

Washington, Saturday, October 24, 1953

TITLE 6—AGRICULTURAL CREDIT

Chapter IV—Production and Marketing Administration and Commodity Credit Corporation, Department of Agriculture

Subchapter C—Loans, Purchases, and Other Operations

[1953 C. C. C. Grain Price Support Bulletin 1, Supp. 1, Amdt. 4, Rye]

PART 601—GRAINS AND RELATED COMMODITIES

SUBPART—1953-CROP RYE LOAN AND PURCHASE AGREEMENT PROGRAM

BASIC COUNTY SUPPORT RATES

The regulations issued by the Commodity Credit Corporation and the Production and Marketing Administration published in 18 F. R. 1979, 4787, 5133, and 5701, and containing the specific regulations for the 1953-Crop Rye Price Support Program are hereby amended as follows:

Section 601.208 (c) (1) is amended by adding to the list of basic county support rates: Rockwall County, Texas—\$1.42 per bushel.

(Sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. Supp. 714b. Interprets or applies sec. 5, 62 Stat. 1072, secs. 301, 401, 63 Stat. 1053, 1054; 15 U. S. C. Supp. 714c, 7 U. S. C. Supp. 1447, 1421)

Issued this 21st day of October 1953.

[SEAL]

M. B. BRASWELL,
Acting President,

Commodity Credit Corporation.

[F. R. Doc. 53-9043; Filed, Oct. 23, 1953; 8:52 a. m.]

TITLE 7—AGRICULTURE

Chapter IX—Production and Marketing Administration (Marketing Agreements and Orders), Department of Agriculture

[Lemon Reg. 508]

PART 953—LEMONS GROWN IN CALIFORNIA AND ARIZONA

LIMITATION OF SHIPMENTS

§ 953.615 *Lemon Regulation 508—(a) Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part

953) regulating the handling of lemons grown in the State of California or in the State of Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.) and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of the quantity of such lemons which may be handled, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (60 Stat. 237; 5 U. S. C. 1001 et seq.) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions of this section effective as hereinafter set forth. Shipments of lemons, grown in the State of California or in the State of Arizona, are currently subject to regulation pursuant to said amended marketing agreement and order; the recommendation and supporting information for regulation during the period specified in this section was promptly submitted to the Department after an open meeting of the Lemon Administrative Committee on October 21, 1953 such meeting was held, after giving due notice thereof to consider recommendations for regulation, and interested persons were afforded an opportunity to submit their views at this meeting; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to

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Published daily, except Sundays, Mondays, and days following official Federal holidays, by the Federal Register Division, National Archives and Records Service, General Services Administration, pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U. S. C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President. Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

The regulatory material appearing herein is keyed to the Code of Federal Regulations, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended August 5, 1953.

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(For use during 1953)

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Previously announced: Title 3 (\$1.75); Titles 4-5 (\$0.55); Title 6 (\$1.50); Title 7-Parts 1-209 (\$1.75), Parts 210-899 (\$2.25), Part 900-end (Revised Book) (\$6.00); Title 8 (Revised Book) (\$1.75); Title 9 (\$0.40); Titles 10-13 (\$0.40); Title 14: Part 400-end (Revised Book) (\$3.75); Title 15 (\$0.75); Title 16 (\$0.65); Title 17 (\$0.35); Title 18 (\$0.35); Title 19 (\$0.45); Title 20 (\$0.60); Title 21 (\$1.25); Titles 22-23 (\$0.65); Title 24 (\$0.65); Title 25 (\$0.40); Title 26: Parts 80-169 (\$0.40), Parts 170-182 (\$0.65), Parts 183-299 (\$1.75); Title 26: Part 300-end, Title 27 (\$0.60); Titles 28-29 (\$1.00); Titles 30-31 (\$0.65); Title 32: Parts 1-699 (\$0.75), Part 700-end (\$0.75); Title 33 (\$0.70); Titles 35-37 (\$0.55); Title 38 (\$1.50); Title 39 (\$1.00); Titles 40-42 (\$0.45); Title 43 (\$1.50); Titles 44-45 (\$0.60); Title 46: Parts 1-145 (Revised Book) (\$5.00), Part 146-end (\$2.00); Titles 47-48 (\$2.00); Title 49: Parts 1-70 (\$0.50), Parts 71-90 (\$0.45), Parts 91-164 (\$0.40), Part 165-end (\$0.55); Title 50 (\$0.45)

Order from
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Printing Office, Washington 25, D. C.

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make this section effective during the period hereinafter specified; and compliance with this section will not require any special preparation on the part of persons subject thereto which cannot be completed by the effective time of this section.

(b) *Order.* (1) The quantity of lemons grown in the State of California or in the State of Arizona which may be handled during the period beginning at 12:01 a. m., P. s. t., October 25, 1953, and ending at 12:01 a. m., P. s. t., November 1, 1953, is hereby fixed as follows:

- (i) District 1: Unlimited movement;
- (ii) District 2: 225 carloads;
- (iii) District 3: Unlimited movement.

(2) The prorate base of each handler who has made application therefor, as provided in the said amended marketing agreement and order, is hereby fixed in accordance with the prorate base schedule which is attached to Lemon Regulation 507 (18 F. R. 6609) and made a part hereof by this reference.

(3) As used in this section, "handled," "handler," "carloads," "prorate base," "District 1," "District 2," and "District 3," shall have the same meaning as when used in the said amended marketing agreement and order.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. and Sup. 608c)

Done at Washington, D. C., this 22d day of October 1953.

[SEAL] S. R. SMITH,
Director Fruit and Vegetable
Branch, Production and Marketing
Administration.

[F. R. Doc. 53-9087; Filed, Oct. 23, 1953;
8:53 a. m.]

TITLE 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Bureau of Animal Industry, Department of Agriculture

Subchapter C—Interstate Transportation of Animals and Poultry

[B. A. I. Order 383, Revised, Amdt. 10]

PART 76—HOG CHOLERA, SWINE PLAGUE, AND OTHER COMMUNICABLE SWINE DISEASES

SUBPART B—VESICULAR EXANTHEMA

DESIGNATION OF AREAS IN WHICH SWINE ARE AFFECTED WITH VESICULAR EXAN- THEMA

Pursuant to the authority conferred upon the Administrator of the Agricultural Research Administration by § 76.27 of Subpart B, as amended, Part 76, Title 9, Code of Federal Regulations (18 F. R. 3637) § 76.27a of said Subpart B (18 F. R. 3829, as amended), is hereby amended to read as follows:

§ 76.27a *Designation of areas in which swine are affected with vesicular exanthema.* The following areas are hereby designated as areas in which swine are affected with vesicular exanthema.

The State of California;
The town of Manchester in Hartford County, in Connecticut;
Androscoggin, Cumberland, Kennebec, Somerset, and York Counties, in Maine;

That area consisting of Hampden, Worcester, Middlesex, Essex, Suffolk, Norfolk, Bristol, and Plymouth Counties, in Massachusetts;

Bergen, Hudson, Hunterdon, and Morris Counties, that area consisting of Union, Middlesex, Monmouth, Ocean, Burlington, Camden, Gloucester, and Atlantic Counties, that area in Lower Township in Cape May County lying east of U. S. Highway No. 9, and that area in Dennis Township in Cape May County bounded by the Belleplain State Forest on the south and east and State Highway No. 550 on the north and west and State Highway Spur No. 550 on the west, in New Jersey;

Poughkeepsie Township, in Dutchess County, and that area in Clarkstown Township lying north of New York State Route No. 59, in Rockland County, in New York.

Bucks and Delaware Counties, in Pennsylvania;

That area in Atascosa County lying west of State Highway No. 346 and north of State Highway No. 173, and that area in Bell County lying north of U. S. Highway No. 190 and west of State Highways No. 36 and No. 317, in Texas.

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

The amendment excludes from the areas heretofore designated as areas in which swine are affected with vesicular exanthema:

Brownstown and Huron Townships, in Wayne County, in Michigan.

The Administrator of the Agricultural Research Administration has determined that swine in this area are no longer affected with the disease, and that the quarantine of such area is no longer required to prevent the dissemination thereof. Accordingly, this area is no longer quarantined under said § 76.27, and the restrictions pertaining to the interstate movement of swine and carcasses, parts and offal of swine from or through quarantined areas contained in 9 CFR Part 76, Subpart B, as amended (18 F. R. 3636, as amended), no longer apply to such area. However, the restrictions pertaining to such movement from non-quarantined areas contained in said Subpart B, as amended, apply thereto.

The effect of the amendment is to relieve certain restrictions presently imposed. The amendment must be made effective immediately to be of maximum benefit to persons subject to the restrictions which are relieved. Accordingly, under section 4 of the Administrative Procedure Act (5 U. S. C. 1003) it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and contrary to the public interest, and the amendment may be made effective less than 30 days after publication in the FEDERAL REGISTER.

(Secs. 4, 5, 23 Stat. 32, as amended, sec. 2, 32 Stat. 702, as amended, secs. 1, 3, 33 Stat. 1264, as amended, 1265, as amended; 21 U. S. C. 120, 111, 123, 125. Interprets or applies sec. 7, 23 Stat. 32, as amended; 21 U. S. C. 117)

Done at Washington, D. C., this 21st day of October 1953.

[SEAL] M. R. CLARKSON,
Acting Administrator,
Agricultural Research Administration.

[F. R. Doc. 53-9041; Filed, Oct. 23, 1953;
8:51 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

Subchapter A—Civil Air Regulations

[Supp. 16]

PART 41—CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE THE CONTINENTAL LIMITS OF THE UNITED STATES

MISCELLANEOUS AMENDMENTS

This supplement incorporates into Part 41 the text of material previously incorporated by cross-reference to the pertinent sections of Parts 40 and 61. Part 40 will be revised and Part 61 will be rescinded October 1, 1953. Therefore, all cross-references to such parts are deleted and the pertinent text of the material inserted in Part 41 so that such material will continue in effect as provisions of Part 41 after October 1, 1953. Minor editorial changes have been made to recognize recent changes in titles resulting from the reorganization of the Civil Aeronautics Administration; to recognize personnel of the international regional office; and for consistency with the wording of the Civil Aeronautics Board's regulations.

In addition, new provisions have been added (1) to define the period during which night operation will be authorized; (2) to make reference to the criteria for ground controlled approach procedures; (3) to make an editorial correction in existing § 41.80-1, thus clarifying the requirement of celestial navigation as a specialized means of navigation; and (4) to incorporate the present policy of air carriers in checking the "prior to landing" items of the cockpit check list.

These rules, policies, and interpretations do not impose any additional burden upon interested persons, and no useful purpose would be served by compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act. Therefore, compliance is unnecessary and is not required. The following rules, policies, and interpretations are hereby adopted.

1. Section 41.1-3, as published on September 25, 1951, in 16 F. R. 9721, is renumbered § 41.1-1 and revised to read as follows:

§ 41.1-1 *Application for air carrier operating certificate (CAA rules which apply to § 41.1)*—(a) *General.* (1) The holder of a certificate of convenience and necessity will apply to the Administrator for an air carrier operating certificate at least 30 days prior to the date proposed for beginning scheduled air carrier operations outside the continental limits of the United States. The application will be prepared in loose-leaf form, on white paper of approximately 8" x 10½" in size, using one side of the sheet only. The application will be executed by a duly authorized officer or employee of the applicant having knowledge of the matters set forth therein, and will have attached thereto two copies of the appropriate written authority issued to such officer or employee by the applicant.

(2) A minimum of two copies of the application, and of subsequent amend-

ments thereto, will be filed with the Regional Administrator having jurisdiction over the area in which the principal office of the air carrier is located. If the principal office of the air carrier is not located within the area of a numbered region, the application will be submitted either to the international field office having jurisdiction over the area in which the principal office of the air carrier is located, or directly to the Regional Administrator, International Region, Washington, D. C.

(3) When any facility or service directly affecting the operation of the air carrier concerned is furnished by other than the applicant or the Federal Government, at least two copies of the contract or working agreement concerning such facility or service will be submitted with the application. In this connection, if formal contracts covering such facility or service have not been completed, letters showing agreement between the contracting parties will be accepted until copies of the formal contract are obtainable.

(b) *Format of application.* The outline in this paragraph will be followed in completing the information to be submitted in the application:

APPLICATION FOR AIR CARRIER OPERATING
CERTIFICATE

(Outline)

To: The Civil Aeronautics Administration,
Washington, D. C.

In accordance with section 604 of the Civil Aeronautics Act of 1938, as amended, and the Civil Air Regulations, application is hereby made for an Air Carrier Operating Certificate.

Give exact name and full post office address of applicant.

Give the name, title and post office address of the official or employee to whom correspondence in regard to the application is to be addressed.

SECTION I. Operations. A. State whether the type of service proposed is for the carriage of passengers, goods, or mail, or a particular combination thereof. If the type of service is not the same for each route or portion thereof, specify the type of service for each route or portion of a route.

B. State whether the type of operation proposed is day or night, visual flight rules, instrument or over-the-top, or a particular combination thereof. If the type of operation is not the same for each route or portion thereof, specify the type of operation for each route or portion of a route.

Sec. II. Schedule. A. Submit a proposed schedule plan (or plans if seasonal changes or differences in equipment are involved) indicating the following:

1. Block to block time and mileage between scheduled stops.
2. Ground time at each intermediate and terminal stop.

B. Specify the basis upon which the proposed schedule has been computed, indicating the following:

1. Cruising speed and altitude.
2. Percentage of horsepower.
3. Direction and velocity of prevailing winds.

Sec. III. Route. A. Submit a map suitable for aerial navigation on which are shown the exact geographical track of the proposed routes, and information with respect to terminal and intermediate stops, available landing areas, and radio navigational facilities. This material will be indicated in a manner that will facilitate identification. The applicant may use any method that will clearly

distinguish the information, such as different colors, different types of lines, etc. For example, if different colors are used, the identification will be accomplished as follows:

1. Regular routes: Black.
2. Alternate routes: Green.
3. Terminal and regular intermediate stops: Orange circle.
4. Alternate landing fields or areas: Purple circle.
5. Other available landing fields or areas: Yellow circle.

6. Indicate the location and normal operating range of all radio navigational facilities to be used in connection with the proposed operation as follows:

- a. Show the projected courses of radio range stations by shaded red areas extended the distance of normal expected usability.
- b. Show omni-directional radio facilities by a shaded red circle extended the distance of normal expected usability.

B. Airports. Furnish the following information with regard to each regular, alternate, refueling, and provisional airport to be used in the conduct of the proposed operation.

1. Name (if any) of airport.
2. Location (by coordinates, and by name of nearest city or town, and direction and distance thereto).

3. Class of airport or landing area (municipal, commercial, military, private, or marked auxiliary).

4. Altitude above sea level.

5. Dimensions in linear feet of landing space available.

6. If hard-surfaced runways are provided, give number, direction, length and width of each and indicate type of surfacing.

7. Obstructions (list adjacent obstructions, giving height and location, or attach appropriate C. G. A. L. charts if available).

8. Airport lighting (include beacon, auxiliary beacon, boundary lights, floodlights, etc., and any emergency lighting equipment; and by whom operated).

9. List refueling facilities available.

10. Is airport control tower provided and by whom?

11. Itemize radio navigational facilities provided and indicate the operating agency.

12. Does runway gradient exceed 2 percent? If so, state gradient.

13. What provisions are made for protection of passengers during loading and unloading at scheduled stop airports?

14. Prevailing winds?

15. Where necessary, are adequate snow removal facilities available?

C. Weather reporting. 1. Outline the weather service proposed to be used for dispatching over each route; the source, if other than a United States Weather Bureau Station; list in detail the location and agency in control of stations furnishing reports for each service; the frequency and method of collection and dissemination of weather information. Outline available terminal and route forecasting services, the type of maps and the intervals at which they are made each day.

