

Health, Education, and Welfare Department

See also Food and Drug Administration; Social Security Administration.

NOTICES:
Surplus property utilization program; statement of organization and delegation of authority..... 6658

RULES AND REGULATIONS:
Surplus personal property; allocation and utilization for educational, public health and civil defense purposes; miscellaneous amendments..... 6622

Surplus real property; disposal and utilization for educational and public health purposes; assignment of real property..... 6622

Indian Affairs Bureau

RULES AND REGULATIONS:
San Carlos Indian Irrigation Project, Arizona; operation and maintenance charges..... 6621

Interior Department

See also Fish and Wildlife Bureau; Indian Affairs Bureau; Land Management Bureau.

NOTICES:
Outer Continental Shelf; Atlantic coast area; geological and geophysical explorations..... 6656

Internal Revenue Service

RULES AND REGULATIONS:
Income tax; taxable years beginning after Dec. 31, 1953; employee stock options..... 6621

Interstate Commerce Commission

NOTICES:
Fourth section applications for relief..... 6665
Motor carrier transfer proceedings..... 6664

RULES AND REGULATIONS:
Explosives and other dangerous articles; miscellaneous amendments..... 6623
Long-and-short-haul and aggregate-of-intermediate rates; change of effective date (2 documents)..... 6629

Labor Department

See Wage and Hour Division.

Land Management Bureau

NOTICES:
Arkansas; proposed withdrawal and reservation of minerals..... 6655
Proposed withdrawal and reservation of lands:
Alaska..... 6655
California..... 6655

Securities and Exchange Commission

NOTICES:
Consolidated Development Corp.; order summarily suspending trading..... 6662

Small Business Administration

NOTICES:
Manager, Disaster Loan Field Office, Endwell, N.Y.; delegations of authority..... 6663
New York; declaration of disaster area..... 6663

Social Security Administration

NOTICES:
Findings regarding foreign social insurance and pension systems:
Netherlands..... 6657
Uruguay..... 6657

Treasury Department

See also Coast Guard; Customs Bureau; Internal Revenue Service.

NOTICES:
Acting Commissioner of Public Debt; delegation of authority... Bicycles from Czechoslovakia; determination of sales at less than fair value..... 6657

Wage and Hour Division

NOTICES:
Learner employment certificates; issuance to various industries... 6663

Codification Guide

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

Monthly, quarterly, and annual cumulative guides, published separately from the daily issues, include the section numbers as well as the part numbers affected.

7 CFR

811.....	6617
936.....	6618
975.....	6618
995.....	6619

14 CFR

241.....	6613
289.....	6613
609.....	6615

PROPOSED RULES:

60.....	6634
600 (4 documents).....	6635, 6648, 6649, 6651
601 (8 documents).....	6635, 6648, 6649, 6651-6653
602.....	6654
608.....	6651

19 CFR

8.....	6620
--------	------

21 CFR

120.....	6620
121.....	6620

PROPOSED RULES:

3.....	6633
120.....	6634
121.....	6633

25 CFR

221.....	6621
----------	------

26 (1954) CFR

1.....	6621
--------	------

32A CFR

OCDM (CH. I):

DMO IV-1.....	6632
---------------	------

45 CFR

12.....	6622
13.....	6622

46 CFR

171.....	6632
----------	------

49 CFR

72.....	6624
73.....	6624
74.....	6627
75.....	6627
77.....	6627
78.....	6628
143 (2 documents).....	6629

Now Available

UNITED STATES GOVERNMENT ORGANIZATION MANUAL

1960-61 Edition

(Revised through June 11)

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

817 pages—\$1.50 a copy

Order from Superintendent of Documents, United States Government Printing Office, Washington 25, D.C.

Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. No. ER-308]

PART 241—UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS

Mutual Aid Payments and Reports on Interruptions in Air Transport Operations

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 7th day of July 1960.

At the present time, Part 241 of the Board's Economic Regulations, entitled "Uniform System of Accounts and Reports for Certificated Air Carriers," contains no instructions on (1) the accounting treatment to be accorded receipts or expenditures under the mutual aid agreement applicable to work stoppages due to strikes, between six carriers, which was approved, subject to modifications, by Board Order E-13899, dated May 20, 1959 (C.A.B. Agreement No. 12633) or (2) the reporting of substantial work stoppages.

As to the accounting treatment to be accorded receipts or expenditures under mutual aid agreements, the Board finds that regulation is needed regardless of Board action on the pending request for renewal of its approval set forth in Board Order E-13899, dated May 20, 1959 (C.A.B. Agreement No. 12633), and the Board's adoption of this regulation in no wise prejudices its action on such request.

As to the reporting of substantial work stoppages, it is apparent that the closing down of operations, regardless of the cause, if of any significant duration, has a substantial impact on operating results. In order to disclose the resulting distortion in income, it appears desirable to the Board to amend the reporting requirements to provide for the submission of information concerning the degree of interruption in service, the period of interruption and the cause of the interruption.

In view of the above, the Board issued a notice of proposed rule making, Docket No. 11148, published in the FEDERAL REGISTER on February 20, 1960 (25 F.R. 1527), in which it proposed an amendment to Part 241 of the Economic Regulations to provide instructions to carriers on the accounting treatment of receipts and expenditures relating to mutual assistance agreements in the event of strikes. The amendment would also require reports on all substantial interruptions of operations irrespective of whether or not such interruptions are related to mutual aid agreements.

Interested persons have been afforded an opportunity to participate in the making of this rule, and due consideration has been given to all relevant matter presented. Comments were received from three air carriers. One air carrier favored the amendment as proposed. Of the other two carriers, one questioned the scope of the reporting requirement, feeling it should be limited only to work stoppages covered by mutual aid agreements. The Board finds that there is need for a report to be made whenever operations are substantially interrupted, whether or not such work stoppages are covered by such agreements. Interruptions to be reported must affect at least ten percent of the scheduled operations for any given month. It is believed that such interruptions, regardless of their cause, have a significant effect on operating results and should therefore be reported.

