas, compressed, in tank carloads, but not less than 110,000 pounds per car, from Calvert, Ky., to Chattanooga, Tenn.

Grounds for relief—Market competition.

Tariff—Supplement 126 to Southern Freight Association, agent, tariff ICC S-484.

FSA No. 40929—Petroleum products from, to, and between points in western trunkline territory. Filed by Western Trunk Line Committee, agent (No. A-2493), for interested rail carriers. Rates on petroleum rubber extender or rubber processing oil, in less-than-carloads, carloads, or tank carloads, points within western trunkline territory; from, to, and between points in western trunkline territory, on the one hand, and points in Illinois Freight Association, southern, and southwestern territories, on the other, and returned shipments from original destinations to original points of shipment.

Grounds for relief—Carrier competition.

PSA No. 40930—Asphalt from Cody, Wyo., to western trunkline territory. Filed by Western Trunk Line Committee, agent (No. A-2494), for interested rail carriers. Rates on asphalt (asphaltum), natural, byproduct or petroleum (other than paint, stain, or varnish), road oil, and wax tailings, in tank carloads, from Cody, Wyo., to points in western trunkline territory.

Grounds for relief—Market competition.

Tariff—Supplement 32 to Western Trunk Line Committee, agent, tariff ICC A-4572.

By the Commission.

[SEAL] H. NEIL GARSON,
Secretary.

[F.R. Doc. 67-2676; Filed, Mar. 9, 1967;
8:47 a.m.]

[Notice 348]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

MARCH 7, 1967.

The following are notices of filing of applications for temporary authority under section 210a(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC 67 (49 CFR Part 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 of notice of the filing of the application is published in the FEDERAL REGISTER. One copy of such protest must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protest must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six copies.

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

MOTOR CARRIERS OF PROPERTY

No. MC 2392 (Sub-No. 57 TA), filed March 1, 1967. Applicant: WHEELER TRANSPORT SERVICE, INC., Post Office Box 14248, West Omaha Station, 7722 F Street, Omaha, Nebr. 68114. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Nitrogen fertilizer solutions, anhydrous ammonia, nitric acid, ammonium nitrate, and urea, in bulk, in tank vehicles, from the plantsite of Terra Chemical International, Inc., Port Neal, and storage facilities at Sergeant Bluff, Iowa, to points in Iowa, Minnesota, Nebraska, North Dakota, South Dakota, Wisconsin, Illinois, Missouri, and Colorado, for 180 days. Supporting shipper: Terra Chemicals International, Inc., 507 Sixth Street, Sioux City, Iowa 51101. Send protests to: Keith P. Kohrs, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 705 Federal Office Building, Omaha, Nebr. 68102.

No. MC 76472 (Sub-No. 6 TA), filed February 28, 1967. Applicant: MATERIAL TRUCKING, INC., 924 South Heald Street, Wilmington, Del. 19801. Applicant's representative: William Salenni, (same address as above). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, Salt (except rock salt and rock salt compounds in bulk in tank vehicles), from Wilmington, Del., to points in Caroline, Dorchester, Wicomico, Somerset, Worcester, and Talbot Counties, Md., for 150 days. Supporting shipper: Watkins Salt Co., Watkins Glen, N.Y., V. W. Alling, traffic manager. Send protests to: Paul J. Lowry, District Supervisor, Bureau of Operations and Compliance,

Interstate Commerce Commission, Room 206, Old Post Office Building, 129 East Main Street, Salisbury, Md. 21801.