2. Where it has been determined that additional weather reporting services will be required of the U. S. Weather Bureau for the type of operation involved, the air carrier will apply in writing to the appropriate Weather Bureau Regional Office. The request for the weather reporting services considered essential should be made coincidental with this application to the Civil Aeronautics Administration.

3. For operation within the continental limits of the United States, if other than a U. S. Weather Bureau Station, show proof of U. S. Weather Bureau approval of the service and specify the meteorological facilities available, the number of personnel and the duties of each, such as the making of weather maps, forecasts, observations, etc.

D. Airway lighting. List in detail all airway lighting on the routes other than those airway lighting facilities owned and operated by the Civil Aeronautics Administration if application includes request for night VFR operation.

Sec. IV Radio facilities—A. Communications. List company radio ground communication facilities installed, proposed to be installed, and those available to, but not owned by applicant, for each route. The expected communication coverage of all MF and HF ground facilities should be provided in map form. In the case of VHF, the expected coverage at exemplary altitudes should be outlined. Aircraft reporting and general change points, and frequencies should be specified either on the maps or as an attachment. (If owned by other than applicant, attach 2 certified copies of operating agreement.) List the following details for each station:

Transmitters. List the following information in regard to each transmitter:

1. Make and model number.
2. Remotely or locally controlled.
3. Types of emission and antenna power for each type of emission.

4. Number of frequency channels provided and actual frequencies in kilocycles proposed to be used.

5. Method of frequency change (quick shift or manual tuning).

6. Primary power source, voltage, phase, etc. and whether commercial source or locally generated.

7. Auxiliary power source.

8. Functional purpose of transmitter. If transmitter is used for more than one function, list in order of primary and secondary functions as—

- a. Radiotelephone plane to ground primary purpose and radiotelephone point to point secondary purpose, or

- b. Radiotelephone point to point primary purpose and standby radiotelephone plane to ground secondary purpose, etc.

Receivers. 1. List each receiver by type or model number and state its primary function, i. e., plane-to-ground guard, point-to-point C. W. or point-to-point radiotelephony.

2. List frequency range of each receiver and state which frequencies in each receiver are crystal controlled, if any.

3. Describe receiver installation to show number of receivers locally controlled and number remotely controlled.

B. Radio navigational facilities. List each ground radio navigational facility, other than those operated by the United States Government, to be used in the conduct of the proposed operations (if privately owned ground radio navigational facilities are to be used and are owned by other than the applicant, attach two certified copies of the operating agreement pertaining to the use of such facilities). List the following information with respect to each facility:

1. Type of facility, i. e., ILS, GCA, Non-Directional Radio Beacon, L. F. Radio Range, VAR, VOR, Loran, etc.

2. Estimated effective range (in miles).

3. Coordinates and location with respect to field or landing area.

4. Power supply; i. e., commercial or locally generated.

5. Auxiliary power supply.

6. Operating frequency or frequencies.

C. Aircraft radio equipment. List and describe the aircraft radio equipment installed in each aircraft by:

1. Type number.

2. Manufacturer.

3. Frequency range.

4. Operating frequencies.

5. Emergency power supply.

6. Antenna system.

Sec. V. Weather minimums. A. Submit in detail the proposed ceiling and visibility limitations for take-off for instrument flight and

let-down-through at each regular, alternate, refueling, and provisional airport. Differentiate between daylight and darkness in the listing, and where more than one type of aircraft is to be utilized, and a differential of limitations exists, indicate proposed limitations for each type of aircraft.

B. Submit for each proposed scheduled stop and alternate airport a detailed flight procedure for instrument approach and let-down-through and where specific procedures are necessary because of terrain or traffic conditions, submit a detailed flight procedure for take-off and climb (such procedure should be set up on the basis of the ceiling and visibility minimums proposed).

Sec. VI. *Aircraft*. A. List the following information, as applicable, for each aircraft to be used in the proposed operations:

1. The name of the manufacturer.
2. Certification basis and category.
3. Manufacturer's model number.
4. Name of the manufacturer and type number of engines.
5. Name of manufacturer and type number of propellers.
6. N registration number and aircraft designation.
7. Type of service in which aircraft will be used (carriage of persons, property, mail, or combination thereof).
8. Will aircraft be used in regular or reserve service?
9. What type of operation (day, night, visual flight rules, instrument, over-the-top) will be conducted with this aircraft?
10. List each route or portion thereof over which this aircraft is to be operated and the maximum gross weight proposed for each route or portion thereof.

11. What is the service ceiling of each type aircraft with one engine inoperative?

12. List and describe installation and location of all lifesaving equipment and emergency supplies carried aboard each aircraft, such as life rafts, life preservers, portable emergency transmitters, Very pistols and emergency rations. (If the same equipment is not carried during all seasons of the year, and on all routes, list and explain the difference.)

Sec. VII. *Maintenance: Aircraft, engines, and accessories*. A. Furnish an organization chart indicating the authority and the duties of the maintenance and inspection personnel employed by the applicant.

B. Furnish an outline of overhaul, periodic inspections, and check periods relative to the following listed aircraft and engine components: (if more than one make, type and model aircraft used, indicate separately).

1. Aircraft components:
 - a. Wings.
 - b. Fuselage.
 - c. Empennage.
 - d. Landing gear.
 - e. Wheels and brakes.
 - f. Center section.
 - g. Nacelles.
 - h. Control system.
 - i. Hydraulic system.
 - j. Accessories (aircraft).
 - k. Fuel and oil system (aft of firewall).
1. Fuel tanks.
- m. Cabin pressurizing and heating systems.
2. Engine components:
 - a. Engine.
 - b. Accessories (engine).
 - c. Propellers.
 - d. Fuel and oil system (forward of firewall).
 - e. Oil tanks.
3. Instruments:
 - a. Flight instruments.
 - b. Aircraft and engine instruments.

When maintenance functions are performed by outside agencies, copies of the maintenance agreement regarding the extent of such services to be furnished should be attached to the application, as provided for

in subparagraph (a) (2) of this section. The agreement should specify that services furnished should conform to the standards approved for the operator, and does not release the operator from responsibility for airworthiness of the aircraft or components.

C. Indicate type of maintenance operations that will be accomplished at each terminal, intermediate and overnight stop, relative to the following:

1. Disassembly and overhaul of aircraft components, engines, propellers, instruments and accessories (aircraft and engine).
2. Periodic inspection and check of aircraft components, engine, propellers, instruments and accessories (aircraft and engine).
3. Routine inspection of aircraft components, engines, propellers, instruments and accessories (aircraft and engine).
4. En route replacements at intermediate and overnight stops.
5. Refueling.

D. Indicate the number of certificated and non-certificated mechanics, helpers, etc., including their company designation (foreman, inspectors, crew chiefs, etc.) located at the main overhaul base and each terminal and intermediate stop.

E. Indicate the distribution of the following items of spare equipment:

1. Aircraft (list quantity, make and model).
2. Engines (list quantity, make and model).
3. Propellers (list quantity, make and model).
4. Instruments (list quantity, make and model).

F. For each terminal, and intermediate stop at which refueling operation will be performed, describe the following:

1. Number, type (elevated or underground) and capacity of each fuel and oil storage tank.
2. List octane ratings of fuels available.
3. List S. A. E. rating or viscosity of oil available.
4. List facilities for preventing entrance of water into aircraft fuel tanks.
5. Outline method used to check for presence of water in storage tanks.
6. List facilities or method used to remove water from the storage tanks.
7. Outline method and procedure with reference to recording water checks.
8. Type of covered container used to convey oil from storage tank to aircraft.
9. Outline method and procedure of grounding aircraft in protection of fire.

G. For each terminal and intermediate stop, describe the following facilities:

1. Hangars:
 - a. Number.
 - b. Dimensions and number of square feet available for aircraft storage.
 - c. Dimensions and number of square feet available for shop space.
 - d. Dimensions of hangar doors.
 - e. Number of largest sized aircraft of applicant which may be housed.
2. Equipment for ground handling of aircraft, as may be required for the proposed operation.

Sec. VIII. *Maintenance: Radio and electrical equipment*. A. Briefly describe the functional operation of the radio maintenance organization, indicating the number and scope of responsibility of supervisory personnel and the number and distribution of qualified radio mechanics.

B. Indicate the following with respect to aircraft radio equipment maintenance procedures:

1. Disassembly and overhaul periods of aircraft radio equipment and station at which accomplished.
2. Periodic inspection and check periods of aircraft radio equipment and stations at which accomplished.

3. Equipment replacement at intermediate and overnight stops.

C. Indicate whether overhaul, periodic inspection and routine inspection of aircraft electrical equipment are under the jurisdiction of the radio maintenance department or the aircraft, engine and accessories maintenance department.

D. Indicate the following with respect to aircraft electrical equipment maintenance procedures:

1. Disassembly and overhaul periods of aircraft electrical equipment and stations at which accomplished.
2. Periodic inspection and check periods of aircraft electrical equipment and stations at which accomplished.
3. Routine inspection periods of aircraft electrical equipment and stations at which accomplished.

E. Indicate the distribution of the following items of spare equipment:

1. Radio equipment (list quantity, make and model)
2. Electrical equipment (list quantity, make and model)
3. Other electronic equipment (list quantity, make and model).

Sec. IX. *Airmen*. Indicate the composition of the flight crew. If the composition is different in different aircraft or on different routes, so indicate and show the composition of the flight crew under each different condition. List the following information with respect to the airmen to be employed in the proposed operation:

1. Show the number of first, second, third, etc., pilots to be employed in the proposed operation, and specify the certificate and ratings to be held by each.
2. Show the number of pilots for whom designation "check pilot" will be requested, and specify the certificate and ratings to be held by each.
3. Show the number of flight engineers to be employed in the proposed operation.
4. Show the number of flight radio operators to be employed in the proposed operation.
5. Show the number of flight navigators to be employed in the proposed operation.
6. Show the number of dispatchers to be employed in the proposed operation.

Sec. X. *Additional data*. A. Furnish such additional information and substantiating data as may serve to implement this application.

Each application will be concluded with a statement as follows:

I certify that the above statements are true.

Signed this ____ day of _____, 19____

(Name of applicant)

By _____
(Name and capacity of person duly authorized to execute this application on behalf of the applicant)

2. Section 41.1-2 is adopted to read as follows:

§ 41.1-2 *Amendment of air carrier operating certificate (CAA rules which apply to § 41.1)*. (a) The usual procedure by which a change is made in an air carrier operating certificate and operations specifications, which are made a part thereof, is by an amendment. Thus, where the air carrier desires the addition or deletion of an airport, revision of landing or take-off minimums, changes in approach procedures, minor route changes, etc., such changes may be made by an amendment. Application for such amend-

ments will be submitted to the aviation safety agent or advisor, operations, assigned to the particular air carrier.

(b) Amendments concerning revisions of maintenance time limitations, and deletion or addition of aircraft will be submitted to the aviation safety agent or advisor, maintenance, assigned to the air carrier.

(c) Details with respect to applications for amendment, number of copies, etc., will be furnished by the aviation safety agent or advisor concerned upon request.

(d) Amendments to the air carrier operating certificate and the operations specifications are usually initiated by the air carrier. However, if the Administrator considers that the need for an amendment is essential for safe operations, and no application has been received from the air carrier, Civil Aeronautics Administration personnel authorized to approve any portion of their operating certificate or operations specifications issued thereunder, will notify the air carrier than an application for such an amendment should be made. This notification will include full particulars regarding the need for the amendment.

(e) An application to amend an air carrier operating certificate for a new route extension, which has been authorized in a Certificate of Convenience and Necessity, or a new type aircraft to be used, will be submitted at least fifteen (15) days prior to the proposed date for inauguration of service, unless permission for a shorter filing period is approved by the Administrator. The application for such an amendment will be executed in accordance with the applicable provisions of § 41.1-1.

3. Section 41.1-1 as published on December 23, 1950, in 15 F R. 9231 is renumbered § 41.1-3 and amended by substituting "aviation safety agent or advisor" for "aviation safety agent" in the second sentence.

4. Section 41.1-2 as published on February 16, 1951, in 16 F R. 1632 is renumbered § 41.1-4 and amended to read as follows:

§ 41.1-4 *Ceiling and visibility minimums (CAA policies which apply to § 41.1)*—(a) *General*. The ceiling and visibility minimums authorized by the Administrator for operations into or from airports will be included in the operations specifications issued to the air carrier. The policies set forth in paragraphs (b) and (c) of this section will be used by the Civil Aeronautics Administration in establishing ceiling and visibility minimums with the following exceptions:

(1) *Military airports*. When an air carrier is authorized to use a military airport, the ceiling and visibility minimums for take-off and landing at that airport will be not less than those agreed upon by the military authorities having jurisdiction over the facility.

(2) *Foreign airports*. Ceiling and visibility minimums for take-off and landing at a foreign airport will be not less than those prescribed by the country in which the airport is located. If no mini-

mums have been prescribed by the foreign government, the authorized minimums will be consistent with the policies set forth in paragraphs (b) and (c) of this section.

(b) *Take-off minimums*—(1) *Regular provisional or refueling airports*—

(i) *Twin-engine aircraft*. (a) Take-off minimums may be approved as low as 300 feet and one mile if, after a consideration of all obstructions in the immediate vicinity of the end of the runway used and of the facilities and procedures used to avoid all obstacles in the take-off area, it is determined that a safe climb to the minimum en route altitude can be made. Take-off minimums lower than 300-1 and as low as 200-½ may be approved when the air carrier is authorized landing minimums lower than 300-1 through utilization of the ILS or GCA facilities serving the airport, provided such take-off minimums will not be less than the straight-in landing minimums approved for the particular airport and conditions are such that a straight-in ILS or GCA approach can be executed in accordance with the limitations set forth in the air carrier operating certificate.

(b) Take-off minimums as low as 200-½ may also be approved at airports not served by ILS or GCA facilities, or at airports equipped with ILS or GCA when conditions are such that a straight-in ILS or GCA approach cannot be made in accordance with subdivision (a) of this subparagraph. Such approval, however, will be contingent upon the specification in the flight clearance of an alternate airport having an approved instrument approach procedure located within a distance equivalent to 15 minutes at one engine inoperative cruising flight in calm air from the airport of take-off. In addition, at the time of departure, the weather at such alternate airport must be at or above alternate landing minimums. In submitting applications for approval of such minimums, the lowest take-off minimums applicable without a take-off alternate should be shown in the take-off minimum column of the Operations Specifications—Airport. The take-off minimums applicable when a take-off alternate is specified in the flight clearance should be shown in the "Remarks" section of the Operations Specifications—Airport as follows: — (Show minimums applicable) authorized in accordance with paragraph — Airport Preface Pages.

(ii) *Four-engine aircraft*. Take-off minimums may be approved as low as 200 feet and one-half mile if, after a consideration of all obstructions in the immediate vicinity of the end of the runway used and of the facilities and procedures used to avoid all obstacles in the take-off area, it is determined that a safe climb to the minimum en route altitude can be made. At airports, where take-off minimums of 200-½ have been approved, take-off minimums of 200-¼ may also be authorized on runways equipped with high intensity runway lights, provided such lights are on and in normal operation in order to insure that the pilot has adequate visual refer-

ence to the line of forward motion during the take-off run.

(2) *Alternate airports*. Take-off minimums, for both two- and four-engine aircraft may be approved as low as 300 feet and 1 mile, if, after a consideration of all obstructions in the immediate vicinity of the end of the runway used and of the facilities and procedures used to avoid all obstacles in the take-off area, it is determined that a safe climb to the minimum en route altitude can be made. When an air carrier has been approved for take-off minimums of 200-½ at an airport for regular, provisional or refueling use, this air carrier may have minimums of 200-½ authorized at the same airport when it is used as an alternate.