The third carrier objected to the proposed accounting classification "4600 Incidental Revenues—Net" for recording the receipts and expenditures under mutual assistance agreements and suggested instead the use of account classification "8100 Nonoperating Income and Expense—Net." The account classification to be used for receipts and expenditures under mutual aid agreements was fully analyzed prior to release of the notice of proposed rule making, and, in view of this objection, has again been thoroughly reviewed. The Board feels that account classification "4600 Incidental Revenues—Net," as originally proposed, offers the most suitable classification in which to record these items. Classification of the receipts and payments as nonoperating items would have a distortive effect on the relationship between revenues and expenses of individual air carriers, while under the proposed classification the receipts of an individual carrier would offset the continuing expenses of that carrier during the strike, and the payments to others would offset the extra traffic carried during the strike. This treatment would preserve the integrity of the classification "3900 Transport Revenues" and at the same time disclose at the total operating revenue level the amount of revenue actually received for the period.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 241 of the Economic Regulations (14 CFR Part 241) effective September 1, 1960, as follows:

1. By redesignating paragraphs (b) and (c) of § 241.12-18 *Other incidental revenues* as (c) and (d), respectively, and adding a new paragraph (b) to read as follows:

(b) This account shall include receipts and payments under agreements with other air carriers providing for mutual financial assistance in the case of work stoppages.

2. By adding a new paragraph (d) to § 241.24 *Schedule P-2* to read as follows:

(d) Each air carrier shall include on this schedule a description of each interruption in air transport operations, the aggregate effect of which is ten (10) percent or more of the scheduled revenue plane-miles which, except for the interruption, would have been operated during the month or either of two consecutive months affected. The information to be reported for each such interruption in operations shall consist of: (1) For the report period in which partial or complete interruption first occurs, the nature of the interruption and dates of partial and/or complete cessation of operations, as applicable; (2) for each report period until full resumption of operations, an estimate of the revenue plane-miles canceled in each month of the quarter because of the interruption; and (3) for the report period in which scheduled operations are resumed, dates of partial and/or complete resumption, as applicable.

3. By redesignating paragraphs (d) through (j) of § 241.24 *Schedule P-4* as (e) through (k), respectively, and adding a new paragraph (d) to read as follows:

(d) Receipts from and payments to other air carriers under agreements providing for mutual financial assistance in the case of work stoppage shall be identified in separate amounts for the individual air carriers involved, through appropriate footnote on Schedule P-2 and shall be cross-referenced to account "18 Other Incidental Revenues" reflected in this schedule. The note covering payments under such agreements shall identify the items and the amounts of the gross revenues and gross expenses upon which the payments to each air carrier are predicated.

(Sec. 204(a), 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply sec. 407(a), 72 Stat. 766; 49 U.S.C. 1377)

NOTE: The reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

By the Civil Aeronautics Board.

[SEAL]

ROBERT C. LESTER,
Secretary.

[F.R. Doc. 60-6554; Filed, July 13, 1960; 8:52 a.m.]

[Reg. No. ER-309]

PART 289—EXEMPTING CERTIFICATED ROUTE AIR CARRIERS FROM FILING CERTAIN AGREEMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 8th day of July 1960.

Section 412(a) of the Federal Aviation Act of 1958 requires air carriers which are parties to certain contracts or agreements affecting air transportation to file copies thereof with the Board.

Experience has shown that many of the agreements filed are of such a routine nature that their review by the Board accomplishes little toward the effective regulation of the air carriers. Accordingly, the Board, in a notice of proposed rule making (EDR-9, dated January 27, 1960, Docket 11107) proposed that the certificated route air carriers be exempted from the filing requirements with respect to any agreement between any two certificated route air carriers or between one certificated route air carrier and one foreign air carrier which, by its terms, provides only for the furnishing of facilities, ground equipment, services or building and ground space except when: (a) Such agreement is between "affiliated" carriers as that term is defined in Part 261; (b) such agreement provides for specific fees or charges that in the aggregate exceed \$20,000 per year; or (c) such agreement amends an existing agreement which itself would be ineligible for exemption under this part. The proposal stated that multilateral agreements were not to come within the scope of the proposed exemption and that the regulation would not apply to supplemental air carriers, irregular air carriers, air taxi operators or indirect air carriers. It added, moreover, that no antitrust immunity would be conferred on parties to agreements not filed and that the carriers are expected to continue to file agreements of any antitrust significance.

Interested persons have been afforded opportunity to participate in the formulation of this regulation and due consideration has been given to all relevant matter presented. Comments regarding the proposal were received from five certificated route air carriers. Though all favor adoption of such a regulation, four submitted suggestions which call for further clarification of the initial proposal and an expansion of the proposed exemption authority.

Upon review of the comments received, the Board has found that a clarification of the terms "services" and "facilities" is necessary in order to clearly define the precise scope of the proposed exemption. In its explanatory statement accompanying the notice of proposed rule making, the Board stated that initially the exemption should be limited and that any expansion thereof should be based on experience. Though the intent of the proposed rule was to limit the exempted agreements to those involving ground facilities and ground services, as opposed to flight and traffic services, the proposed rule did not modify the terms "facilities" and "services." This question is resolved in the final rule with the insertion of the word "ground" before the terms "facilities" and "services." The grant of an exemption will be limited to agreements involving ground facilities and ground serv-

ices and does not include agreements involving flight and traffic matters such as reservations and ticketing. Thus, in answer to specific problems raised in industry comments, "services" encompassing the lease of an aircraft would not be exempt. Likewise, interline or joint traffic arrangements such as those concerned with reservations, ticketing, agency, sales or solicitation (passenger or cargo), freight pick-up and delivery, and joint sales facilities would still have to be filed with the Board.