No. MC 107838 (Sub-No. 3 TA), filed March 1, 1967. Applicant: H&S MOTOR FREIGHT, INC., Sixth and Maple Streets, Eldon, Mo. 65026. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (1) from Eldon, Mo., over U.S. Highway 54 to Camdenton, Mo., and return over the same route, (2) from Camdenton, Mo., over Missouri Highway 5 to Versailles, Mo., and return over the same route, (3) from the junction of U.S. Highway 54 and Missouri Highway 52, over Missouri Highway 52 to Tuscumbia, Mo., and return over the same route, serving between Eldon, Camdenton, Versailles, Tuscumbia, and all intermediate points on the above-described routes and the off-route points located in that area of the Lake of the Ozarks, including those areas known as Horseshoe Bend and Shawnee Bend, in connection with applicant's authorized regular-route operations between Kansas City and St. Louis, Mo. Supporting shippers: Crowell Distributing Co., Osage Beach, Mo. 65065; J. B. Deere Cedarcraft, Co., Inc., Lake Ozark, Mo. 65049; W. T. Cox Co., Inc., 580 West Highway 54, Camdenton, Mo. 65020; Blair Cedar & Novelty Works, Inc., Camdenton, Mo. 65020; Niangua Arms Lake of the Ozarks, Chamber of Commerce, Camdenton, Mo. 65020. Send protests to: John V. Barry, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 107839 (Sub-No. 110 TA), filed March 1, 1967. Applicant: DENVER-ALBUQUERQUE MOTOR TRANSPORT, INC., 4985 York Street, Post Office Box 16021, Denver, Colo. 80216. Applicant's representative: Edward T. Lyons, Suite 420, Denver Club Building, Denver, Colo. 80202. Authority sought to operate as *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas*, from Albuquerque, N. Mex., to Denver, Colorado Springs, and Pueblo, Colo., for 180 days. Supporting shipper: Associated Grocers of Colorado, 5151 Bannock Street, Post Office Box 5528, Terminal Annex, Denver, Colo. 80217. Send protests to: Herbert C. Ruoff, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 2022 Federal Office Building, Denver, Colo. 80202.

No. MC 108449 (Sub-No. 253 TA), filed February 28, 1967. Applicant: INDIAN-HEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul, Minn. 55113. Applicant's representative: W. A. Mylenbeck (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, *Hydrogen*, in bulk, in shipper-owned trailer, from Denver,

Colo., to St. Paul, Minn., for 180 days. Supporting shipper: National Cylinder Gas, 965 North Lexington Parkway, St. Paul, Minn. 55103. Send protests to: District Supervisor A. E. Rathert, Interstate Commerce Commission, Bureau of Operations and Compliance, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 108449 (Sub-No. 254 TA), filed March 1, 1967. Applicant: INDIAN-HEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul, Minn. 55113. Applicant's representative: W. A. Mylenbeck (same address as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Nitrogen fertilizer solutions, anhydrous ammonia, nitric acid, ammonium nitrate, and urea*, from the plantsite of Terra Chemicals International, Inc., located at Port Neal, Iowa, and the storage facilities of Terra Chemicals International, Inc., located at Sergeant Bluff, Iowa, to points in Iowa, Minnesota, Nebraska, North Dakota, South Dakota, Wisconsin, Illinois, Missouri, and Colorado, for 180 days. Supporting shipper: Terra Chemicals International, Inc., 507 Sixth Street, Sioux City, Iowa 51101. Send protests to: District Supervisor A. E. Rathert, Interstate Commerce Commission, Bureau of Operations and Compliance, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 113855 (Sub-No. 157 TA), filed March 2, 1967. Applicant: INTERNATIONAL TRANSPORT, INC., South Highway 52, Rochester, Minn. 55901. Applicant's representative: Gene P. Johnson, 502 First National Bank Building, Fargo, N. Dak. 58102. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Hides*, from points in Washington, Oregon, Idaho, and Montana, to Billings, Mont. Note: The purpose of this application is to enable applicant to provide a service involving stops in transit at Billings, Mont., for processing, for 180 days. Supporting shipper: Packers Hide Co., 420 North 16th Street, Post Office Box 692, Billings, Mont. 59103. Send protests to: C. H. Bergquist, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 448 Federal Building and U.S. Courthouse, 110 South Fourth Street, Minneapolis, Minn. 55401.

No. MC 114239 (Sub-No. 17 TA), filed March 1, 1967. Applicant: FARRIS TRUCK LINE, a corporation, Faucett, Mo. 64448. Applicant's representative: Carl V. Kretsinger, 450 Professional Building, Kansas City, Mo. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer and fertilizer materials*, from the plantsite of W. R. Grace & Co., Henry, Ill., to points in Minnesota, Wisconsin, Iowa, Missouri, Indiana, Kentucky, Ohio, and Michigan, under a continuing contract with W. R. Grace & Co., for 150 days. Supporting shipper: W. R. Grace & Co., Post Office Box 277, 147 Jefferson Avenue, Memphis, Tenn. 38101. Send protests to: B. J.