(c) *Landing minimums*. In the approval of ceiling and visibility minimums for landing, two methods of approach will be considered. These are: A regular approach, involving a maneuver of the aircraft or circling of the airport in order to effect a landing, and a straight-in approach from a navigational aid to a landing. A landing is considered as straight-in when the difference between the runway direction and the track from the navigation aid to the approach end of that runway is 30° or less.

(1) *Regular approach*. Where it is necessary to circle or maneuver to effect a landing, aircraft with higher maneuvering, approach, and landing speeds shall be operated with higher landing minimums than slower type aircraft. To effect this principle, the stall speed as established in the Airplane Flight Manual at maximum certificated landing weight with full flaps, landing gear extended and power off will be used to differentiate between the two types of aircraft. Regular approach minimums are generally the same for all instrument approach procedures without regard to the type of radio navigational facility serving the particular airport, and will be established in accordance with the following policy:

(i) For aircraft having stall speeds in excess of 75 m. p. h., the ceiling minimums will be at least 500 feet above the established elevation of the airport and not less than 300 feet above obstructions over which all turns about the airport will normally be made. In addition, the ceiling minimums will be 300 feet above all obstructions within 2 miles on either side of the center line of the track from the facility to the end of the nearest usable runway. To determine the obstruction clearance, the normal area for all turns about the airport will be considered as extending for 2 miles in all directions from the boundary of the airport, exclusive of any areas over which flight is prohibited. However, in certain cases where the location and characteristics of prominent obstructions within the normal turning area about the airport is such that they can easily be seen and avoided, ceiling minimums may be established, taking into account the aircraft's ability to maneuver around these obstructions. Normally, visibility minimums for such aircraft will be not less than 1½ miles except that visibility minimums of not less than 1 mile may be authorized for twin-engine aircraft

having a stall speed in excess of 75 m. p. h. but which can be safely maneuvered with a radius of turn of not more than one-half mile.

(ii) Aircraft having stall speeds of 75 m. p. h. or less will normally be authorized to operate into airports with ceiling minimums 100 feet lower and visibility minimums of one-half mile less than established for the faster type of aircraft, but in no case will the ceiling be less than 400 feet and the visibility less than one mile. The criteria with respect to obstruction clearance will be the same as in subdivision (i) of this subparagraph except that the normal area about the airport for all turns will be considered as extending 1½ miles in all directions from the boundary of the airport.

(2) *Straight-in approaches using a radio range or comparable radio facility (i. e., ADF VOR, localizer)*¹ (i) Where a radio facility is so located that the difference between the direction of the runway to be used for landing, and the track between the radio facility and the approach end of that runway is less than 30° straight-in approach minimums lower than the regular approach minimums may be authorized when a rate of descent of not more than 500 feet per minute will bring the aircraft from its final approach altitude over the radio facility to the end of the runway at zero altitude. In this configuration, the speed of the aircraft, having a stall speed in excess of 75 m. p. h., will be considered to be not less than 120 m. p. h., in still air, and the speed of the aircraft, having a stall speed of less than 75 m. p. h., will be considered to be not less than 90 m. p. h., in still air. For both classes of aircraft, the ceiling minimums will not be less than 400 feet, and the visibility minimums not less than 1 mile. The yardstick set forth above will be applied to each airport as a guide, and, where its rigid application would result in unrealistic or unreasonable minimums, such practical adjustment will be allowed as will still provide adequate safety. In such cases, the air carrier's application shall include a full explanation of the reason for a deviation from the yardstick and must be concurred in by the aviation safety agent or advisor, operations, approving the minimums.

(ii) When an ADF or comparable facility is located on an airport, the ceiling minimums will not be less than 500 feet.

(iii) The use of facilities such as low frequency radio ranges, automatic direction finding facilities (ADF) high frequency radio range facilities (VAR) and omnirange facilities (VOR) is predicated on dependability of operation, loca-

tion of the facility with respect to the airport, and monitoring of the facility in the case of a high frequency radio range or VOR. In exceptional cases, however, an approach may be authorized utilizing a radio facility which is deficient in some respect, such as its location in reference to the airport it is intended to serve, when the ceiling and visibility minimums are adjusted commensurate with the deficiency. In such case complete justification for the authorization of an approach using a low or high frequency radio range or automatic direction finding facility which is located more than seven (7) miles from the airport must be furnished by the air carrier. The ceiling and visibility minimums in such case will not be less than (a) 500 feet and 2 miles when the facility is located from seven (7) to ten (10) miles from the airport, (b) 700 feet and 2 miles when the facility is located from ten (10) to twelve (12) miles from the airport, and (c) visual flight rules will be observed from the radio facility when such facility is more than 12 miles from the airport. At the present time, and until more operational experience has been gained utilizing VOR facilities for let-downs, the above-mentioned limitations will also apply with respect to the use of VOR facilities. When a high frequency radio range (VAR) or omnirange facility (VOR) is not adequately monitored, the ceiling and visibility minimums will be at least 1000 feet and 1 mile unless lower minimums can be fully justified.

(3) *Straight-in approaches using ILS or GCA facilities.* Ceiling and visibility minimums established pursuant to this policy are for straight-in approaches only, utilizing ILS or GCA facilities.

(i) *Components of an ILS.* (a) The components which make up the instrument landing systems are (1) localizer, (2) glide path, (3) outer marker, (4) middle marker and (5) approach lights.²

(b) Compass locator stations may be installed at the sites of the outer and middle markers of an instrument landing system, but are not considered a component of the ILS. However, when so installed, they may be used in lieu of the outer or middle marker for establishing a definite position over the fix, provided the aircraft is equipped with dual automatic direction finding receivers. If an aircraft is equipped with a single ADF receiver, only one compass locator may be used in lieu of the marker at the corresponding position.

(ii) *Components of a GCA system.* The components which make up the ground controlled approach system in-

clude (a) surveillance radar (PPI) (b) altitude and azimuth control radar (PAR), and (c) approach lights.³

(iii) *Demonstration of ability.* Approval of minimums for utilization of ILS or GCA, whichever is proposed for use, will be predicated on satisfactory demonstration of ability by the air carrier to use the proposed facilities. An air carrier will have demonstrated such ability when (a) the aircraft has installed and properly functioning, approved airborne receiving equipment and associated controls, indicators and antenna, (b) the air carrier's training program includes a satisfactory familiarization program in the use of the proposed facilities and procedures, for all flight personnel to be engaged in the operation, and (c) the flight personnel concerned have demonstrated under simulated instrument conditions, the ability to safely accomplish the ILS or GCA approach and landing procedures down to the proposed minimums.

(iv) *Transition to lower minimums.* The transition to lower minimums will be made in increments of 100 feet ceiling and one-fourth mile visibility from the straight-in minimums which could be authorized at a particular airport for a radio range or comparable facility procedure, as set forth in this section. The first reduction of minimums by these increments will be based on satisfactory demonstration of ability by the air carrier as outlined under subdivision (iii) of this subparagraph. Subsequent reduction in minimums will be based on satisfactory operation by the air carrier at the authorized minimums for an approximate period of 6 months using the particular facilities, unless it is deemed necessary for an air carrier to demonstrate ability either as specified in subdivision (iii) (c) of this subparagraph or under actual instrument conditions. The pattern of reduction in minimums is illustrated as follows: When present straight-in approach minimums are 400-1, the initial minimums for ILS or GCA will be 300-¾ and at the end of an approximate 6-month period of satisfactory operation using the particular facilities, the next reduction would be to 200-½.

(v) *Lowest landing minimums.* Where no adjustment to the ceiling minimums is necessary for obstruction clearance as explained in (a) of this subdivision, landing minimums of 200-½ are the lowest minimums which may be approved at the present time with all components of the ILS or GCA facilities in operation. Exception to these minimums may be made at specific locations where the installation of improved navigational aids so warrants.

(a) *Adjustment of ceiling minimums for obstruction clearance.* When the minimum obstruction clearance as described in § 609.10 or § 609.12 of this title cannot be met in the approach area, consideration will be given to establishing ceiling minimums which will afford comparable safety. In this event, the ceiling minimums will be determined by the application of the following formula to all obstructions projecting above the established slope line and located in the case of an ILS procedure, in the approach area between the outer marker

¹ An ILS localizer course which has a suitable fix, is considered as a facility comparable to a radio range. A fix formed by the intersection of a localizer course and a range leg or radio bearing will be considered as being suitable if:

(1) The fix is located, either on the front or back course of the localizer, within seven (7) miles of the airport, and

(2) The radio range station or source of the radio bearing is within twenty-five (25) miles of the fix, and

(3) The range leg or bearing intersects the localizer course at an angle greater than 45°.

² The above specified approach lights may be the high-intensity slope line system, the regular neon bar approach light system, or other approved approach light system.

In the event that the length of runway available exceeds 3,000 feet, the landing distance required by § 41.33 (a) and (b) (i. e., the Civil Air Regulations), and high intensity runway lights are installed and operative on the entire length of the runway, this extra length of runway may be substituted in lieu of the approach lights as a component of the ILS or GCA.

and the end of the runway, or in the case of a GCA procedure, in the approach area within a distance of 5 miles, outward from the end of the runway.

(1) Extend a line horizontally outward from the top of each obstruction and parallel with the runway center line to a point of intersection with the established slope line, and from that point extend a line vertically to a point of intersection with the glide path. The point of intersection at the highest level of the glide path as established by the foregoing formula will determine the minimum ceiling that may be considered.

(2) Where minimum obstruction clearances cannot be met in the transitional and horizontal surfaces immediately adjacent to the approach area and when deemed necessary, consideration will be given to an adjustment in the ceiling minimums commensurate with the degree of interference presented by the particular obstruction or obstructions.

(3) When application of the formula set forth in the preceding subparagraphs to an obstruction projecting above the established slope surface indicates a ceiling of less than 300 feet, the ceiling will not be reduced below 300 feet until it has been determined by flight checks that the lower ceiling may be authorized.

(4) *Lowest landing minimums utilizing back course of the ILS.* Straight-in approach minimums of 300-1 or 400-3/4 may be approved on the back course of the ILS provided (i) the criteria outlined in § 609.10 of this title is complied with, (ii) the approach is monitored by surveillance radar, (iii) high intensity runway lights or approach lights are in operation on the runway to which the approach is being conducted, (iv) the obstruction clearance criteria is complied with as outlined in § 609.10 of this title, and (v) the establishment of such a procedure will not adversely affect traffic at the airport concerned.

(5) *PPI approach.* Minimums for a PPI approach will be established in the same manner as outlined in subparagraph (1) (i) and (ii) of this paragraph for a regular or circling approach.

(6) *Airports not served by a radio navigational or let-down facility—(i) Take-off minimums.* Take-off minimums for both two- and four-engine aircraft may be approved as low as 300-1 if, after a consideration of all obstructions in the immediate vicinity of the end of the runway used, and of the facilities and procedures used to avoid all obstacles in the take-off area, it is determined that a safe climb to the minimum en route altitude can be made.

(ii) *Landing minimums.* Landing minimums as low as 1,000-1 may be approved for airports located outside of control zones; and as low as 1,000-3 for airports located in control zones if, after consideration of the terrain in the vicinity of the airport and the traffic density in that area, the Administrator deems that operations at these minimums assure an adequate level of safety.

(7) *Application of obstruction clearance criteria in determining landing ceiling minimums.* Unless safety requires otherwise, landing ceiling mini-

mums for approaches using a radio range or comparable facility will be shown on the operations specifications—airport to the nearest 100 feet. For example, assuming that the controlling obstruction at an airport is 249 feet high, a ceiling minimum of 500 feet will normally be considered as meeting the obstruction clearance criteria outlined in subparagraph (1) (i) of this paragraph. If, on the other hand, such obstruction were 250 feet high, minimums of 600 feet will normally apply. In cases where the ILS obstruction clearance criteria cannot be met, the ceiling arrived at by application of the formula contained in subparagraph (3) (v) (a) of this paragraph will normally be shown to the nearest 100 feet; except that a flight check is required where application of the formula indicates a ceiling of less than 300 feet.

5. Section 41.44-1 as published in 15 F. R. 620 on February 4, 1950, is revised to read as follows:

§ 41.44-1 *Air carrier cockpit check list (CAA policies which apply to § 41.44)—(a) General.* (1) The policies set forth in this section are issued pursuant to § 41.44 (a) so as to provide a guide in the approval of an air carrier cockpit check list by the Administrator and to assist an air carrier in providing a cockpit check list which will meet with such approval and will comply with the provisions of § 41.44 (b)

(2) The check list which follows has been prepared in general terms and is considered a normal check list for compliance with § 41.44, except that those items not applicable to a particular aircraft may be deleted and the order of arrangement for the individual items may be changed at the discretion of the air carrier. The check list provided by an air carrier should include all applicable items but should not necessarily be limited thereto.

PRIOR TO STARTING ENGINE

Fuel system:
Quantity—checked.
Proper tank selection—checked.
Mixtures—as required.
Fuel booster pumps—as required.
Cross feeds—as required.
Hydraulic system:¹
Brakes—set.
Electrical system:
Battery switch—proper position.

PRIOR TO TAKE-OFF

Weight and balance:
Pilot is aware of weights and take-off limitations.
Fuel system:¹
Quantity—rechecked.
Proper tank selection—rechecked.
Mixtures—take-off position.
Fuel booster pumps—as required.
Cross feeds—as required.
Hydraulic system:¹
Hydraulic pressures and quantity—checked.
Brakes—checked.
Hydraulic selector valves—checked.
Anti-icing and de-icing equipment:¹
Checked and set.

¹Items thus marked will be double-checked, such as by challenge and response, or positively checked such as by a mechanical method.

Electrical system:

Battery switch—proper position.
Invertors—as required.
Ignition—checked.
Generators—checked.
Radio—checked.
Power plants and propellers:¹
Propellers—checked and set in take-off position.
All engines—checked for proper functioning and required power.
Superchargers—checked and set in proper take-off position.
Heaters: Checked and set.
Instruments—Engine:
Oil—quantity, temperature and pressure—normal for take-off.
Fuel pressure—normal for take-off.
Carburetor—temperature—normal for take-off.
Cylinder head—temperature—checked.
Instruments—flight:
Static and vacuum selectors—checked.
Directional gyro—set.
Altimeter—set.
Horizon—uncaged.
Turn and bank—checked.
Clock—set.
Pressurization:¹ Checked.
Flaps:¹
Wing flaps—take-off position.
Cowl flaps—take-off position.
Controls:¹
Auto pilot—off.
Trim tabs—set for take-off.
Gust locks—off.
Free and tested for through full limit of travel.

PRIOR TO LANDING

Fuel system:¹
Proper tank selection—checked.
Mixtures—landing position.
Fuel booster pumps—as required.
Cross feeds—as required.
Weight and balance:
Maximum landing gross weight—checked.
Hydraulic system:¹
Hydraulic pressure—checked.
Brakes—checked and off.
Hydraulic selector valves—checked.
Anti-icing and de-icing equipment²—checked.
Power plants and propellers:
Propellers—as required.
Superchargers—as required.
Manual reverse pitch actuator or indicator²—checked.
Heaters:² Checked.
Instruments:
Static and vacuum selectors—checked.
Altimeter—set.
Directional gyro—set.
Pressurization:² Checked.
Controls:
Auto pilot—off.
Trim tabs—as desired.
Landing gear:¹
Down and locked—checked.
Flaps:²
Wing flaps—as desired.
Cowl flaps—as desired.

POWER-PLANT EMERGENCIES

Fuel system:
Mixtures—idle cut-off on dead engine—required position on all others.
Fuel selector valve—dead engine—off.
Fuel booster pumps—dead engine—off.
Cross feeds—as required.
Throttle—dead engine—closed.