In response to a further suggestion, the Board agrees that agreements which only provide for a unit charge (per gallon, per hour, etc.), leaving the total annual charge dependent upon the quantity of service actually provided, be exempt so long as it is anticipated at the time the agreement is executed that the annual charge will not exceed the dollar limitation established by the regulation. It seems logical to the Board to exempt such agreements where it is in fact not known what amount of the particular commodity or service might be used during any twelve-month period, and where the participants, in good faith, do not expect the aggregate charge to exceed the dollar limitation established by the regulation. The suggestion is therefore reflected in the regulation. However, the regulation adds that, should the annual charge exceed the dollar limitation at any time during any twelve-month period, the carriers are to (1) report promptly the total amount paid and (2) file the agreement with the Board under section 412 upon request by the Director of the Board's Bureau of Air Operations.

The Board, upon considering the possibility of extending this regulation to include agreements among three or more carriers, believes it is not advisable to so expand the exemption at this time. Multilateral agreements have on occasion required more than routine attention by the staff and the Board, and are more likely to involve antitrust considerations.

In view of the limited scope of the exemptions herein provided and the fact that no immunity is conferred on such agreements under section 414, the Board finds that a suggested increase of the dollar limitation will not be adverse to the public interest. Consequently, the originally proposed \$20,000 limit has been increased to \$50,000.

Finally, a statement has been added to § 289.2 that the exemption granted by this part does not apply to agreements violative of the "antitrust laws," as that term is defined in section 1 of the Clayton Act.

The Board finds that enforcement of section 412(a) of the Act insofar as it would require the certificated route air carriers to file the agreements described in § 289.2 would be an undue burden on such air carriers by reason of the limited extent of, or unusual circumstances affecting, their operations and is not in the public interest.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends

the Economic Regulations (14 CFR Ch. II) effective August 12, 1960, by adding thereto a new Part 289, to read as follows:

- Sec.
289.1 Definition.
289.2 Agreements which need not be filed.
289.3 Effect of exemption.

AUTHORITY: §§ 289.1 to 289.3 inclusive, issued under sec. 204(a), 416, 72 Stat. 743, 771; 49 U.S.C. 1324, 1386.

§ 289.1 Definition.

For the purpose of this part:

(a) "Certificated route air carrier" means any air carrier which holds a certificate of public convenience and necessity issued under section 401 of the Federal Aviation Act of 1958 authorizing unlimited regularly scheduled route service between specified points or, in case of foreign air transportation, along a general route or routes, designated in the certificate.

§ 289.2 Agreements which need not be filed.

Certificated route air carriers shall be exempt from the provisions of section 412(a) of the Federal Aviation Act with respect to any agreement between two such air carriers, or between such an air carrier and a foreign air carrier, which, by its terms, provides only for the furnishing of ground facilities, ground equipment, ground services or building or ground space, except when:

(a) Such agreement is between carriers "affiliated" within the meaning of that term as it is used in Part 261 of this subchapter; or

(b) Such agreement provides for fees or charges that in the aggregate are known or anticipated to exceed \$50,000 during any twelve-month period, provided that in case the aggregate annual charge under an agreement believed to fall within this exemption at the time of execution exceeds the dollar limitation in any twelve-month period, the carriers shall (1) report promptly the total amount paid and (2) file the agreement with the Board under section 412 of the Federal Aviation Act of 1958 upon request by the Director of the Board's Bureau of Air Operations; or

(c) Such agreement amends an existing agreement which itself is ineligible for exemption under this part; or

(d) Such agreement is violative of the "antitrust laws" as that term is defined in section 1 of the Clayton Act, 15 U.S.C. 12.

§ 289.3 Effect of exemption.

The exemption granted by this part shall not be deemed to constitute an "order made under sections 408, 409, and 412" within the meaning of section 414 of the Act.

By the Civil Aeronautics Board.

[SEAL] ROBERT C. LESTER,
Secretary.

[F.R. Doc. 60-6555; Filed, July 13, 1960; 8:52 a.m.]

Chapter III—Federal Aviation Agency
 SUBCHAPTER E—AIR NAVIGATION REGULATIONS
 [Reg. Docket No. 439; Amdt. 174]

PART 609—STANDARD INSTRUMENT APPROACH PROCEDURES

Miscellaneous Alterations

The new and revised standard instrument approach procedures appearing hereinafter are adopted to become effective and/or canceled when indicated in order to promote safety. The revised procedures supersede the existing procedures of the same classification now in effect for the airports specified therein. For the convenience of the users, the revised procedures specify the complete procedure and indicate the changes to the existing procedures. Pursuant to authority delegated to me by the Administrator (24 F.R. 5662), I find that a situation exists requiring immediate action in the interest of safety, that notice and public procedure hereon are impracticable, and that good cause exists for making this amendment effective on less than thirty days' notice.

Part 609 (14 CFR Part 609) is amended as follows:

1. The low or medium frequency range procedures prescribed in § 609.100(a) are amended to read in part:

LFR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Windsor VOR.....	QG LFR.....	064—3.3.....	2000	T-dn..... C-dn..... A-dn.....	*500-1 800-1 800-2	*500-1 800-1 800-2	*500-1 800-1½ 800-2

Procedure turn E side of crs, 142° Outbnd, 322° Inbnd, 2,000' within 10 mi.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 327°—7.9 mi.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 7.9 mi, climb to 2300' on NW crs Windsor LFR to Warren Int.
AIR CARRIER NOTE: Sliding scale not applicable.
 Detroit RBN 2.3 mi SE Detroit City Airport.
 *300-1 take-off authorized on runway 33 only.
 City, Detroit; State, Mich.; Airport Name, Detroit City; Elev., 626'; Fac. Class., SBRAZ; Ident., QG (Windsor LFR); Procedure No. 1, Amdt. 6; Eff. Date, 30 July 60; Sup. Amdt. No. 5; Dated, 14 July 56