Schreier, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 1100 Federal Office Building, 911 Walnut Street, Kansas City, Mo. 64106.

No. MC 115689 (Sub-No. 72 TA), filed March 1, 1967. Applicant: HOWARD N. DAHLSTEN, doing business as DAHLSTEN TRUCK LINE, Post Office Box 95, Clay Center, Nebr. 68933. Applicant's representative: Howard Dahlsten, Post Office Box 95, Clay Center, Nebr. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Salt*, from Kansas City, Mo., to points in Nebraska on and east of U.S. Highway 81 and to points in Iowa, on and west of U.S. Highway 169, for 150 days. Supporting shipper: Cargill, Inc., Minneapolis, Minn. Send protests to: District Supervisor Max H. Johnston, Interstate Commerce Commission, Bureau of Operations and Compliance, 315 Post Office Building, Lincoln, Nebr. 68508.

No. MC 118127 (Sub-No. 7 TA), filed March 2, 1967. Applicant: HALE DISTRIBUTING COMPANY, INC., 1315 East Seventh Street, Los Angeles, Calif. 90021. Applicant's representative: William J. Augello, Jr., 2 West 45th Street, New York, N.Y. 10036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Frozen poultry products*, when moving at the same time and in the same vehicle with commodities which are otherwise partially exempt from economic regulation under section 203(b) (6) of the Interstate Commerce Act, from Moorefield, W. Va., to Flagstaff, Phoenix, and Tucson, Ariz.; Denver, Colo.; Las Vegas and Reno, Nev.; Albuquerque, N. Mex.; Portland, Oreg.; Salt Lake City, Utah; Seattle, Wash.; and points in California, for 180 days. Supporting shipper: Pierce Pre-Cooked Foods, Inc., Moorefield, W. Va. Send protests to: John E. Nance, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Federal Building, Room 7708, 300 North Los Angeles Street, Los Angeles, Calif. 90012.

No. MC 123173 (Sub-No. 3 TA), filed March 1, 1967. Applicant: MISSION FUEL, LIMITED, Post Office Box 965, Mission City, British Columbia, Canada. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Hardwood lumber*, from the port of entry at the international boundary between the United States and Canada at or near Sumas, Wash., to Everson, Wash.; (2) *mill waste pulpwood*, from the port of entry at the international boundary between the United States and Canada at or near Sumas, Wash., to Anacortes, Wash., restricted to traffic originating at Mission City, British Columbia, for 150 days. Supporting shipper: McMahon Lumber Co., Ltd., Post Office Box 28, Mission City, British Columbia. Send protests to: E. J. Casey, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, Seattle, Wash. 98101.

No. MC 123490 (Sub-No. 4 TA), filed March 1, 1967. Applicant: CHIP CARRIERS, INC., 1217 South 24th Street, Omaha, Nebr. 68108. Applicant's representative: Einar Viren, 904 City National Bank Building, Omaha, Nebr. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Fried pork skins, chips, twists, or puffs made of flour, meal, dough, or mush*, between Tulsa, Okla., plant of Frito-Lay, Inc., and plants and warehouses of Frito-Lay, Inc., in Iowa, Kansas, Missouri, and Nebraska, South Dakota, Colorado, Arkansas, Tennessee, and Georgia, for 180 days. Supporting shipper: Frito-Lay, Inc., Dallas, Tex. (Wm. J. Morgan, Director of Traffic). Send protests to: Keith P. Kohrs, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 705 Federal Office Building, Omaha, Nebr. 68102.

No. MC 123604 (Sub-No. 6 TA), filed February 28, 1967. Applicant: DUSA-BLON TRUCKING SERVICE, INC., Centerville, Iowa 52544. Applicant's representative: Kenneth F. Dudley, 901 South Madison Avenue, Post Office Box 279, Ottumwa, Iowa 52501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fertilizer and fertilizer ingredients*, dry, in bulk, from Chariton, Iowa, to points in Missouri (except St. Louis, Mo.), for 180 days. Supporting shipper: Monsanto Co., 800 North Lindbergh Boulevard, St. Louis, Mo. 63166. Send protests to: Ellis L. Annett, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 227 Federal Office Building, Des Moines, Iowa 50309.