²Items thus marked should be double-checked as prescribed in Note 1; except that when the aircraft requires a flight crew of only two pilots, one pilot should call out the item to be checked, either pilot should perform the operation, and the pilot not performing the operation should make a momentary visual check after the operation is completed.

Hydraulic system:

Hydraulic selector valve—set on proper engine.
 Hydraulic pressures—checked.
 Brakes—checked.
 Ignition—off—dead engine.
 Generators—off—dead engine.
Power plants and propellers:
 Propellers—Low r. p. m. and feathered on dead engine—set as required on all live engines.
 Engines—All live engines set for proper functioning and required power.
 Superchargers—checked and set in proper position.
 Heaters. Checked and set in safe operation position.
Instruments:
 Engine—oil temperature and pressure checked.
 Engine—fuel supply and pressure checked.
 Carburetor—temperature checked.
 Cylinder head—temperature checked.
 Flight instruments: Checked and reset if necessary.
 Pressurization: Checked.

6. Section 41.49-1, as published on December 23, 1950, in 15 F. R. 9232, is amended by changing "copilot" to "second in command" in the last sentence of this section.

7. Section 41.80-1, as published on March 21, 1950, in 15 F. R. 1565, is amended by inserting "other" before "specialized navigation" in the first sentence of § 41.80-1 and before "specialized means of navigation" in paragraph (a) (1) and (2) of such section.

8. Section 41.120-1, as published on July 16, 1949, in 14 F. R. 4261, is revised to read as follows:

§ 41.120-1 *Copies of operations manual (CAA rules which apply to § 41.120)*
 A copy of the operations manual shall be delivered to the Civil Aeronautics Administration, Attention W-220, Department of Commerce, Washington 25, D. C. A second copy shall be delivered to the Chief, Air Carrier Safety Branch, of the region in which the headquarters of the air carrier is located. If the air carrier's operating certificate is held by the International Region, the second copy shall be delivered to the Chief Advisor of the International District Office handling the air carrier's operating certificate. The Chief Advisor of the International District Office receiving the copy of the manual will inform the air carrier of the need for any additional copies and to whom they shall be directed.

9. Section 41.128-1, as published on July 16, 1949, in 14 F. R. 4262, is revised to read as follows:

§ 41.128-1 *Route proving flights (CAA rules which apply to § 41.128)*—(a) *Introduction.* The Administrator has the responsibility of determining when route proving flights are necessary. When an air carrier believes that actual route proving flights are not required by the regulations in this subchapter (i. e. the Civil Air Regulations) its officials must submit to the Civil Aeronautics Administration office handling the air carrier's operating certificate, a written request for elimination of such flights. The Administration will undertake an investigation, during which consideration will be given to the nature of the operation to be conducted, and the personnel,

equipment, and facilities involved. After investigation, the air carrier will be advised by the Administration that the proposed route modification is minor, and actual route proving flights are not essential to safety, or that actual route proving flights will be required. (For example, a scheduled air carrier may have been granted a minor extension to an existing route, and the extension may be over an airway that is adequately implemented with conventional aids to air navigation. In many such instances, it might be obvious that the proposed operations could be conducted over such a route in accordance with existing safety standards, and in such cases the proving flights would serve no useful purpose.)

(b) *Purpose.* The purpose of route proving flights to determine the air carrier's ability to conduct the proposed operation in compliance with applicable provisions of the regulations in this subchapter (i. e. the Civil Air Regulations) and in accordance with the minimum safety requirements of the Civil Aeronautics Administration. Such determination is predicated upon the adequacy of the facilities provided by, or available to, the air carrier, including, but not limited to, aircraft, airports, lighting facilities, maintenance facilities, communication and navigation facilities, fueling facilities, and ground and aircraft radio facilities, and upon the competency of the pilot, dispatcher, and other airmen or personnel.

(c) *Application.* At least 30 days prior to the scheduling of route proving flights, officials of the air carrier shall submit to the Civil Aeronautics Administration office handling its operations specifications, a written request for the assignment of Civil Aeronautics Administration personnel to observe the flights. This request must be accompanied by an original application and copies of pertinent proposed amendments to the operations specifications, and must include sufficient data pertaining to the route to satisfy the Administrator that the air carrier is prepared for the route proving flights. This will allow sufficient time for making any necessary additions or corrections, thus preventing delays or misunderstandings.

(d) *Conduct.* After the air carrier has made all the necessary preparations to conduct the route proving flights, duly designated representatives of the Civil Aeronautics Administration will be assigned to observe them. All route proving flights shall be undertaken exactly as the operator intends to operate in scheduled air transportation when carrying passengers, property, or mail, or any combination thereof. However, passengers who are not essential to conducting the proving flights must not be carried during such flights. Air carrier personnel assigned to conduct the route proving flights shall be regular crew members who, it is anticipated, will be assigned to the route.

(e) *Duration.* Route proving flights shall continue until the air carrier has demonstrated to the satisfaction of the Administrator that it is competent to

conduct a safe operation over the entire route to be flown in air transportation.

(f) *Conclusion.* On completion of the route proving flights, a reasonable period of time will be required in order that the information gained during the flights can be compiled by the field office and submitted, with recommendations regarding approval, to appropriate supervisory personnel of the Civil Aeronautics Administration.

10. Section 41.129-1, as published on July 16, 1949, in 14 F. R. 4262, is revised to read as follows:

§ 41.129-1 *Aircraft proving tests (CAA rules which apply to § 41.129)*—(a) *Purpose.* The purpose of aircraft proving tests is to determine the air carrier's ability to conduct the proposed operation in compliance with applicable provisions of the regulations in this subchapter (i. e., the Civil Air Regulations) and in accordance with the minimum safety requirements of the Civil Aeronautics Administration.

(b) *Application.* At least 30 days prior to the scheduling of aircraft proving tests, officials of the air carrier shall submit to the Civil Aeronautics Administration office handling its operations specifications, a written request for the assignment of Civil Aeronautics Administration personnel to observe the tests. The request must be accompanied by an original application and copies of pertinent proposed amendments to the operations specifications, and must include sufficient data pertaining to the aircraft to satisfy the Administrator that the air carrier is prepared for the aircraft proving tests. This will allow sufficient time for making any necessary additions or corrections, thus preventing delays or misunderstandings.

(c) *Conduct.* After the air carrier has made all the necessary preparations to conduct the aircraft proving tests, duly designated representatives of the Civil Aeronautics Administration will be assigned to observe them. Such portions of the aircraft proving tests as may be conducted under conditions of scheduled operation shall be undertaken exactly as the operator intends to operate in scheduled air transportation when carrying passengers, property, or mail, or any combination thereof. Air carrier personnel assigned to conduct the aircraft proving tests shall be regular crew members who, it is anticipated, will be assigned to the aircraft.

(d) *Conclusion.* On completion of the aircraft proving tests, a reasonable period of time will be required in order that the information gained during the tests can be compiled by the field office and submitted, with recommendations regarding approval, to appropriate supervisory personnel of the Civil Aeronautics Administration.

11. Section 41.130-1, as published on December 23, 1950, in 15 F. R. 9232, is revised to read as follows:

§ 41.130-1 *Mechanical hazard and difficulty reports (CAA rules which apply to § 41.130)*—(a) *Daily mechanical reports.* Whenever a failure, malfunction-

ing, or other defect is detected in flight or on the ground in an aircraft or aircraft component which may reasonably be expected by the air carrier to cause a serious hazard in the operation of any aircraft, notice thereof shall be transmitted through the air carrier's principal maintenance base to the aviation safety agent or advisor, maintenance, assigned to the air carrier.

NOTE: Failures, malfunctionings, or other defects required to be reported under this part comprise generally the following basic items:

- Fire hazards.
- Structural hazards.
- Serious system or component malfunctioning or failure. Unsafe procedures or conditions, and
- Defects in design or quality of parts and materials found installed on aircraft or intended for such installation.

Such daily reports shall be required only where mechanical hazards have been detected; shall cover the 24-hour period from midnight to midnight of each day and shall be transmitted to the assigned aviation safety agent or advisor, maintenance, before noon of the following working day, except that reports for Fridays, Saturdays, and Sundays may be submitted not later than noon of the following Mondays.

Such reports may be transmitted in a manner and on a form convenient to the air carrier's system of communications and procedures.

(1) *Guide for preparation of daily reports.* Whenever practicable, the following guide for each aircraft category should be used by the air carrier in the preparation of the daily reports:

- (i) Category "N" identification of aircraft, airline and trip number.
- (ii) Emergency procedure effected (unscheduled landing, dumped fuel, etc.)
- (iii) Nature of condition (fire, structural failure, etc.)
- (iv) Identification of part and system involved.
- (v) Apparent cause of trouble (wear, cracks, design, personnel error, etc.)
- (vi) Disposition (repaired, replaced, aircraft grounded, etc.)
- (vii) Brief narrative summary to supply any other pertinent data required for more complete identification, determination of seriousness, etc.

The daily reports should not be withheld pending presentation of all specific details pertaining to such items of information. As soon as the additional information is obtained it may be submitted as a supplement to the report.

(b) *Monthly report of mechanical difficulties*—(1) *General.* The following procedures are to be utilized in compliance with the requirement of a monthly report of chronic mechanical difficulties.

(2) *Scope of report.* (i) The monthly report of chronic mechanical difficulties will be compiled by the Civil Aeronautics Administration from information furnished daily by the scheduled air carriers to the assigned aviation safety agents or advisors. This report will include all aircraft occurrences due to known or

suspected malfunctions or mechanical difficulties which result in an interruption to a scheduled flight or a change of aircraft. The information required for the report shall be furnished to the CAA in the form of a daily summary of such occurrences. Any mechanical malfunction or suspected malfunction occurring in flight or on the ground during scheduled operation which results in a change in the aircraft schedule, regardless of cause, shall be included in the summary. The daily summary of mechanical delays, which is prepared for internal use by the air carriers, will in almost all cases, contain the information necessary for this requirement. Submission of copies of this report will be satisfactory, provided it contains sufficient information as outlined below. In some cases it may be necessary to make slight modifications or add further information if this report is to be used. The daily submission of information for compilation of the monthly chronic report does not affect, in any way, the reporting of items covered under the Daily Mechanical Report.

(ii) The summary shall also include the number of engines removed prematurely because of mechanical trouble, listed by make and model, and the number of propeller featherings for any reason indicating the flight attitude at the time of feathering, such as take-off, climb, cruise, etc. A statement of cause is not required with the numerical report of engine removals and propeller featherings.

(3) *Submission.* The period covered by each daily summary shall be for the preceding 24 hours during which reports of pertinent occurrences are received by the air carrier's main base. No daily summary will be submitted for those periods during which no interruptions to schedule were experienced; however, engine removal and propeller feathering data should be included in the next summary submitted. Each summary should be identified numerically to maintain continuity.

(4) *Format.* The daily summary shall include as much as possible of the following data that apply to the individual occurrences reported:

(i) Identification of the daily summary, including a consecutive serial number of the summary name of operator, and date of occurrence of the items reported.

(ii) Type and CAA identification of aircraft to which each item pertains.

(iii) Brief statement describing or identifying the difficulty experienced. This statement shall identify the parts and system involved and any available related information, where possible, which can reasonably be expected to add to the value of the report from an informative or analytic standpoint. Desirable information would include, where possible, such items as corrective action, extraordinary conditions, whether or not difficulty was induced by personnel error or other extraneous occurrence, and recommendations.

12. Section 41.131-1, as published on July 16, 1949, in 14 F. R. 4262, is deleted. (Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 604, 608, 52 Stat. 1007, 1010, 1011, as amended; 49 U. S. C. 551, 554, 558)

This supplement shall become effective December 1, 1953.

[SEAL]

S. A. KEMP,
Acting Administrator of
Civil Aeronautics.

[F. R. Doc. 53-9005; Filed, Oct. 23, 1953;
8:45 a. m.]

[Civil Air Regs., Amdt. 43-10]

PART 43—GENERAL OPERATION RULES

ROUTINE MAINTENANCE

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 20th day of October 1953.

Section 43.20 of Part 43 of the Civil Air Regulations sets forth a general rule for aircraft maintenance and states that mechanical work other than routine maintenance must be performed in accordance with § 18.10 of Part 18. The term routine maintenance is defined in § 43.70 (e). Recently however, Part 18 has been revised and it permits preventive maintenance under certain conditions. Since the term preventive maintenance used in Part 18, as revised, has essentially the same meaning as the term routine maintenance in Part 43, and since Part 18 now covers such maintenance as was previously covered in Part 43, it is no longer necessary to refer to routine maintenance in Part 43. Furthermore, Part 18 has been so revised as to make the reference to § 18.10 no longer appropriate. The amendments set forth herein amend Part 43 to conform to Part 18, as revised, by deleting the references to routine maintenance and substituting the words "Part 18" for "§ 18.10"

Since these amendments are minor in nature and impose no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendments may be made effective without prior notice.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 43 of the Civil Air Regulations effective immediately:

1. By amending the second sentence of § 43.20 to read as follows: "Mechanical work must be performed in accordance with Part 18 of this subchapter."

2. By deleting paragraph (c) of § 43.70.

(Sec. 205, 52 Stat. 984; 49 U. S. C. 425. Interpret or apply §§ 601, 603, 605, 52 Stat. 1007, 1009, 1011, as amended; 49 U. S. C. 551, 553, 555)

By the Civil Aeronautics Board,

[SEAL]

M. C. MULLIGAN,
Secretary.

[F. R. Doc. 53-9040; Filed, Oct. 23, 1953;
8:51 a. m.]

TITLE 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of Foreign and Domestic Commerce, Department of Commerce

Subchapter C—Bureau of Foreign Commerce¹ [6th Gen. Revision of Export Reg., Amdt. 68]

PART 373—LICENSING POLICIES AND RELATED SPECIAL PROVISIONS

MISCELLANEOUS AMENDMENTS

1. Section 373.3 *Evidence of availability*, paragraph (c) *Nature of evidence of availability required from non-producers*, is amended to read as follows:

(c) *Nature of evidence of availability required from non-producers*—(1) *Commodities with processing code other than STEE (except Schedule B Nos. 601010 through 601150)*. An applicant for exportation of those commodities subject to these provisions whose processing code (as shown in § 399.1 of this subchapter) is other than STEE (except Schedule B Nos. 601010 through 601150) who indicates in item 13 of Form IT-419 that he is not a producer of the commodities for which an export license is requested, may meet the evidence of availability requirements of this section by supplying additional evidence of availability in one of the following documentary forms shown below. For the purposes of this regulation, a dealer in iron and steel scrap will be deemed to be a producer of those commodities:

(i) *Evidence of ownership*. Evidence of ownership may consist of a bill of sale or invoice, or other documentary proof that the commodities covered by the application, in the amounts stated, are in fact in the applicant's possession or are available to him.

(ii) *Letter of commitment*. A letter of commitment from a producer of the commodity which must be dated, and must show (a) the quantity accepted or committed, and (b) the approximate delivery dates. All delivery dates must be within the validity period of licenses covering the particular commodities. Letters of commitment which are more than 90 days old when the application is received by the Department of Commerce (or, where applicable, letters for commodities subject to time-table licensing which will be more than 90 days old on the last day for filing applications for the calendar quarter) will not be accepted.

NOTE: Where a document described in subdivisions (i) or (ii) of this subparagraph is used in support of more than one application, a copy (as set forth in § 372.9 of this subchapter) must be attached to each application to which the document applies. Each application shall contain a reference to the case number (or applicant's reference number, if the case number is unknown) and date of all other applications submitted at any time against the same document.