Salem VOR.....	Warren Int#.....	082—23.9.....	2700	T-dn.....	*500-1	*500-1	*500-1
Pontiac Int.....	Warren Int (Final)#.....	149—9.5.....	1800	C-dn.....	700-1	700-1	700-1½
Windsor VOR.....	Warren Int#.....	343—13.5.....	2300	A-dn.....	800-2	800-2	800-2

Procedure turn E side of crs, 329° Outbnd, 149° Inbnd, 2300' within 10 mi (nonstandard due to obstruction).
 High obstructions W side of crs.
 Minimum altitude over facility on final approach crs, 1800' Warren Int.#
 Crs and distance, facility to airport, 149—4.5 Warren Int# to Airport.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.5 mi, climb to 2300' proceed to QG-LFR or when directed by ATC: Make left turn climbing to 2300' proceed back to Warren Int.#
AIR CARRIER NOTE: Sliding scale not applicable.
 *300-1 takeoff authorized on Runway 33 only.
 #Warren Int: Int NW crs Windsor LFR and R-082 Salem VOR.
 City, Detroit; State, Mich.; Airport Name, Detroit City; Elev., 626'; Fac. Class., SBRAZ; Ident., QG (Windsor LFR); Procedure No. 2, Amdt. 4; Eff. Date, 30 July 60; Sup. Amdt. No. 3; Dated, 14 July 56

2. The automatic direction finding procedures prescribed in § 609.100(b) are amended to read in part:

ADF STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
				T-dn..... C-dn..... S-dn-24..... A-dn*.....	300-1 500-1 500-1 NA	300-1 600-1 600-1 NA	200-½ 500-1½ 500-1 NA

Transition to final approach course by Radar vectoring is authorized at 1500' MSL (Otis RAPCON) when aircraft is within 20 miles (excludes noncontrolled airspace) of Otis AFB RAPCON site.
 Procedure turn E side of crs, 065° Outbnd, 245° Inbnd, 1500' within 10 mi. NA beyond 10 mi (nonstandard to avoid Otis AFB traffic).
 Minimum altitude over facility on final approach crs, 800'.
 Crs and distance, 245—2.8.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.8 mi, make an immediate left climbing turn return to Hyannis MHW at 1300'.
NOTE: Facility must be monitored aurally during this procedure.
 *Alternate weather minimum of 800-2 authorized for those who have an approved arrangement for weather service at the airport.
 City, Hyannis; State, Mass.; Airport Name, Barnstable; Elev., 62'; Fac. Class., MHW; Ident., HYA; Procedure No. 1, Amdt. 9; Eff. Date, 30 July 60; Sup. Amdt. No. 8; Dated, 23 Aug. 58

RULES AND REGULATIONS

3. The very high frequency omnirange (VOR) procedures prescribed in § 609.100(c) are amended to read in part:

VOR STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
IOW-VOR.....	CID-VOR.....	Direct.....	2100	T-dn.....	300-1	300-1	200-1/2
Belle Plaine Int.....	Watkins Int*.....	Direct.....	2000	C-dn.....	400-1	500-1	500-1 1/2
Watkins Int*.....	CID VOR (final).....	Direct.....	1500	S-dn-8.....	400-1	400-1	400-1
				A-dn.....	800-2	800-2	800-2

Procedure turn South side of crs, 260° Outbnd, 080° Inbnd, 2100' within 10 mi.
 Minimum altitude over facility on final approach crs, 1500'.
 Crs and distance, facility to airport, 087-3.2.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 3.2 miles, climb to 2200' on R-087 CID within 20 mi.
 Major Change: Deletes "No tower" note.
 *Int IOW-VOR R-320 and CID VOR R-260.

City, Cedar Rapids; State, Iowa; Airport Name, Municipal; Elev., 863'; Fac. Class., BVORTAC; Ident., CID; Procedure No. 1, Amdt. 2; Eff. Date, 30 July 60; Sup. Amdt No. 1; Dated, 11 June 60

4. The instrument landing system procedures prescribed in § 609.400 are amended to read in part:

ILS STANDARD INSTRUMENT APPROACH PROCEDURE

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

Transition				Ceiling and visibility minimums			
From—	To—	Course and distance	Minimum altitude (feet)	Condition	2-engine or less		More than 2-engine, more than 65 knots
					65 knots or less	More than 65 knots	
Akron VOR.....	LOM.....	Direct.....	2500	T-dn.....	300-1	300-1	200-1/2
Navarre VOR.....	LOM (Final).....	Direct.....	2400	C-dn.....	400-1	500-1	500-1 1/2
Int Navarre R-322 and 090° brng to LOM.....	LOM.....	Direct.....	2500	S-dn-1*.....	200-1/2	200-1/2	200-1/2
Int Navarre R-282 and 061° brng to LOM.....	LOM.....	Direct.....	2500	A-dn.....	600-2	600-2	600-2
Int Navarre R-048 and 270° brng to LOM.....	LOM.....	Direct.....	2500				

Procedure turn E side S crs 186° Outbnd, 006° Inbnd, 2500' within 10 mi.
 Minimum altitude at glide slope int inbnd: 2400'.
 Altitude of glide slope and distance to approach end of runway at OM-2410-3.8; at MM-1450-0.7.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2500' on N crs Akron-Canton ILS within 10 miles of airport or, as directed by ATC, make a right climbing turn and return to LOM at 2500'.
 CAUTION: Glide slope unusable below 200' account roughness.
 *400-3/4 required with glide slope inoperative.