No. MC 124359 (Sub-No. 7 TA), filed March 2, 1967. Applicant: WIL-HELEN, INC., 1409 16th Avenue, Greeley, Colo. 80631. Applicant's representative: W. R. Stevens (same address as above). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (A) *Floor and wall tile, linoleum and supplies used in the installation of tile and linoleum*, from Houston, Miss., to points in Adams, Arapahoe, Douglas, Bent, Boulder, Crowley, Denver, El Paso, Fremont, Jefferson, Kit Carson, Larimer, Las Animas, Mesa, Morgan, Otero, Pueblo, Sedgwick, and Weld Counties, Colo., Lamar, Colo., points in Albany, Fremont, Goshen, Larame, Natrona, Park, and Sheridan Counties, Wyo., Cheyenne, Kimball, Perkins, and Scotts Bluff Counties, Nebr., and Rapid City, S. Dak.; and (b) *carpets, carpeting, and supplies used in the installation thereof*, from Dalton and Resaca, Ga., to points in the same destination territory as described in (a) above, for 180 days. Supporting shippers: Wholesale Flooring, Inc., and Wholesale Ceramic Tile, Inc., 2200 Mar-

ket, Denver, Colo. Send protests to: Luther H. Oldham, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 2022 Federal Building, 1961 Stout Street, Denver, Colo. 80202.

No. MC 126514 (Sub-No. 6 TA), filed March 1, 1967. Applicant: HELEN H. SCHAEFFER AND EDWARD P. SCHAEFFER, Post Office Box 392, Phoenix, Ariz. 85001; Office: 5200 West Bethany Home Road, Glendale, Ariz. 85301. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lighting fixtures, equipment, materials, and supplies used or useful in the sale or manufacture of lighting fixtures, curtains, plastic, and plastic articles*, between points in Arizona and California, on the one hand, and, on the other, points in Connecticut, Illinois, New Jersey, New York, and Pennsylvania, for 180 days. Supporting shipper: Lighting Parts, Inc., 191 East Jefferson Boulevard, Los Angeles, Calif. 90011. Send protests to: Andrew V. Baylor, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 3427 Federal Building, Phoenix, Ariz. 85025.

No. MC 128866 (Sub-No. 1 TA), filed March 1, 1967. Applicant: TWO B'S, INC., 9 Brady Lane, Cherry Hill, N.J. 08034. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Aluminum foil or sheet*, in coils, from Lebanon, Pa., to the plantsite of Penny Plate, Inc., Cherry Hill, N.J. (2) *scrap aluminum, damaged aluminum foil or sheet, skids and pallets and aluminum cores*, from the plantsite of Penny Plate, Inc., Cherry Hill, N.J., to Lebanon, Pa., for 150 days. Supporting shipper: Penny Plate, Inc., Kresson Road and New Jersey Turnpike, Cherry Hill, N.J. Send protests to: Raymond T. Jones, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 410 Post Office Building, Trenton, N.J. 08608.

No. MC 128888 (Sub-No. 1 TA), filed February 28, 1967. Applicant: PANDA TRANSPORT, INC., 2700 Broening Highway, Baltimore, Md. 21221. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) (a) *Used household goods*, between Baltimore, Md., on the one hand, and, on the other, points in the Washington, D.C., commercial zone, as defined by the Interstate Commerce Commission, and Springfield, Va., and Rockville, Md. (b) *Between points in the Baltimore, Md., commercial zone, as defined by the Interstate Commerce Commission.* (Re-

strictions: (1) The transportation authorized herein shall be restricted to shipments moving on the through bill of lading of a forwarder operating under the section 402(b) (2) exemption of the Interstate Commerce Act. (2) The transportation authorized herein is restricted to shipments having an immediately prior or subsequent line-haul movement by rail, motor, water, or air.) (2) *Personal effects*, from Dover, Del., to Baltimore, Md., for 180 days. Supporting shipper: Thru-Container Services, Inc., 303 East Fayette Street, Baltimore, Md. 21202. Send protests to: William L. Hughes, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 103 South Gay Street, Baltimore, Md. 21202.