(2) *Commodities with processing code STEE (except Schedule B Nos. 601010*

through 601150). An applicant for exportation of those commodities subject to these provisions whose processing code, as shown in § 399.1 of this subchapter, is STEE (except Schedule B Nos. 601010 through 601150) who indicates in item 13 of Form IT-419 that he is not a producer of the commodities for which an export license is requested, may meet the evidence of availability requirements of this section by showing certain information, pertaining to a supplier acceptable to the Bureau of Foreign Commerce, in item 13 of Form IT-419:

(i) That the commodities covered by the application have been purchased from the named supplier; or that an order for such commodities has been placed with and accepted by the named supplier and

(ii) That the approximate delivery date for such commodities is within the validity period of licenses covering these commodities, as set forth in § 372.11 (e) of this subchapter. In order to be acceptable to the Bureau of Foreign Commerce, the applicant's supplier must be a producer, or, if the applicant's supplier is other than a producer, he must meet the requirements indicated below with respect to the commodities listed in the application for export license:

(a) He must be a warehouseman, jobber, dealer, or retailer engaged in the business of stocking the commodities at one or more locations regularly maintained by him for such purpose, for sale or resale, in the form or shape as received, or after performing minor non-manufacturing operations thereon, and who, in connection with any purchase of the product or products for resale, takes physical delivery of them into his own stock at a location regularly maintained by him for such purpose.

(b) He must maintain a minimum inventory at least equal to the quantity covered by the application.

(c) He must make monthly sales at least equal to the quantity covered by the application.

NOTE: Applicants whose non-producer suppliers have not heretofore been accepted by the Bureau of Foreign Commerce shall accompany their applications for export license with a letter from their suppliers stating their qualifications in the above respects.

2. Section 373.39 *Applicability of multiple commodity group provisions to Commodity Group 6 commodities*, paragraph (a) *Export licensing general policy* is amended by deleting Schedule B No. 601090 and substituting therefor Schedule B No. 601150.

3. Section 373.40 *Iron and steel*, paragraph (e) *Iron and steel scrap* is amended to read as follows:

(e) *Iron and steel scrap*—(1) *General*. An open-end export quota has been established for the balance of 1953 for iron and steel scrap, Schedule B Nos. 601010, 601040, 601050, 601070, 601090, and 601150.

(2) *"Domestic" scrap*. License applications to export "domestic" scrap (scrap located within the continental United States) shall be accompanied by an in-

spection certificate executed by an inspection firm recognized by the trade certifying the grades, location (i. e., name and address of yard) and tonnage of the scrap to be exported.

(3) *"Offshore" scrap*. License applications to export "offshore" scrap (scrap located in American possessions outside the continental U. S.) must be accompanied by:

(i) The name and address of the person who has the scrap in his possession.

(ii) A statement as to whether or not the scrap was originally owned by the United States Government and if so, the name of the person to whom the United States Government sold it as well as the United States Government contract number.

(iii) A statement as to whether the scrap is collected and ready for export.

(iv) The name and address where the material may be inspected.

In addition, if the scrap was collected by the applicant himself, a certification must be made by the applicant as to the ownership and as to the completion of the collection. If the scrap was not collected by the applicant himself, the application must be accompanied by a copy of the contract of sale to the applicant, or a statement showing the following items appearing on the contract; parties to the contract, date of contract, contract number or other identification number and quantity.

(4) *Validity period*. A license to export iron and steel scrap will be issued for a validity period ending on the last day of the second month following the month during which the license is validated (for example, a license issued October 25, 1953, will expire December 31, 1953).

(5) *Shipper's Export Declaration*. A license issued under this paragraph will require submission of the fourth copy of the shipper's export declaration to the collectors of customs in connection with each shipment.

4. Section 373.53 *Vessels to be scrapped abroad* is amended in the following particulars:

a. Paragraph (c) *Basis of licensing* is amended to read as follows:

(c) *Basis of licensing*. Applications for licenses to export vessels to be scrapped abroad will be considered in accordance with the policy announced in § 373.40 (e).

b. Paragraph (d) is added to read as follows:

(d) *Shipper's Export Declaration*. A license issued under this paragraph will include instruction requiring the filing of four copies of the shipper's export declaration.

(Sec. 3, 63 Stat. 7; 65 Stat. 43; 67 Stat. 62; 50 U. S. C. App. Supp. 2023. E. O. 9639, Sept. 27, 1945, 10 F. R. 12245, 3 CFR, 1945 Supp., E. O. 9319, Jan. 3, 1948, 13 F. R. 59, 3 CFR, 1948 Supp.)

¹ Formerly Office of International Trade.

This amendment shall become effective as of October 22, 1953.

KARL L. ANDERSON,
Acting Director
Bureau of Foreign Commerce.

[F. R. Doc. 53-9068; Filed, Oct. 22, 1953;
12:02 p. m.]

[6th Gen. Rev. of Export Regs., Amdt. 69]

PART 373—LICENSING POLICIES AND
RELATED SPECIAL PROVISIONS

PART 375—BLT (BLANKET) LICENSE
RICE

1. Section 373.18 *Rice* is hereby deleted.

2. Section 375.1 *BLT (Blanket) license* is amended by deleting therefrom the following phrase in parenthesis: "(with the exception of applications to export rice, Schedule B Nos. 105500, 105710 and 105750)"

(Sec. 3, 63 Stat. 7; 65 Stat. 43; 67 Stat. 62; 50 U. S. C. App. Sup. 2023. E. O. 9630, Sept. 27, 1945, 10 F. R. 12245, 3 CFR, 1945 Supp., E. O. 9919, Jan. 3, 1948, 13 F. R. 59, 3 CFR, 1948 Supp.)

This amendment shall become effective as of October 23, 1953.

KARL L. ANDERSON,
Acting Director
Bureau of Foreign Commerce.

[F. R. Doc. 53-9079; Filed, Oct. 23, 1953;
8:54 a. m.]

[6th Gen. Rev. of Export Regs., Amdt.
P. L. 59]

PART 399—POSITIVE LIST OF COMMODITIES
AND RELATED MATTERS

RICE

Section 399.1 *Appendix A—Positive List of Commodities* is amended by deleting therefrom the following commodities and the related footnote 1.

Dept. of Commerce Schedule B No.	Commodity
GRAINS AND PREPARATIONS	
105500	Paddy or rough rice, for seed.
105500	Paddy or rough rice, except for seed.
105710	Milled rice, containing more than 25 percent whole kernels (specify approximate percentage whole kernels).
105750	Milled rice, containing not more than 25 percent whole kernels (specify approximate percentage whole kernels).

(Sec. 3, 63 Stat. 7; 65 Stat. 43; 67 Stat. 62; 50 U. S. C. App. Sup. 2023. E. O. 9630, Sept. 27 1945, 10 F. R. 12245, 3 CFR, 1945 Supp., E. O. 9919, Jan. 3, 1948, 13 F. R. 59, 3 CFR, 1948 Supp.)

This amendment shall become effective as of October 23, 1953.

KARL L. ANDERSON,
Acting Director
Bureau of Foreign Commerce.

[F. R. Doc. 53-9080; Filed, Oct. 23, 1953;
8:54 a. m.]

TITLE 17—COMMODITY AND SECURITIES EXCHANGES

Chapter II—Securities and Exchange Commission

PART 240—RULES AND REGULATIONS UNDER SECURITIES EXCHANGE ACT OF 1934

DECLARING EFFECTIVE EXCHANGE DISTRIBUTION PLAN AND AMENDMENT TO SPECIAL OFFERING PLAN OF SAN FRANCISCO STOCK EXCHANGE

The Securities and Exchange Commission has announced that it has declared effective an Exchange Distribution Plan and an amendment to the Special Offering Plan filed by the San Francisco Stock Exchange pursuant to the provisions of § 240.10b-2 (d) (Rule X-10B-2-(d)) under the Securities Exchange Act of 1934.

The Exchange Distribution Plan of the San Francisco Stock Exchange permits members, member firms and member corporations to make a distribution of a block of securities at the market on the Exchange under specified conditions when the regular market on the Exchange cannot otherwise absorb the block of securities within a reasonable time and at a reasonable price or prices. This Plan contains the same substantive provisions as the Exchange Distributions Plans of the New York Stock Exchange and the American Stock Exchange. The Exchange Distribution Plan of the New York Stock Exchange was published for comment by the Commission on July 20, 1953; and the Exchange Distribution Plans of the New York Stock Exchange and the American Stock Exchange have previously been declared effective for an experimental period ending on February 26, 1954. The Exchange Distribution Plan of the San Francisco Stock Exchange has also been declared effective for an experimental period ending on February 26, 1954.

The Special Offering Plan of the San Francisco Stock Exchange provides for distributions on the Exchange at a fixed price under certain specified conditions. The amendment to the Special Offering Plan extends the Plan to all securities admitted to unlisted trading privileges on the San Francisco Stock Exchange; prior to the amendment the Special Offering Plan was available to only a limited number of such securities. Both the Exchange Distribution Plan and the Special Offering Plan contain certain antimanipulative controls, and require members, member firms and member corporations to make certain disclosures concerning the distribution to persons whose orders are solicited.

Action declaring effective Exchange Distribution Plan of the San Francisco Stock Exchange. The text of the Commission's action declaring effective the Exchange Distribution Plan of the San Francisco Stock Exchange is as follows:

The Securities and Exchange Commission acting pursuant to the Securities Exchange Act of 1934, particularly sections 10 (b) and 23 (a) thereof and § 240.10b-2 (d) thereunder, deeming it necessary for the exercise of the func-

tions vested in it and having due regard for the public interest and for the protection of investors, hereby declares effective until the close of business on February 26, 1954, the Exchange Distribution Plan of the San Francisco Stock Exchange filed on October 12, 1953, on the condition that if at any time it appears to the Commission to be necessary or appropriate in the public interest or for the protection of investors so to do, the Commission may suspend or terminate the effectiveness of said Plan by sending at least ten days' written notice to the San Francisco Stock Exchange. The Commission finds that notice and public procedure pursuant to sections 4 (a) and (b) of the Administrative Procedure Act are unnecessary since the Exchange Distribution Plan of the San Francisco Stock Exchange is the same as the Exchange Distribution Plan of the New York Stock Exchange, which was recently published and circulated for comment, and which was declared effective by the Commission after considering the comments received. The Commission further finds that § 240.10b-2 (d) and the action taken hereunder have the effect of relieving restriction and granting exemption and that, therefore, such action may be declared effective immediately pursuant to section 4 (c) of the Administrative Procedure Act.

Action declaring effective Special Offering Plan of San Francisco Stock Exchange, as amended. The text of the Commission's action declaring effective the Special Offering Plan of the San Francisco Stock Exchange, as amended, is as follows:

The Securities and Exchange Commission acting pursuant to the Securities Exchange Act of 1934, particularly sections 10 (b) and 23 (a) thereof and § 240.10b-2 (d) thereunder, deeming it necessary for the exercise of the functions vested in it and having due regard for the public interest and for the protection of investors, hereby declares effective the Special Offering Plan of the San Francisco Stock Exchange as amended by amendment filed on October 13, 1953, on the condition that if at any time it appears to the Commission to be necessary or appropriate in the public interest or for the protection of investors so to do, the Commission may suspend or terminate the effectiveness of said Special Offering Plan by sending at least ten days' written notice to the San Francisco Stock Exchange. The Commission finds that notice and public procedure pursuant to sections 4 (a) and (b) of the Administrative Procedure Act are unnecessary since the amendment does no more than permit the Special Offering Plan already effective to be applicable to all securities admitted to unlisted trading privileges on the San Francisco Stock Exchange pursuant to a recent amendment of paragraph (d) of § 240.10b-2 which was published and circulated for comment by the Commission on July 20, 1953 and declared effective by the Commission on August 20, 1953. The Commission further finds that § 240.10b-2 (d) and the action taken hereunder have the effect of relieving restriction and granting exemption and

that, therefore, such action may be declared effective immediately pursuant to section 4 (c) of the Administrative Procedure Act.

The Exchange Distribution Plan, and the Special Offering Plan of the San Francisco Stock Exchange as amended, shall be effective October 16, 1953.

By the Commission.

[SEAL] ORVAL L. DUBOIS,
Secretary.

OCTOBER 15, 1953.

[F. R. Doc. 53-9020; Filed, Oct. 23, 1953;
8:48 a. m.]

TITLE 32—NATIONAL DEFENSE

Chapter XIV—The Renegotiation Board

Subchapter B—Renegotiation Board Regulations Under the 1951 Act

PART 1453—MANDATORY EXEMPTIONS FROM RENEGOTIATION

AGRICULTURAL COMMODITIES; RAW MATERIALS

1. Section 1453.2 (a) *Agricultural commodities* is amended in the following respects:

a. The last sentence of subparagraph (3) is deleted and the following is inserted in lieu thereof: "Receipts or accruals from sales of agricultural commodities in their exempt form or state, including sales of 'futures' in such commodities, are exempt from renegotiation."

b. The words "Latex (base for chewing gum) _____ Crude, not processed beyond coagulation or dehydration for handling and shipping" appearing in the list following subparagraph (4) are deleted.

c. Immediately after the words "Rice _____ Rough, unpolished (as it comes from the thresher)" appearing in the list following subparagraph (4) the following is inserted:

Rubber, crude natural; natural liquid latex. Silk, raw; raw silk reeled from the cocoon.

2. Section 1453.2 (b) *Raw materials* is amended in the following respects:

a. Immediately after the words "Whiting, chalk lump" appearing in the list following subparagraph (3) the following is inserted:

Wood, chemical, forest residue; charcoal, methanol and acetic acid, produced therefrom.

b. Immediately after the words "Quartz crystal, raw" appearing in the list following subparagraph (3) the following is inserted:

Quebracho extract.

(Sec. 109, 65 Stat. 22; 50 U. S. C. App. Sup. 1219)

Dated: October 21, 1953.

NATHAN BASS,
Secretary.

[F. R. Doc. 53-9035; Filed, Oct. 23, 1953;
8:51 a. m.]

Chapter XVII—Federal Civil Defense Administration

PART 1701—CONTRIBUTIONS FOR CIVIL DEFENSE EQUIPMENT

MISCELLANEOUS AMENDMENTS

1. Sections 1701.8 and 1701.9 (17 F. R. 9135) are amended to read as follows:

§ 1701.8 *Advances of Federal funds for State procurement.* (a) Advances of funds may be made to States to be applied to the Federal share of the cost of State-procured items under the conditions set forth in subparagraphs (1) and (2) of this paragraph:

(1) The State law requires funds on deposit, in addition to its own, available for obligation and expenditure to cover the estimated cost of equipment.

(2) The State is precluded from expending State funds in excess of the State's share of the estimated cost of the equipment subject to reimbursement by the Federal Government.

(b) In requesting an advance under the conditions set forth in paragraph (a) of this section, the State must agree to:

(1) Deposit the advanced funds in a separate fund or account, under the sole custody of the Treasurer or comparable fiscal officer of the State.

(2) Withdraw such funds only upon the certification of the Governor or other authorized State official, and then only for the payment of items covered by the project application against which the advance was made.

(3) Invoice FCDA for its share of cost at such time as complete delivery of the items covered by the project application has been effected.

(4) Keep such central records and accounts as are in accordance with accepted or prescribed methods of accounting, showing the receipt and expenditure of the Federal funds advanced to it. Representatives of FCDA and the General Accounting Office shall be granted ready access to such records and accounts.

(c) Requests for advances must be submitted in duplicate on FCDA Form 237, "Request for Advance of Funds," separate and apart from the project application. Individual requests for advances must be submitted for each project application for which an advance is required.

§ 1701.9 *Retroactive contributions.* The FCDA, upon the enactment by the Congress of appropriations for contributions, shall after FCDA requirements are met, make retroactive contributions for civil defense equipment contracted for by the State (or political subdivision, if applicable) after the date of such appropriation enactment. Normally this will be the first day of the fiscal year.