City, Akron; State, Ohio; Airport Name, Akron-Canton; Elev., 1228'; Fac. Class., ILS; Ident., CAK; Procedure No. ILS-1, Amdt. 12; Eff. Date, 30 July 60; Sup. Amdt. No. 11; Dated, 20 June 59

SPI-LFR.....	LOM.....	Direct.....	2000	T-dn.....	300-1	300-1	200-1/2
SPI-VOR.....	LOM.....	Direct.....	2000	C-dn.....	400-1	500-1	500-1 1/2
Int R-209 SPI-VOR and/or SW crs SPI-LFR and R-312 VLA-VOR (Via crs 015°).....	SW crs ILS (Final).....	Direct.....	2000	S-dn-4.....	200-1/2	200-1/2	200-1/2
Int R-097 SPI-VOR and 250°-070° Brg SPI LOM.....	LOM.....	Direct.....	2600	A-dn.....	600-2	600-2	600-2
Int R-265 SPI VOR and 125°-305° Brg SPI LOM.....	LOM.....	Direct.....	2000				

Procedure turn S side of crs, 218° Outbnd, 038° Inbnd, 2000' within 10 miles.
 Minimum altitude at glide slope interception inbnd, 2000'.
 Altitude of G.S. and distance to appr end of rny at OM 2077-5.1, at MM 797-0.6.
 If visual contact not established upon descent to authorized landing minimums or if landing not accomplished climb to 2000' and proceed to SPI-VOR.

City, Springfield, State, Ill.; Airport Name, Capital; Elev., 593'; Fac. Class., ILS; Ident., I-SPI; Procedure No. ILS-4, Amdt. 5; Eff. Date, 30 July 60; Sup. Amdt. No. 4; Dated, 16 Apr. 60

These procedures shall become effective on the dates indicated on the procedures.

(Secs. 313(a), 307(c), 72 Stat. 752, 749; 49 U.S.C. 1354(a), 1348(c))

Issued in Washington, D.C., on June 30, 1960.

OSCAR BAKKE,
 Director, Bureau of Flight Standards.

[F.R. Doc. 60-6202; Filed, July 13, 1960; 8:45 a.m.]

Title 7—AGRICULTURE

Chapter VIII—Commodity Stabilization Service (Sugar), Department of Agriculture

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 811, Amdt. 1]

PART 811—CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

Requirements and Quotas for 1960

Basis and purpose. The purpose of Sugar Regulation 811 is to determine, pursuant to section 201 of the Sugar Act of 1948, as amended, and as further amended by Public Law 86-592 approved July 6, 1960, (hereinafter called the "Act"), the amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1960 and to establish sugar quotas for the supplying areas, except Cuba, in terms of short tons of sugar, raw value. By a Proclamation effective July 8, 1960 (25 F.R. 6414), the President of the United States, acting pursuant to the provisions of section 408 (b) of the Act, determined that the sugar quota for Cuba for the balance of the calendar year 1960 shall be 39,752 short tons, raw value, plus the sugar certified prior to July 3, 1960, for entry but not yet entered or withdrawn from warehouse for consumption. This regulation establishes quotas for 1960 for domestic areas and for foreign countries other than Cuba pursuant to the provisions of section 202 of the Act, and also establishes for domestic areas and foreign countries other than Cuba (1) the amounts of certain quotas that may be filled by direct-consumption sugar, pursuant to section 207 of the Act, and (2) liquid sugar quotas pursuant to section 208.

The Act requires that the Secretary shall revise the determination of sugar requirements at such times during the calendar year as may be necessary. It now appears that an increase in the estimate of requirements for the calendar year 1960 is necessary. The purpose of this amendment is to make such determination conform to the requirements of consumers as indicated on the basis of the factors specified in section 201 of the Act, as amended, and give effect to the revised determination.

The quotas and prorations established herein differ from those in effect under Sugar Regulation 811 (24 F.R. 10425). To permit areas for which larger quotas or prorations are hereby established to plan to market and to market in an orderly manner the larger quantity of sugar, it is essential that this amendment be made effective immediately. Therefore, it is hereby determined and found that compliance with the notice, procedure and effective date requirements of the Administrative Procedure Act is unnecessary, impracticable and contrary to the public interest and the

amendment herein shall become effective when published in the FEDERAL REGISTER.

By virtue of the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended (61 Stat. 922, as amended), and the Administrative Procedure Act (60 Stat. 237) §§ 811.1, 811.2, 811.3, 811.6 and 811.7 of Sugar Regulation 811 (24 F.R. 10425) are hereby amended to read as follows:

§ 811.1 Sugar requirements, 1960.

The amount of sugar needed to meet the requirements of consumers in the continental United States for the calendar year 1960 is hereby determined to be 9,600,000 short tons, raw value.

§ 811.2 Quotas for domestic areas.

(a) For the calendar year 1960 quotas for sugar to be brought into or marketed for consumption in the continental United States from domestic areas are established in column (1) and the amounts of such quotas for offshore areas that may be filled by direct-consumption sugar are established in column (2), as follows:

[Short tons, raw value]		
Area	Quotas	Direct-consumption limits
	(1)	
Domestic beet sugar.....	2,088,245	(1)
Mainland cane sugar.....	642,573	(1)
Hawaii.....	1,165,444	32,810
Puerto Rico.....	1,218,620	142,210
Virgin Islands.....	16,618	0

¹ No limit.

(b) Of the quantity established in paragraph (a) of this section for Puerto Rico which may be filled by direct-consumption sugar, 126,033 short tons, raw value, may be filled only by sugar principally of crystalline structure.

§ 811.3 Quotas for foreign countries other than Cuba.

For the calendar year 1960 quotas for sugar to be imported into the continental United States for consumption therein from foreign countries are established in column (1) and the amount of each such quota that may be filled by direct-consumption sugar is established in column (2), as follows:

[Short tons, raw value]		
Country	Quotas	Direct-consumption limits
	(1)	
Republic of the Philippines...	980,000	59,920
Peru.....	104,187	10,362
Dominican Republic.....	91,957	9,238
Mexico.....	75,009	16,779
Nicaragua.....	15,175	11,065
Haiti.....	7,433	7,000
Netherlands.....	3,871	3,871
China.....	3,742	3,742
Panama.....	3,742	3,742
Costa Rica.....	3,733	3,733
Canada.....	631	631
United Kingdom.....	516	516
Belgium.....	182	182
British Guiana.....	84	84
Hong Kong.....	3	3
All other countries.....	0	0

§ 811.4 [Reserved]

§ 811.5 [Reserved]

§ 811.6 Liquid sugar quotas for foreign countries other than Cuba.