No. MC 128905 TA, filed March 2, 1967. Applicant: GARY E. CHAPMAN, doing business as CHAPMAN TRUCKING CO., Route 1, Box 295, Barboursville, W. Va. 25504. Applicant's representative: John E. Friedman, Charleston Traffic Service, 405 Lawson Street, Hurricane, W. Va. 25526. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Carpeting, carpets, carpet supplies and sundries, and materials and supplies used in the manufacturing of carpets and carpeting*, restricted to traffic having a prior or subsequent movement by railroad trailer or flat car service, between Huntington, W. Va., and the plantsite of Louisa Carpet Mills, at Louisa, Ky., for 180 days. Supporting shipper: Jack J. Painter, plant manager, Louisa Carpet Mills, Inc., Post Office Box No. 270, Louisa, Ky. 41230. Send protests to: H. R. White, District Supervisor, Interstate Commerce Commission, Bureau of Operations and Compliance, 3202 Federal Office Building, Charleston, W. Va. 25301.

No. MC 128906 TA, filed March 2, 1967. Applicant: PORTLAND AUTO AUCTION TRANSPORT CO., INC., 7625 Northeast Killingsworth, Portland, Ore. 97218. Applicant's representative: Rask, Hefferin & Bowerman, 410 Oregon Bank Building, Portland, Ore. 97204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Used automobiles and trucks*, from Portland, Ore., to points in Washington, Idaho, Nevada, Montana, and northern California for 150 days. Supporting shippers: Portland Auto Auction, Inc., 5035 Northeast 82d Avenue, Portland, Ore. 97220. Send protests to: A. E. Odoms, District Supervisor, Bureau of Operations and Compliance, Interstate Commerce Commission, 450 Multnomah Building, Portland, Ore. 97204.

By the Commission.

[SEAL]

H. NEIL GARSON,
Secretary.

[F.R. Doc. 67-2677; Filed, Mar. 9, 1967; 8:48 a.m.]

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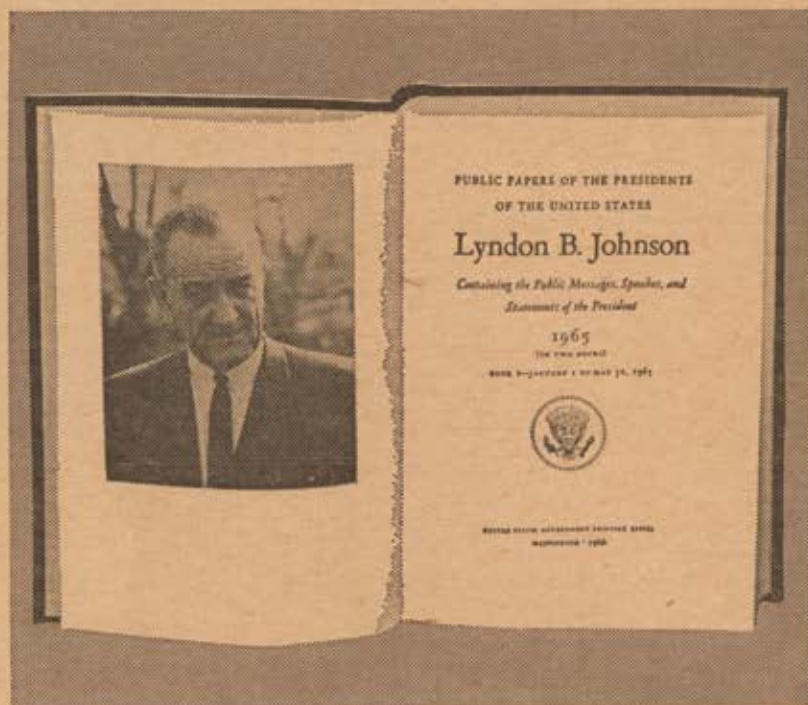
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