2. Sections 1701.10 and 1701.11 (18 F. R. 1040) are amended to read as follows:

§ 1701.10 *State procurement.* All civil defense equipment (other than that which may be approved for Federal purchase under the succeeding section) must be procured by the State or its

political subdivisions and in accordance with the requirements of this section:

(a) *Specifications.* Civil defense equipment procured by the States must comply with FCDA standards where established by FCDA specifications for such equipment. If FCDA specifications are exceeded, the Federal contribution shall be limited to one-half the current market value for equipment which complies with that specification at the time of the project application's approval. If State or local specifications are so drawn that only one manufacturer is able to bid on the equipment, or a manufacturer whose equipment meets minimum FCDA specifications is precluded from bidding, prior approval for procurement of the equipment must be obtained from the FCDA. This is done by the submission to FCDA of a copy of the restrictive specifications with a statement justifying the need therefor.

(b) *Purchase procedures.* Procurement of any item of civil defense equipment by the State (or political subdivision, if applicable) must comply with all statutes, regulations, and ordinances covering purchasing by such State or the political subdivision thereof. In addition, if the Federal share of the estimated cost of any item exceeds \$500, procurement must be by invitation to bid through public advertisement, and award must be made to the lowest responsible bidder unless the FCDA authorizes or prescribes otherwise. The State or political subdivision, if applicable, must be prepared to furnish FCDA, upon its request, with proper documentation that the above prescribed procedures have been followed for any item of equipment.

(c) *Procurement costs.* The Federal Government will not contribute to the administrative costs incurred for procurement by the State or its political subdivisions. The project application may, however, include the costs of transportation, installation, and non-Federal taxes (other than those imposed by the State government, or the political subdivision submitting the application) It may also include Federal taxes if an exemption therefrom cannot be obtained by the State or political subdivision.

(d) *Prices.* The FCDA will review the estimated prices of each item of civil defense equipment listed in Part II of the project application. In establishing the amount of the Federal contribution to be approved therefor, FCDA will take into account current market conditions and any special circumstances which may be involved in the procurement.

§ 1701.11 *Federal procurement.* Although procurement of civil defense equipment will normally be undertaken by the State, it may, in those cases where it believes there will be appreciable savings in time and money, request Federal procurement. Such a request should be in the form of memorandum attached to the project application. If it is determined that it is administratively feasible to undertake Federal procurement, the State will be notified by the FCDA of the special procedures and doc-

umentation required for the procurement.

(Sec. 401, 64 Stat. 1254; 50 U. S. C. App. 2253)

This amendment shall be effective October 26, 1953.

VAL PETERSON,
Administrator

Federal Civil Defense Administration.

[F. R. Doc. 53-9006 Filed, Oct. 23, 1953;
8:45 a. m.]

TITLE 33—NAVIGATION AND NAVIGABLE WATERS

Chapter II—Corps of Engineers, Department of the Army

PART 202—ANCHORAGE REGULATIONS

CASCO BAY, MAINE

Pursuant to the provisions of section 1 of the act of Congress approved April 22, 1940 (54 Stat. 150; 33 U. S. C. 180), § 202.5 is hereby amended by the inclusion of paragraph (e) designating a special anchorage area in the Harraseeket River for the use of yachts and other small recreational craft, as follows:

SUBPART A—SPECIAL ANCHORAGE AREAS

§ 202.5 Casco Bay, Maine. * * *

(e) *Harraseeket River*. That portion of the Harraseeket River within the mean low water lines, between Stockbridge Point and Weston Point, exclud-

ing therefrom a thoroughfare, 100 feet wide, the center line of which follows the natural channel.

NOTE: This area is reserved for yachts and other small recreational craft. Fore and aft moorings will be allowed in this area. Temporary floats or buoys for marking anchors or moorings in place will be allowed. Fixed mooring piles or stakes are prohibited. All moorings shall be so placed that no vessel when anchored shall at any time extend into the thoroughfare. All anchoring in the area shall be under the supervision of the local harbor master or such other authority as may be designated by the authorities of the Town of Freeport, Maine.

[Regs. Oct. 8, 1953, 800.212 (Harraseeket River, Me.)—ENGWO] (54 Stat. 150; 33 U. S. C. 180)

[SEAL] WM. E. BERGIN,
Major General, U. S. Army,
The Adjutant General.

[F. R. Doc. 53-8936; Filed, Oct. 23, 1953;
8:45 a. m.]

TITLE 36—PARKS, FORESTS, AND MEMORIALS

Chapter I—National Park Service, Department of the Interior

PART 20—SPECIAL REGULATIONS

MOUNT RAINIER NATIONAL PARK

1. Subdivision (vi) of subparagraph (2) of paragraph (b) *Fishing*, of § 20.5 *Mount Rainier National Park*, is revoked.

2. Paragraph (c) *Speed*, of § 20.5 *Mount Rainier National Park*, is amended to read as follows:

(c) *Speed*. The maximum speed of automobiles and other vehicles, except ambulances and Government cars on emergency trips, shall not exceed the following prescribed limits:

(1) On curves which are posted as dangerous, 15 miles per hour.

(2) Over that portion of U. S. Highway No. 410 from the north park boundary to its junction with the East Side Road at Cayuse Pass, 50 miles per hour.

(3) Over the East Side Road from its junction with U. S. Highway No. 410 at Cayuse Pass to the south park boundary, 45 miles per hour.

(4) Over roads other than that portion of U. S. Highway No. 410 mentioned in subparagraph (2) of this paragraph and the East Side Road mentioned in subparagraph (3) of this paragraph, 35 miles per hour, unless a lower maximum permissible speed is posted.

(5) Trucks of a ton and one-half capacity or over, 30 miles per hour.

(6) Cars towing trailers or other cars or vehicles of any kind, 30 miles per hour.

(Sec. 3, 39 Stat. 535, as amended; 16 U. S. C. 3)

Issued this 20th day of October 1953.

RALPH A. TUDOR,
Acting Secretary of the Interior

[F. R. Doc. 53-9007; Filed, Oct. 23, 1953;
8:45 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Bureau of Animal Industry

[9 CFR Part 92]

HORSES

IMPORTATION FROM CANADA

Notice is hereby given in accordance with section 4 (a) of the Administrative Procedure Act (5 U. S. C. 1003 (a)) that the Secretary of Agriculture, pursuant to the authority vested in him by section 2 of the act of February 2, 1903, as amended (21 U. S. C. 111) proposes to amend § 92.24 of the regulations governing the importation of certain animals and poultry and certain animal and poultry products (9CFR, 1952 Supp., Part 92, as amended) to read as follows:

§ 92.24 *Horses from Canada*. (a) All horses from Canada shall be inspected as provided in § 92.8: *Provided, however* That the Chief of Bureau may waive inspection of such horses at the port of

entry or provide for their inspection at some other point when he finds that such action may be taken without endangering the livestock industry of the United States.

(b) When so ordered by the Chief of Bureau, horses from Canada shall be accompanied by a certificate issued or endorsed by a salaried veterinarian of the Canadian government showing that said horses have been inspected on the premises of origin in Canada and found free from evidence of any contagious, infectious, or communicable disease and, as far as it has been possible to determine, they have not been exposed to any such disease common to animals of their kind, and that said horses have been mallein tested with negative results within 30 days preceding their offer for entry.

(c) Any horse from Canada may be detained at the port of entry and there subjected to such tests as may be required by the Chief of Bureau to determine freedom from disease.

The purpose of the foregoing proposed amendment is to give to the Chief of the Bureau of Animal Industry of this Department authority to waive inspection of horses from Canada or provide for their inspection at some point other than the port of entry, when he finds that such action may be taken without endangering the livestock industry of the United States.

Any person who wishes to submit written data, views, or arguments concerning the proposed amendment may do so by filing them with the Chief, Bureau of Animal Industry Agricultural Research Administration, U. S. Department of Agriculture, Washington 25, D. C., within fifteen days after the date of publication of this notice in the FEDERAL REGISTER.

Done at Washington, D. C., this 21st day of October 1953.

[SEAL] TRUE D. MORSE,
Acting Secretary of Agriculture.

[F. R. Doc. 53-9042; Filed, Oct. 23, 1953;
8:52 a. m.]

NOTICES

FEDERAL COMMUNICATIONS
COMMISSION

[Docket Nos. 9847, 9848]

TELANSERPHONE, INC., AND ROBERT C.
CRABB

ORDER SCHEDULING ORAL ARGUMENT

In re applications of Telanserphone, Inc., Los Angeles, California, Docket No. 9847, File No. 7241-C2-P-E; Robert C. Crabb, Los Angeles, California, Docket No. 9848, File No. 7750-C2-P-E; for construction permits in the Domestic Public Land Mobile Radio Service at Los Angeles, California.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 12th day of October 1953;

The Commission having under consideration the initial decision herein, the exceptions thereto, and the requests for oral argument;

It is ordered, That oral argument herein before the Commission en banc is hereby scheduled for Tuesday, November 10, 1953, at the offices of the Commission in Washington, D. C.

Released: October 19, 1953.

FEDERAL COMMUNICATIONS
COMMISSION,[SEAL] Wm. P. MASSING,
Acting Secretary.[F. R. Doc. 53-9008; Filed, Oct. 23, 1953;
8:46 a. m.]

[Docket Nos. 10060, 10061]

W. H. GREENHOW CO. (WWHG) AND
HORNELL BROADCASTING CORP. (WLEA)

ORDER SCHEDULING ORAL ARGUMENT

In re applications of the W. H. Greenhow Company (WWHG) Hornell, New York, Docket No. 10060, File No. BP-8024; Hornell Broadcasting Corporation (WLEA) Hornell, New York, Docket No. 10061, File No. BMP-5636; for modification of construction permit.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 12th day of October 1953;

The Commission having under consideration the initial decision in the above-entitled proceeding released December 15, 1952; the exceptions and request for oral argument filed March 2, 1953, by Hornell Broadcasting Corporation, and reply to exceptions and request for oral argument filed March 11, 1953, by the W. H. Greenhow Company; Hornell's motion to strike Greenhow's reply, filed March 17; Greenhow's reply to Hornell's motion to strike, filed March 25; and a petition of Greenhow for immediate affirmance of the Examiner's initial decision, filed on September 15, 1953;

It is ordered, That oral argument before the Commission en banc is hereby scheduled for Tuesday, November 10,

1953, and that the participants herein be afforded an opportunity to address themselves not only to the initial decision and the exceptions filed thereto, but also to the issues raised by the foregoing pleadings.

Released: October 20, 1953.

FEDERAL COMMUNICATIONS
COMMISSION,[SEAL] Wm. P. MASSING,
Acting Secretary.[F. R. Doc. 53-9013; Filed, Oct. 23, 1953;
8:46 a. m.]

[Docket Nos. 10119, 10121, 10320]

ATLANTIC CITY BROADCASTING CO. ET AL.

ORDER SCHEDULING ORAL ARGUMENT -

In re applications of Leroy Bremmer and Dorothy Bremmer d/b as Atlantic City Broadcasting Company, Atlantic City, New Jersey, Docket No. 10119, File No. BP-8090; Press-Union Publishing Company, Atlantic City, New Jersey, Docket No. 10121, File No. BP-8143; Max M. Leon, Inc. (WDAS) Philadelphia, Pennsylvania, Docket No. 10320, File No. BP-8508; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 12th day of October 1953;

The Commission having under consideration the initial decision herein, the exceptions thereto, and the requests for oral argument;

It is ordered, That oral argument herein before the Commission en banc is hereby scheduled for Tuesday, November 10, 1953, at the offices of the Commission in Washington, D. C.

Released: October 19, 1953.

FEDERAL COMMUNICATIONS
COMMISSION,[SEAL] Wm. P. MASSING,
Acting Secretary.[F. R. Doc. 53-9009; Filed, Oct. 23, 1953;
8:46 a. m.]

[Docket Nos. 10272, 10273, 10000]

BRUSH-MOORE NEWSPAPERS, INC., ET AL.

MEMORANDUM OPINION AND ORDER RE
AMENDMENT OF ISSUES

In re applications of the Brush-Moore Newspapers, Inc., Canton, Ohio, Docket No. 10272, File No. BPCT-264; Stark Telecasting Corporation, Canton, Ohio, Docket No. 10273, File No. BPCT-949; Tri-Cities Telecasting, Inc., Canton, Ohio, Docket No. 10000, File No. BPCT-1738; for construction permits for new television stations.

1. The Commission has before it for consideration a "Petition For Declaratory Ruling Or Revision Of Hearing Issues" filed August 31, 1953, by the Stark Telecasting Corporation; oppositions to the subject petition, filed September 9, 1953, by Tri-Cities Telecasting, Inc. and

by the Chief of the Commission's Broadcast Bureau; a reply to the subject petition, filed September 10, 1953, by the Brush-Moore Newspapers, Inc., a supplement to the subject petition, filed September 30, 1953, by the petitioner; and a reply to said supplement, filed October 9, 1953, by Brush-Moore.

2. The above-entitled applications for television Channel 29 at Canton, Ohio, are being heard in a consolidated, competitive proceeding. The petitioner seeks a ruling which would permit it to introduce evidence concerning its competitors' estimates of operating costs and anticipated revenues for the purpose of showing "that its competitors proposed to expend for their operations amounts so low in comparison with the amount to be expended by petitioner that the public interest would be less well served by them than by petitioner." Stated otherwise, the petitioner is asking us to decide whether a claim of comparative superiority on the basis of the amounts proposed for operations is available as a matter to be relied upon under the standard comparative issue which is specified for this and all other hearings on mutually exclusive applications for broadcast facilities. The petitioner's request arises from an adverse ruling of the Examiner in this proceeding; hence, on the question stated above, we shall treat the subject petition as a request for review of the Examiner's ruling.

3. The petitioner contends that it was precluded from relying upon the claim of superiority mentioned above by the following ruling of the Examiner: " * * * evidence relating to financial ability to effectuate program and equipment proposals is beyond the scope of present issues in this proceeding and will not be accepted unless the issues are appropriately amended or enlarged." The petitioner insists that in claiming that its management and operation proposals are superior because it plans to spend more money it is not challenging the financial qualifications of its competitors to construct and operate television stations.

4. Sums proposed to be spent may be relevant to the comparative merits of the management and operation proposals of competing applicants. But before a claim of superiority in this respect will be available as a point of difference to be relied upon pursuant to § 1.841 of our rules, it must be clear that the allegations are material and can, if successfully supported by the evidence, affect the decision. In other words, before an applicant may be permitted to rely on this comparative factor, it must meet the requirements for statements of matters relied upon which we set forth in our recent memorandum opinion and order in re South Central Broadcasting Corporation, et al., released October 7, 1953 in Docket Nos. 10461-10464. The Examiner need not accept such a statement unless it is composed of allegations sufficiently particularized so that, if proven, it would establish significant differences among the competing proposals. It should be apparent that evidence of

greater expenditures, standing alone, will seldom support a finding of comparative superiority. Ingenuity resourcefulness, and experience can often count for more. The amount of money to be spent should be related, by other competent evidence, to the result which is sought to be achieved.

5. In addition to the foregoing, the petitioner has asserted the right to show "that its competitors proposed to expend for operation of their respective stations * * * amounts inadequate for the broadcasting of their proposed programs." Contrary to the petitioner's contentions, this statement does serve to challenge the absolute financial qualifications of the applicants rather than the comparative merits of their proposals. By virtue of recent Commission orders, the financial qualifications of both Stark and Tri-Cities have been put in issue in the subject proceeding. Stark is therefore free to inquire into the financial qualifications of Tri-Cities on the record. However, no such issue is specified concerning the Brush-Moore Newspapers, Inc. for the reason that the Commission has made a preliminary determination that this applicant is financially qualified.