For the calendar year 1960 quotas for liquid sugar to be imported into the continental United States for consumption therein are hereby established as follows:

Country:	Liquid sugar, wine gallons, 72 percent total sugar content	
Dominican Republic.....	830,894	
British West Indies.....	300,000	
Other foreign countries.....		0

§ 811.7 Applicability of quotas.

The provisions of §§ 811.1 to 811.6 shall apply to all sugar and liquid sugar brought or imported into or marketed in the continental United States in 1960 pursuant to such sections, except as provided in sections 211 and 212 of the Act, and such sugar and liquid sugar as well as sugar imported pursuant to the Proclamation of the President, entitled "Determination of Cuban Sugar Quota" (25 F.R. 6414), are subject to the provisions of the regulations in this chapter, which prescribe the time, manner, and conditions under which quotas are filled by the marketing or importation or sugar.

§ 811.8 Restrictions on importations and marketings within quotas.

With respect to any sugar or liquid sugar which is subject to the provisions of §§ 811.1 to 811.6 as provided in § 811.7, or is subject to the Proclamation of the President entitled "Determination of Cuban Sugar Quota", all persons are prohibited during the calendar year 1960 from bringing or importing into or marketing in the continental United States any of such sugar or liquid sugar after the applicable quota has been filled, or any of such sugar or liquid sugar as direct-consumption sugar after the direct-consumption portion of the applicable quota has been filled.

Statement of bases and considerations. On December 17, 1959, total sugar quotas for 1960 were established at 9,400,000 tons, the same as the final level for last year. Distribution during the first half of 1960 was 111,000 tons larger than for the first half of 1959 and the period of seasonally heavy consumption is at hand. To make certain that there will be no shortage of raw sugar in light of these facts and the shift in sources of supplies from Cuba to other areas, the total requirements are hereby increased to 9,600,000 tons.

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153. Interprets or applies secs. 202; 61 Stat. 924; 7 U.S.C. 1112. Pub. Law 86-592; Proclamation No. 3355, 25 F.R. 6414)

Done at Washington, D.C., this 8th day of July 1960.

TRUE D. MORSE,
Acting Secretary.

[F.R. Doc. 60-6550; Filed, July 13, 1960; 8:51 a.m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Plum Order 8, Amdt. 1]

PART 936—FRESH BARTLETT PEARS, PLUMS, AND ELBERTA PEACHES GROWN IN CALIFORNIA

Regulation by Size

Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 36, as amended (7 CFR Part 936), regulating the handling of fresh Bartlett pears, plums, and Elberta peaches grown in the State of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations of the Plum Commodity Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of shipments of plums of the variety hereinafter set forth, and in the manner herein provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that, as hereinafter set forth, the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient; and this amendment relieves restrictions on the handling of Becky Smith plums grown in California.

It is, therefore, ordered that the provisions of paragraph (b) of § 936.644 (Plum Order 8; 25 F.R. 5822) are hereby amended as follows:

- (1) Delete from subparagraph (1) the words "or Becky Smith";
- (2) Renumber subparagraphs 2 and 3 as subparagraphs 3 and 4, respectively;
- (3) Insert the following new subparagraph (2):

(2) During the period beginning at the effective time of this amendment, and ending at 12:01 a.m., P.s.t., November 1, 1960, no shipper shall ship any package or container of Becky Smith plums, unless:

(i) such plums are of a size that, when packed in a standard basket, they will pack at least a 4 x 5 standard pack and will have a net weight of not less than twenty-six (26) pounds: *Provided*, That, not to exceed ten (10) percent, by count, of the packages or containers in any lot may fail to meet such net weight requirement; and

(ii) the diameters of the smallest and largest plums in such package or container do not vary more than one-fourth ($\frac{1}{4}$) inch: *Provided*, That, a total of not more than five (5) percent, by count, of the plums in the package or container may fail to meet this requirement.

(c) Nothing contained herein shall be construed (1) as affecting or waiving any right, duty, obligation, or liability which has arisen or which, prior to the effective time of the provisions hereof, may arise in connection with any provision of said Plum Order 8; or (2) as releasing or extinguishing any violation of Plum Order 8 which has occurred or which, prior to the effective time of the provisions hereof, may occur.

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

Dated July 13, 1960, to be effective on and after 12:01 a.m., P.s.t., July 14, 1960.

S. R. SMITH,
*Director, Fruit and Vegetable
Division, Agricultural Mar-
keting Service.*

[F.R. Doc. 60-6618; Filed, July 13, 1960;
11:23 a.m.]

[Milk Order 75]

PART 975—MILK IN NORTHEASTERN OHIO MARKETING AREA

Order Amending Order

§ 975.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the Northeastern Ohio, marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which affect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest;

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of

industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than August 1, 1960. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area.

The provisions of this said order are known to handlers. The recommended decision of the Deputy Administrator of the Agricultural Marketing Service was issued May 20, 1960, and the decision of the Assistant Secretary containing all amendment provisions of this order, was issued June 20, 1960. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective August 1, 1960, and that it would be contrary to the public interest to delay the effective date of this amendment for 30 days after its publication in the FEDERAL REGISTER. (See Sec. 4(c), Administrative Procedure Act, 5 U.S.C. 1001 et seq.).