6. In the South Central case, supra, we reexamined our usual approach to determinations of the financial qualifications of competing applicants. Although we had found all the applicants in that proceeding financially qualified, we gave the Examiner discretionary authority to revise the issues so as to permit the introduction of evidence designed to rebut the prima facie determination that the funds shown to be available to any applicant will be sufficient to effectuate its proposals. We believe that our determination, in this proceeding, that Brush-Moore is financially qualified should be subjected to the same approach. Therefore, upon a reasonable showing by Stark that probative evidence can be adduced, the Examiner may enlarge the issues to permit evidence on the question whether the funds available to Brush-Moore give fair assurance that its proposals will be effectuated. Similar evidence concerning both Stark and Tri-Cities is, of course, admissible under the financial qualifications issues now specified for those applicants.

7. Accordingly, it is ordered, This 14th day of October 1953, that the issues specified for the above-entitled proceeding may be enlarged by the Examiner, upon sufficient allegations of fact made in support of said enlargement, by the addition of the following issue: To determine whether the funds available to The Brush-Moore Newspapers, Inc. will give reasonable assurance that the proposals set forth in its application will be effectuated: *It is further ordered*, That the Examiner is directed to go forward with the subject proceeding in a manner consistent with this opinion.

Released: October 15, 1953.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-9010; Filed, Oct. 23, 1953;
8:46 a. m.]

[Docket Nos. 10286, 10287, 10288]

ENTERPRISE CO. ET AL.

ORDER SCHEDULING ORAL ARGUMENT

In re applications of the Enterprise Company, Beaumont, Texas, Docket No. 10286, File No. BPCT-743; Beaumont Broadcasting Corporation, Beaumont, Texas, Docket No. 10287, File No. BPCT-762; KTRM, Inc., Beaumont, Texas, Docket No. 10288, File No. BPCT-971, for construction permits for new television stations.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 12th day of October 1953;

The Commission having under consideration the initial decision herein the exceptions thereto, and the requests for oral argument;

It is ordered, That oral argument herein before the Commission en banc is hereby scheduled for Tuesday November 10, 1953, at the offices of the Commission in Washington, D. C.

Released: October 19, 1953.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-9011; Filed, Oct. 23, 1953;
8:46 a. m.]

[Docket Nos. 10517, 10518]

WSAV INC., AND WJIV-TV INC.

ORDER AMENDING ISSUES

In re applications of WSAV, Incorporated, Savannah, Georgia, Docket No. 10517, File No. BPCT-703; WJIV-TV, Inc., Savannah, Georgia, Docket No. 10518, File No. BPCT-1006; for construction permits for new television broadcast stations.

At a session of the Federal Communications Commission held at its offices in Washington, D. C., on the 16th day of October 1953;

The Commission having under consideration (1) a petition filed by WJIV-TV Inc., on September 28, 1953, seeking enlargement of the issues upon which the above-entitled proceeding was designated for hearing, and requesting that the Commission instruct the Examiner to certify the hearing record to the Commission upon the completion of the record with respect to the requested new issues; (2) an opposition to the petition, filed on October 8, 1953, by WSAV Inc., and (3) a statement with respect to the petition, filed on October 8, 1953, by the Chief of the Commission's Broadcast Bureau; and

It appearing, that the requested additional issues are sought for the purpose of showing that WSAV Inc., has begun construction of its proposed television station within the meaning of section 319 of the Communications Act of 1934, as amended, prior to a grant of a construction permit therefor, and that a sufficient showing in this regard has been made to warrant an enlargement of the issues to permit a complete exposition of the facts in this respect; and

It further appearing, that proper dispatch of the Commission's business would not be served by the certification of the hearing record to the Commission prior to the issuance of an initial decision upon all of the issues in the proceeding;

It is ordered, That the above-described petition filed on September 28, by WJIV-TV, Inc., is granted, to the extent indicated herein, and in all other respects, is denied; and

It is further ordered, That the issues specified for the above-entitled proceeding are amended by the addition of the following issue: To determine whether construction of the station proposed by WSAV, Inc., has been begun within the meaning of section 319 of the Communications Act of 1934, as amended.

Released: October 16, 1953.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-9012; Filed, Oct. 23, 1953;
8:46 a. m.]

[Docket No. 10648]

N-K BROADCASTING Co. (WKNK)

ORDER CONTINUING HEARING

In the matter of revocation order to be directed to Nicholas William Kuris and Gladys Kuris, d/b as N-K Broadcasting Company (WKNK), Muskegon, Michigan; Docket No. 10648.

To accommodate the Examiner's hearing schedule: *It is ordered*, This 12th day of October 1953, that the hearing now scheduled for October 26, 1953, is continued to a date to be set by later order.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-9014; Filed, Oct. 23, 1953;
8:47 a. m.]

[Docket Nos. 10657, 10658]

SOUTH JERSEY BROADCASTING Co. AND
PATRICK JOSEPH STANTON

ORDER CONTINUING HEARING

In re applications of South Jersey Broadcasting Company, Camden, New Jersey, Docket No. 10657, File No. BPCT-1522; Patrick Joseph Stanton, Philadelphia, Pennsylvania, Docket No. 10658, File No. BPCT-1674; for construction permits for new commercial television stations.

All participants having consented, hearing in the above-entitled proceeding presently scheduled for October 19, 1953, is continued to 10:00 a. m., November 9, 1953.

Dated: October 16, 1953.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] WM. P. MASSING,
Acting Secretary.

[F. R. Doc. 53-9015; Filed, Oct. 23, 1953;
8:47 a. m.]

[Change list No. 528]

U. S. STANDARD BROADCAST STATIONS
LIST OF CHANGES, PROPOSED CHANGES AND
CORRECTIONS IN ASSIGNMENTS

OCTOBER 14, 1953.

Notification under the provisions of part III, section 2 of the North American Regional Broadcasting Agreement. This notification consists of a list of changes,

proposed changes, and corrections in Assignments of United States Standard Broadcast Stations modifying the Appendix containing assignments of United States Standard Broadcast Stations, Mimeograph No. 48126, attached to the "Recommendations of the North American Regional Broadcasting Agreement Engineering Meeting January 30, 1941", as amended.

UNITED STATES

Call letters	Location	Power (kw.)	Antenna	Schedule	Class	Date of FCO action	Proposed date of change of commencement of operation
KLER	Lewiston, Idaho	740 kilocycles 0.25	ND	D	II		Now in operation with new station.
WSAW	Barnwell, S. C.	0.25	ND	D	II		Now in operation with new station.
WEAT	West Palm Beach, Fla. (P. O. Lake Worth, Fla., 1490 kc., 250 w., U IV).	850 kilocycles 1	DA-1	U	II	Oct. 14, 1953	Oct. 14, 1954
KLIK	Jefferson City, Mo. (assignment of call letters).	850 kilocycles					
WSID	Baltimore-Essex, Md.	1010 kilocycles 1	ND	D	II		Now in operation with additional main studio.
WCEF	Parkersburg, W. Va. (assignment of call letters).	1050 kilocycles					
WBUT	Butler, Pa. (reduce power and change type of antenna—PO:1630 kc., 500 w. D II).	1050 kilocycles 0.25	ND	U	II	Oct. 14, 1953	Oct. 14, 1954
WITA	San Juan, P. R. (PO:1400 kc., 250 w. U IV).	1140 kilocycles 0.5	ND	U	II	Oct. 14, 1953	Oct. 14, 1954
KSOX	Harlingen, Tex. (change in call letters from KGBS).	1240 kilocycles					
KALM	Thayer, Mo. (assignment of call letters).	1290 kilocycles					
(NEW)	Lone Star, Tex.	1300 kilocycles 0.5	ND	D	III	Oct. 14, 1953	Oct. 14, 1954
WETZ	Martinsville, W. Va.	1330 kilocycles 1	ND	D	III		Now in operation with new station.
WEKY	Richmond, Ky.	1340 kilocycles 0.25	ND	U	IV		Now in operation with new station.
WKDO	Chattahoochee, Fla. (delete assignment).	1350 kilocycles					
KMRC	Morgan City, La. (assignment of call letters).	1450 kilocycles					
KGBS	Harlingen, Tex. (change in call letters from KSOX).	1550 kilocycles					
WABR	Winter Park, Fla. (assignment of call letters).	1600 kilocycles					

area are currently operating on the frequency 8840 kc and that the continued use of this frequency and the activation of the frequency 8837 kc by the aeronautical mobile (R) service at various locations in the Caribbean area would result in harmful mutual interference; and

It further appearing, that the frequency 8840 kc is in the band 8815-8865 kc which is allocated to the aeronautical mobile (R) service in the Atlantic City Table of Frequency Allocations; and

It further appearing, that under the provisions of the agreement concluded at the Extraordinary Administrative Radio Conference (EARC) of the ITU at Geneva 1951, the frequency 8837 kc must be cleared of assignments capable of causing harmful interference to the aeronautical mobile (R) service if the Atlantic City Table of Frequency Allocations and the frequency plan for the aeronautical mobile (R) service contained in the EARC Agreement are to be brought into force; and

It further appearing, that because the activation of the frequency 8837 kc by the aeronautical mobile (R) service is scheduled to occur between December 1, 1953, and January 1, 1954, the public interest requires that the licenses of the coast stations in the Mississippi River System are to be modified so as to delete the frequency 8840 kc prior to that time and substitute a replacement frequency therefor.

It is ordered, That pursuant to section 316 of the Communications Act of 1934, as amended, that the licensees listed below are directed to show cause, on or before November 16, 1953, why their licenses should not be modified to delete, as of December 1, 1953, the frequency 8840 kc now authorized for use at the stations listed below and substitute, as of December 1, 1953, the replacement frequency 8205.5 kc.

Released: October 16, 1953.

FEDERAL COMMUNICATIONS COMMISSION,
 [SEAL] Wm. P. MASSING,
 Acting Secretary.

Call, Location, and Licensee

- WAX, Lake Bluff, Ill., Illinois Bell Telephone Co.
- WFN, Louisville, Ky., Warner & Tamble Radio Service.
- WGE, St. Louis, Mo., RMCA.
- WCM, Pittsburgh, Pa., RMCA.
- WBN, Memphis, Tenn., Warner & Tamble Radio Service.
- WJG, Memphis, Tenn., Warner & Tamble Radio Service.

[F. R. Doc. 53-9017; Filed, Oct. 23, 1953; 8:47 a. m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-1116, G-1152, G-1240, G-1317, G-1344, G-1379, G-1415, G-1417, G-1457, G-1509, G-1616, G-1625, G-1653]

PANHANDLE EASTERN PIPE LINE CO. ET AL.

ORDER FIXING DATE FOR ORAL ARGUMENT

In the matters of Panhandle Eastern Pipe Line Company, Docket Nos. G-1116, G-1240, G-1317, G-1344, and G-1417; City of Port Huron, City of Marysville, City of St. Clair, Michigan, municipal

FEDERAL COMMUNICATIONS COMMISSION,
 [SEAL] Wm. P. MASSING,
 Acting Secretary.

[F. R. Doc. 53-9016; Filed, Oct. 23, 1953; 8:47 a. m.]

[Docket No. 10725]

CERTAIN COAST STATIONS IN MISSISSIPPI RIVER SYSTEM AREA; MODIFICATION OF LICENSES

ORDER TO SHOW CAUSE

In the matter of modification of licenses of coast stations currently authorized to operate in the Mississippi River System areas on certain frequencies between 4000 and 18,000 kc; Docket No. 10725.

At a session of the Federal Communications Commission held at its offices in Washington 25, D. C., on the 14th day of October 1953.

The Commission having under consideration the matter of modifying licenses of coast stations operating in the Mississippi River System areas on certain frequencies between 4000 and 18,000 kc pursuant to the Atlantic City Table of Frequency Allocations or the Geneva Agreement (1951)

It appearing, that on October 14, 1953, the Commission adopted a notice of proposed rule-making in Docket No. 10724, which proposed, among other things, the modification of Part 7 of the Commission's rules with reference to the availability of frequencies for use by coast stations in the Mississippi River System areas; and

It further appearing, that certain coast stations in the Mississippi River System

corporations, Docket No. G-1152; South-eastern Michigan Gas Company, Docket No. G-1415; Michigan Consolidated Gas Company, complainant, Docket No. G-1379 v. Panhandle Eastern Pipe Line Company, defendant, Northern Indiana Fuel and Light Company, Docket No. G-1457; The Central West Utility Company, Docket No. G-1616; Michigan Gas Utilities Company, Docket No. G-1625; City of Auburn, Illinois, Docket No. G-1659; Missouri Central Natural Gas Company, Docket No. G-1509.

The Commission on June 9, 1953, issued in these proceedings an "Order Omitting Intermediate Decision, Prescribing the Form of, and Date for Filing of, Briefs, and Providing for Oral Argument at Time and Place to Be Fixed by Further Order." This order pertained to the rate aspects of the consolidated matters and proceedings held pursuant to sections 4 and 5 of the Natural Gas Act.

The Commission orders:

(A) The oral argument heretofore provided for by the order issued July 9, 1953, be held on November 19, 1953, at 10:00 a. m. in the Commission's Hearing Room, 441 G Street NW., Washington, D. C.

(B) Each party, including staff counsel, on or before November 9, 1953, shall notify the Secretary of the Commission, in writing, as to (i) whether such party will participate in the oral argument, and (ii) the amount of time, if any, desired for such oral argument.

Adopted: October 15, 1953.

Issued: October 20, 1953.

By the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 53-9030; Filed, Oct. 23, 1953;
8:49 a. m.]

[Docket No. G-1630]

EL PASO NATURAL GAS Co.

NOTICE OF PETITION TO AMEND CERTIFICATE
OF PUBLIC CONVENIENCE AND NECESSITY

OCTOBER 20, 1953.

Take notice that on October 7, 1953, El Paso Natural Gas Company (Applicant) a Delaware corporation with its principal office in El Paso, Texas, filed a petition to amend the certificate of public convenience and necessity authorized by order issued on June 23, 1952, in Docket No. G-1630.

The certificate in Docket No. G-1630, among other things authorizes Applicant to sell and deliver 20,000 Mcf of natural gas per day to Nevada Natural Gas Pipe Line Company (Nevada Natural) at a point near Topock, Arizona. At the same time Nevada Natural was authorized to construct a pipeline from a point on the Arizona-California boundary line (in the Colorado River) near Topock to a point near Las Vegas, Nevada. Applicant now requests amendment of the certificate issued in Docket No. G-1630: (1) To authorize a joint crossing of the Colorado River near Needles, California, in lieu of Topock, and the construction of ap-

proximately 3 miles of 10 $\frac{3}{4}$ -inch pipeline extending northwesterly from a point adjacent to Applicant's Topock meter station to a point of connection with the pipeline proposed to be constructed by Nevada Natural, together with necessary metering and regulating equipment; and (2) to permit Applicant to file a rate schedule or rate schedules covering deliveries to Nevada Natural at rates above those specified in said order subject to certain conditions specified in the petition. Applicant also requests permission to lease and operate that portion of the proposed pipeline to be constructed by Nevada Natural in Arizona between the proposed Colorado River crossing near Needles and the point of connection with the line proposed to be constructed by Applicant.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before the 9th day of November 1953. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 53-9018; Filed, Oct. 23, 1953;
8:47 a. m.]

[Docket No. G-1995]

MISSISSIPPI RIVER FUEL CORP.

ORDER OMITTING INTERMEDIATE DECISION
PROCEDURE AND FIXING DATE FOR ORAL
ARGUMENT

On October 1, 1953, at the conclusion of the hearing upon rehearing in this matter, counsel for Mississippi River Fuel Corporation (Applicant) moved orally on the record that, pursuant to § 1.30 (c) of the Commission's rules of practice and procedure, the intermediate decision procedure be omitted. This motion was opposed by counsel for the intervening coal and labor interests and Commission Staff counsel. Counsel for Applicant also requested orally on the record an opportunity to present oral argument before the Commission in this matter.