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in sec. 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the Act of advancing the interests of producers as defined in the order as hereby amended; and

(3) The issuance of the order amending the order is approved or favored by at least two-thirds of the producers who during the determined representative period were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof the handling of milk in the Northeastern Ohio, marketing area shall be in conformity to and in compliance with the terms and conditions of the order, as hereby amended:

1. Delete § 975.51(a) (1) and (2) and substitute therefor the following:

(1) Divide the total quantity of milk received from producers defined in § 975.10 and in § 995.12 of the order regulating the handling of milk in the North Central Ohio marketing area during the first and second months preceding by the gross quantity of milk utilized as Class I (adjusted for intermarket and interhandler transfers) at pool plants defined in § 975.8 and in § 995.9 of the order regulating the handling of milk in the North Central Ohio marketing area, in the same two months, multiply the result by 100, and round to the nearest whole number. The result shall be known as the "current utilization percentage."

(2) Compute a "deviation percentage" by subtracting from the current utilization percentage as computed in subparagraph (1) of this paragraph, the "standard utilization percentage" shown below:

Months for which the price is being computed:	Standard utilization percentage
January -----	125
February -----	125
March -----	126
April -----	127
May -----	128
June -----	137
July -----	145
August -----	138
September -----	124
October -----	122
November -----	124
December -----	126

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

Issued at Washington, D.C., this 8th day of July 1960, to be effective on and after the 1st day of August 1960.

CLARENCE L. MILLER,
Assistant Secretary.

[F.R. Doc. 60-6519; Filed, July 13, 1960; 8:47 a.m.]

[Milk Order 95]

PART 995—MILK IN NORTH CENTRAL OHIO MARKETING AREA

Order Amending Order

§ 995.0 Findings and determinations.

The findings and determinations hereinafter set forth are supplementary and in addition to the findings and determinations previously made in connection with the issuance of the aforesaid order and of the previously issued amendments thereto; and all of said previous findings and determinations are hereby ratified and affirmed, except insofar as such findings and determinations may be in conflict with the findings and determinations set forth herein.

(a) *Findings upon the basis of the hearing record.* Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and the applicable rules of practice and procedure governing the formulation of marketing agreements and marketing orders (7 CFR Part 900), a public hearing was held upon certain proposed amendments to the tentative marketing agreement and to the order regulating the handling of milk in the North Central Ohio marketing area. Upon the basis of the evidence introduced at such hearing and the record thereof, it is found that:

(1) The said order as hereby amended, and all of the terms and conditions thereof, will tend to effectuate the declared policy of the Act;

(2) The parity prices of milk, as determined pursuant to section 2 of the Act, are not reasonable in view of the price of feeds, available supplies of feeds, and other economic conditions which af-

fect market supply and demand for milk in the said marketing area, and the minimum prices specified in the order as hereby amended are such prices as will reflect the aforesaid factors, insure a sufficient quantity of pure and wholesome milk, and be in the public interest;

(3) The said order as hereby amended, regulates the handling of milk in the same manner as, and is applicable only to persons in the respective classes of industrial or commercial activity specified in, a marketing agreement upon which a hearing has been held;

(4) All milk and milk products handled by handlers, as defined in the order as hereby amended, are in the current of interstate commerce or directly burden, obstruct, or affect interstate commerce in milk or its products; and

(5) It is hereby found that the necessary expense of the market administrator for the maintenance and functioning of such agency will require the payment by each handler, as his pro rata share of such expense, 3 cents per hundredweight or such amount not to exceed 3 cents per hundredweight as the Secretary may prescribe, with respect to (a) producer milk (including milk of handlers own production), (b) other source milk allocated to Class I, and (c) Class I milk disposed of in the marketing area by a distributing plant not a pool plant.

(b) *Additional findings.* It is necessary in the public interest to make this order amending the order effective not later than August 1, 1960. Any delay beyond that date would tend to disrupt the orderly marketing of milk in the marketing area.

The provisions of the said order are known to handlers. The recommended decision of the Deputy Administrator of the Agricultural Marketing Service was issued May 20, 1960, and the decision of the Assistant Secretary containing all amendment provisions of this order, was issued June 20, 1960. The changes effected by this order will not require extensive preparation or substantial alteration in method of operation for handlers. In view of the foregoing, it is hereby found and determined that good cause exists for making this order amending the order effective August 1, 1960, and that it would be contrary to the public interest to delay the effective date of this amendment for 30 days after its publication in the FEDERAL REGISTER. (See sec. 4(c), Administrative Procedure Act, 5 U.S.C. 1001 et seq.)

(c) *Determinations.* It is hereby determined that:

(1) The refusal or failure of handlers (excluding cooperative associations specified in section 8c(9) of the Act) of more than 50 percent of the milk, which is marketed within the marketing area, to sign a proposed marketing agreement, tends to prevent the effectuation of the declared policy of the Act;

(2) The issuance of this order, amending the order, is the only practical means pursuant to the declared policy of the

Act of advancing the interests of producers as defined in the order as hereby amended; and

(3) The issuance of the order amending the order is approved or favored by at least three-fourths of the producers who during the determined representative period were engaged in the production of milk for sale in the marketing area.

Order relative to handling. It is therefore ordered, that on and after the effective date hereof the handling of milk in the North Central Ohio marketing area shall be in conformity to and in compliance with the terms and conditions of the order, as hereby amended:

1. Delete § 995.5 and substitute therefor the following:

§ 995.5 North Central Ohio marketing area.

"North Central Ohio marketing area" hereinafter referred to as "marketing area" means all the territory within the corporate limits of the cities of Findlay, Marion and Tiffin, and territory within the boundaries of the counties of Allen and Richland and the Marion Correctional Institution, all in the State of Ohio.

§ 995.64 [Amendment]

2. In § 995.64 delete the phrase "October through December" and substitute therefor "September through November" (to be made effective on September 1, 1961).

3. Delete § 995.80 and substitute therefor the following:

§ 995.80 Plants subject to other Federal orders.