The application in this matter was filed on July 9, 1952, the initial hearings were held September 22 and 23, 1952, and after oral argument the Examiner's Decision was reversed and the application denied by the order in Opinion No. 250, issued May 11, 1953. Applicant duly applied for rehearing of the May 11 order, and rehearing was granted to permit Applicant to adduce "additional facts occurring since the close of the record."

The Commission finds:

(1) It is necessary and appropriate in carrying out the provisions of the Natural Gas Act that the aforesaid motion of Applicant to omit the intermediate decision procedure and the aforesaid request of Applicant for oral argument before the Commission be granted as hereinafter ordered and provided.

(2) The record in this proceeding demonstrates that due and timely execution of its functions imperatively and unavoidably requires that the intermedi-

ate decision procedure be omitted in this proceeding as hereinafter ordered and provided and that the Commission render a decision in this proceeding.

The Commission orders:

(A) The intermediate decision procedure be and it is hereby omitted herein in accordance with the provisions of § 1.30 (18 CFR 1.30) of the Commission's rules of practice and procedure.

(B) Oral argument shall be had before the Commission on November 17, 1953, at 10:00 a. m., e. s. t., in the Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved and the issues presented in this proceeding.

(C) Those parties to this proceeding who intend to participate in the oral argument shall notify the Secretary of the Commission on or before November 6, 1953, of such intention and of the time required for presentation of their argument.

Adopted: October 15, 1953.

Issued: October 20, 1953.

By the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 53-9034; Filed, Oct. 23, 1953;
8:50 a. m.]

[Docket No. G-2208]

TEXAS EASTERN TRANSMISSION CORP.

ORDER FIXING DATE OF HEARING

On July 3, 1953, Texas Eastern Transmission Corporation (Applicant), a Delaware corporation with its principal place of business at Shreveport, Louisiana, filed in Docket No. G-2208, as supplemented on August 4, 1953, an application for a certificate of public convenience and necessity, pursuant to section 7 of the Natural Gas Act, authorizing the construction and operation of certain natural gas transmission pipe line facilities for, inter alia, the purpose of connecting to its system certain new sources of gas supply and transporting the gas obtained from such sources.

Applicant has requested that its application be heard under the shortened procedure provided for in § 1.32 (b) of the Commission's rules of practice and procedure (18 CFR 1.32 (b)). Due notice of the filing of the application has been given, including publication in the FEDERAL REGISTER on July 17, 1953 (18 F. R. 4204)

The Commission finds:

(1) This proceeding, in the circumstances, is not a proper one for disposition under the provisions of the aforesaid § 1.32 (b) of its rules of practice and procedure.

(2) It is appropriate, reasonable, and in the public interest in carrying out the provisions of the Natural Gas Act, and good cause exists, to hold a public hearing in the above-entitled proceeding as hereinafter provided and ordered.

The Commission orders:

(A) Pursuant to authority contained in and subject to the jurisdiction conferred upon the Federal Power Commis-

sion by sections 7, 15, and 16 of the Natural Gas Act, and the Commission's general rules and regulations, including rules of practice and procedure (18 CFR, Chapter I) a public hearing be held, commencing on October 28, 1953, at 10:00 a. m., e. s. t., in the Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved in and the issues presented by the supplemented application herein.

(B) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f))

Adopted: October 16, 1953.

Issued: October 20, 1953.

By the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 53-9033; Filed, Oct. 23, 1953;
8:50 a. m.]

[Docket No. G-2211]

TEXAS GAS TRANSMISSION CORP.

ORDER FIXING DATE OF HEARING

Texas Gas Transmission Corporation (Applicant) a Delaware corporation having its principal place of business at 416 West Third Street, Owensboro, Kentucky, filed, on July 13, 1953, as supplemented August 5, 1953, an application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, authorizing the construction and operation of a metering station and appurtenant equipment and the delivery and sale of natural gas to Western Kentucky Gas Company for resale in the Calvert City area of Marshall County, Kentucky, all as more fully described in said application on file with the Commission and open to public inspection.

Applicant has requested that its application be heard under the shortened procedure provided by § 1.32 (b) (18 CFR 1.32 (b)) of the Commission's rules of practice and procedure, and no request to be heard, protest, or petition has been filed subsequent to the giving of due notice of the filing of the application, including publication in the FEDERAL REGISTER on August 29, 1953 (18 F. R. 5184-5)

The Commission finds: This proceeding is a proper one for disposition under the provisions of § 1.32 (b) of the Commission's rules of practice and procedure.

The Commission orders:

(A) 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 be held on November 2, 1953, at 9:45 a. m., e. s. t., in the Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concerning the matters involved and the issues presented by such application: *Provided, however* That the Commis-

sion may, after a noncontested hearing, forthwith dispose of the proceeding pursuant to the provisions of § 1.32 (b) of the Commission's rules of practice and procedure.

(B) Interested State Commissions may participate as provided by §§ 1.8 and 1.37 (f) (18 CFR 1.8 and 1.37 (f)) of the said rules of practice and procedure.

Adopted: October 19, 1953.

Issued: October 20, 1953.

By the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 53-9031; Filed, Oct. 23, 1953;
8:50 a. m.]

[Docket No. G-2233]

SOUTHERN NATURAL GAS CO.

ORDER FIXING DATE FOR HEARING

On August 21, 1953, Southern Natural Gas Company (Applicant) a Delaware corporation with its principal office in Birmingham, Alabama, filed an application with the Federal Power Commission, pursuant to section 7 (b) of the Natural Gas Act, requesting authority to abandon its Town border measuring station, having a capacity of 233 Mcf per hour, at Yazoo, Mississippi, and 1.76 miles of 4½-inch tap line running northward from Applicant's main North line and ending at the aforesaid measuring station, both of which are being used for the sale of natural gas to Mississippi Valley Gas Company for distribution within Yazoo City.

In addition, Applicant, pursuant to section 7 (c) of the Natural Gas Act, requests a certificate of public convenience and necessity to construct, and operate a new Town border measuring station, having a capacity of 535 Mcf per hour, to be located at Yazoo City, approximately 3.56 miles westward from the present Yazoo tap, near where that line crosses U. S. Highway No. 49, as described in the application on file with the Commission and open to public inspection.

The Commission finds: This proceeding is a proper one for disposition under the provisions of § 1.32 (b) (18 CFR 1.32 (b)) of the Commission's rules of practice and procedure, Applicant having requested that its application be heard under the shortened procedure provided by the aforesaid rule for noncontested proceedings, and no request to be heard, protest or petition having been filed subsequent to the giving of due notice of the filing of the application, including publication in the FEDERAL REGISTER on September 10, 1953 (18 F. R. 5459)

The Commission orders:

(A) 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 be held on November 2, 1953, at 9:45 a. m., e. s. t., in the Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D. C., concern-

ing the matters involved in and the issues presented by the application: *Provided, however* That the Commission may, after a noncontested hearing, forthwith dispose of the proceedings pursuant to the provisions of § 1.32 (b) of the Commission's rules of practice and procedure.

(B) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) (18 CFR 1.8 and 1.37 (f)) of the said rules of practice and procedure.

Adopted: October 19, 1953.

Issued: October 20, 1953.

By the Commission.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 53-9032; Filed, Oct. 23, 1953;
8:50 a. m.]

[Docket No. G-2266]

EL PASO NATURAL GAS CO.

NOTICE OF APPLICATION

OCTOBER 20, 1953.

Take notice that on October 5, 1953, El Paso Natural Gas Company (Applicant) a Delaware corporation with its principal office in El Paso, Texas, filed application with the Federal Power Commission for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act authorizing the construction and operation of certain facilities hereinafter described.

Applicant proposes the construction and operation of approximately 7 miles of 8½-inch pipeline in Pinal County, Arizona, extending from Applicant's existing Magma pipeline at a point in Section 4, Township 9 South, Range 16 East in a southwesterly direction, to a point in Section 29, Township 9 South, Range 17 East, together with necessary metering and regulating equipment for the sale of natural gas to Arizona Public Service Company for resale in the area of the San Manuel Copper Corporation housing project under construction near the terminus of the proposed pipeline. The facilities are estimated to cost \$156,093.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before the 9th day of November 1953. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 53-9019; Filed, Oct. 23, 1953;
8:48 a. m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

GRACE LINE, INC., AND PACIFIC ARGENTINE
BRAZIL LINE, INC.

NOTICE OF AGREEMENT FILED FOR APPROVAL

Notice is hereby given that the following described agreement has been filed

with the Board for approval pursuant to section 15 of the Shipping Act, 1916, as amended; 39 Stat. 733, 46 U. S. C. 814.

Agreement No. 7922 between Grace Line, Inc. and Pacific Argentine Brazil Line, Inc., provides for the joint booking and transportation of passengers on tours of North and South America using any combination of services of both parties.

Interested parties may inspect this agreement and obtain copies thereof at the Regulation Office, Federal Maritime Board, Washington, D. C., and may submit, within 20 days after publication of this notice in the FEDERAL REGISTER, written statements with reference to this agreement and their position as to approval, disapproval, or modification, together with request for hearing should such hearing be desired.

Dated: October 22, 1953.

By order of the Federal Maritime Board.

[SEAL] A. J. WILLIAMS,
Secretary.

[F. R. Doc. 53-9036; Filed, Oct. 23, 1953;
8:51 a. m.]

INTERSTATE COMMERCE COMMISSION

[4th Sec. Application 28561]

MERCHANDISE IN MIXED CARLOADS FROM
CHICAGO, ILL., TO TALLAHASSEE, FLA.

APPLICATION FOR RELIEF

OCTOBER 21, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by R. G. Raasch, for carriers parties to schedule listed below.

Commodities involved: Merchandise in mixed carloads.

From: Chicago, Ill., and points grouped therewith.

To: Tallahassee, Fla.

Grounds for relief: Rail competition, circuitry, competition with motor carriers, and additional routes.

Schedules filed containing proposed rates: R. G. Raasch, Agent, I. C. C. No. 752, supp. 23.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hear-

ing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W LAIRD,
Secretary.

[F. R. Doc. 53-9021; Filed, Oct. 23, 1953;
8:48 a. m.]

[4th Sec. Application 28562]

MERCHANDISE IN MIXED CARLOADS BETWEEN VAN WINKLE, MISS., ILLINOIS TERRITORY AND SOUTHERN BORDER POINTS

APPLICATION FOR RELIEF

OCTOBER 21, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by R. E. Boyle, Jr., Agent, for carriers parties to schedules listed below.

Commodities involved: Merchandise in mixed carloads.

Between: Van Winkle, Miss., on the one hand, and Illinois territory and southern border points including Washington, D. C., on the other.

Grounds for relief: Competition with rail carriers, circuitous routes and competition with motor carriers.

Schedules filed containing proposed rates: C. A. Spaninger, Agent, I. C. C. No. 1305, supp. 34; C. A. Spaninger, Agent, I. C. C. No. 752, supp. 25.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W LAIRD,
Secretary.

[F. R. Doc. 53-9022; Filed, Oct. 23, 1953;
8:48 a. m.]

[4th Sec. Application 28563]

PAPER ARTICLES FROM EAST PORT, FLA., TO THE SOUTHWEST

APPLICATION FOR RELIEF

OCTOBER 21, 1953.

The Commission is in receipt of the above-entitled and numbered applica-

tion for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by F. C. Kratzmeir, Agent, for carriers parties to schedule listed below. Commodities involved: Paper and paper articles, and wallboard, carloads. From: East Port, Fla.

To: Points in the southwest.

Grounds for relief: Rail competition, circuitry, market competition, grouping, and additional origin.

Schedules filed containing proposed rates: F. C. Kratzmeir, Agent, I. C. C. No. 4063, Supp. 22.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W LAIRD,
Secretary.

[F. R. Doc. 53-9023; Filed, Oct. 23, 1953;
8:48 a. m.]

[4th Sec. Application 28564]

CLAY FROM SOUTHERN TERRITORY TO POINTS IN SOUTHERN TERRITORY INCLUDING POINTS IN VIRGINIA AND SOUTH POINT, OHIO

APPLICATION FOR RELIEF

OCTOBER 21, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by R. E. Boyle, Jr., Agent, for carriers parties to schedule listed below.

Commodities involved: Clay, kaolin or pyrophyllite, carloads.

From: Points in southern territory.

To: Points in southern territory including points in Virginia, also to South Point, Ohio.

Grounds for relief: Rail competition, circuitous routes, grouping, and to apply rates constructed on the basis of the short line distance formula.

Schedules filed containing proposed rates: C. A. Spaninger, Agent, I. C. C. No. 1323, supp. 29.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Com-

mission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD,
Secretary.

[F. R. Doc. 53-9024; Filed, Oct. 23, 1953;
8:49 a. m.]

[4th Sec. Application 28565]

IRON AND STEEL FROM TERRE HAUTE, IND.,
TO BATON ROUGE AND NEW ORLEANS,
LA.

APPLICATION FOR RELIEF

OCTOBER 21, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by F. C. Kratzmeir, Agent, for carriers parties to R. G. Raasch's tariff I. C. C. No. 776, pursuant to fourth-section order No. 16101.

Commodities involved: Iron and steel articles, carloads.

From: Terre Haute, Ind.

To: Baton Rouge and New Orleans, La.

Grounds for relief: Competition with rail carriers, circuitous routes and operation through higher-rated territory.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD,
Secretary.

[F. R. Doc. 53-9025; Filed, Oct. 23, 1953;
8:49 a. m.]

[4th Sec. Application 28566]

IRON AND STEEL FROM TERRE HAUTE, IND.,
TO MEMPHIS, TENN.

APPLICATION FOR RELIEF

OCTOBER 21, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by F. C. Kratzmeir, Agent, for carriers parties to Agent R. G. Raasch's tariff I. C. C. No. 776, pursuant to fourth-section order No. 16101.

Commodities involved: Iron and steel articles, carloads.

From: Terre Haute, Ind.

To: Memphis, Tenn.

Grounds for relief: Competition with rail carriers, circuitous routes and operation through higher-rated territory.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD,
Secretary.

[F. R. Doc. 53-9026; Filed, Oct. 23, 1953;
8:49 a. m.]

[4th Sec. Application 28567]

CRUDE PETROLEUM OIL FROM WATFORD
CITY, N. DAK., TO MINNESOTA AND
WISCONSIN

APPLICATION FOR RELIEF

OCTOBER 21, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by The Great Northern Railway Company.

Commodities involved: Crude petroleum oil, in tank-car loads.

From: Watford City, N. Dak.

To: St. Paul, Minneapolis, Minnesota Transfer, Refinery Spur, St. Paul Park, Alford and Duluth, Minn., and Superior, Wis.

Grounds for relief: Market competition and cross-country competition.

Schedules filed containing proposed rates: Great Northern Railway Company, I. C. C. No. A-8163, supp. 74.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD,
Secretary.

[F. R. Doc. 53-9027; Filed, Oct. 23, 1953;
8:49 a. m.]

[4th Sec. Application 28568]

LIQUEFIED PETROLEUM GAS FROM ILLINOIS
TERRITORY TO THE SOUTH

APPLICATION FOR RELIEF

OCTOBER 21, 1953.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by R. G. Raasch, Agent, for carriers parties to his tariff I. C. C. No. 726.

Commodities involved: Liquefied petroleum gas, in tank-car loads, also related petroleum products, carloads.

From: Points in Illinois territory.

To: Points in southern territory.

Grounds for relief: Rail competition, circuitous routes, grouping, and analogous commodities.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission.

[SEAL] GEORGE W. LAIRD,
Secretary.

[F. R. Doc. 53-9028; Filed, Oct. 23, 1953;
8:49 a. m.]