The provisions of this part except §§ 995.30, 995.31, 995.32, and 995.33 shall not apply to a distributing plant or a supply plant during any month in which the milk at such plant would be subject to the classification and pricing provisions of another order issued pursuant to the Act, unless such plant qualified as a pool plant pursuant to § 995.9 and a greater volume of fluid milk products is disposed of from such plant to retail or wholesale outlets and to pool plants in the North Central Ohio marketing area than in the marketing area regulated pursuant to such other order during the current month and each of the three months immediately preceding, unless the Secretary determines that the applicable order should more appropriately be determined on some other basis.

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

Issued at Washington D.C., this 8th day of July 1960, to be effective on and after the 1st day of August 1960, except the amendment to § 995.64 which is to be effective on and after the 1st day of September 1961.

CLARENCE L. MILLER,
Assistant Secretary.

[F.R. Doc. 60-6518; Filed, July 13, 1960; 8:47 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs, Department of the Treasury

[T.D. 55171]

PART 8—LIABILITY FOR DUTIES; ENTRY OF IMPORTED MERCHAN- DISE

Release of Merchandise Under Special Permit

Release of merchandise under special permits—Customs Regulations Amended. Section 8.59(g), Customs Regulations, relating to entry of merchandise released under special permits, amended.

As the result of a survey to determine the value of a suggestion from the field for the use of a consolidated report on the summary sheet, customs Form 6417, in lieu of a consumption entry permit, customs Form 7501-A, for merchandise released under a term immediate delivery permit, the Bureau has decided that the Customs Regulations should be amended to permit the adoption of the plan by collectors of customs under certain conditions.

It is also desirable to include in the Customs Regulations advice on when an entry permit on customs Form 7501-A, 5119, or 5119-A is required to be submitted with an entry for merchandise released under an immediate delivery application and permit for a single importation.

Accordingly, § 8.59(g) of the Customs Regulations is amended by adding the following at the end thereof:

Each formal consumption entry, except where the collector has approved the use of a consolidated report on the summary sheet (customs Form 6417) in lieu of the reports on customs Form 7501-A, or informal entry for merchandise released under a term immediate delivery permit shall be accompanied by an entry permit on customs Form 7501-A, 5119, or 5119-A, as applicable, for execution by customs officers on the permit of the reports of action. Such consolidated report, which may be printed or rubber stamped in the space on the summary sheet normally used to designate examination packages, shall read substantially as follows:

I certify that the merchandise covered by this entry has been (1) examined or sampled, (2) weighed, gauged, or measured or stamped as directed, or invoiced or entered quantities accepted (check one box, if applicable) and (3) released under immediate delivery permit No. _____ on _____ (Date) and that it was in apparent good order, except as noted below:

If no exceptions, note ("None")

(Inspector-Acting Examiner)

Unless needed by customs for noting the entry number on the manifest, no entry permit on customs Form 7501-A, 5119, or 5119-A is required to accompany an entry for merchandise released under an immediate delivery permit (customs Form 3461) for a single importation. Upon request, the local collector of customs will advise whether an entry permit is required.

(R.S. 251, secs. 448, 624, 46 Stat. 714, 759; 19 U.S.C. 66, 1448, 1624)

[SEAL] RALPH KELLY,
Commissioner of Customs.

Approved: July 7, 1960.

A. GILMORE FLUES,
Acting Secretary of the Treasury.

[F.R. Doc. 60-6530; Filed, July 13, 1960;
8:48 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Adminis- tration, Department of Health, Edu- cation, and Welfare

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 120—TOLERANCES AND EX- EMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COM- MODITIES

Tolerance for Residues of Ronnel

A petition was filed with the Food and Drug Administration requesting the establishment of a tolerance for residues of ronnel (*O,O*-dimethyl *O*-(2,4,5-trichlorophenyl) phosphorothioate) in or on uncooked meat or meat byproducts of cattle.

The Secretary of Agriculture has certified that this pesticide chemical is useful as an ingredient of medicated feed for the treatment of cattle grubs.

After consideration of the data submitted in the petition and other relevant material which show that the tolerance established in this order will protect the public health, and by virtue of the authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2)) and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR, 1959 Supp., 120.7(g)), the regulations for tolerances for pesticide chemicals in or on raw agricultural commodities (21 CFR, 1959 Supp., Part 120) are amended by adding thereto the following new section:

§ 120.177 Tolerances for residues of ronnel.

A tolerance of zero is established for residues of the pesticide chemical ronnel (*O,O*-dimethyl *O*-(2,4,5-trichlorophenyl) phosphorothioate) in or on the uncooked meat or meat byproducts from cattle.

Any person who will be adversely affected by the foregoing order may at any time prior to the thirtieth day from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue, SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a

hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a(d)(2))

Dated: July 8, 1960.

[SEAL] JOHN L. HARVEY,
Deputy Commissioner of
Food and Drugs.

[F.R. Doc. 60-6558; Filed, July 13, 1960;
8:53 a.m.]

PART 121—FOOD ADDITIVES

Subpart C—Food Additives Permitted in Animal Feed or Animal-Feed Supplements

RONNEL IN THE FEED OF BEEF CATTLE

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition filed by The Moorman Manufacturing Company, Quincy, Illinois, and other relevant material, has concluded that the addition of the food additive ronnel (*O,O*-dimethyl *O*-(2,4,5-trichlorophenyl) phosphorothioate) to feed for beef cattle will present no hazard to the health of such animals when the additive is incorporated in the feed in the amount, for the purpose, and under the conditions set forth in the following regulation promulgated pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (23 F.R. 9500). Therefore, *It is ordered*, That the food additive regulations (21 CFR, 1959 Supp., Part 121) be amended by adding to Subpart C the following new section:

§ 121.209 Ronnel in the feed of, beef cattle.

Ronnel (*O,O*-dimethyl *O*-(2,4,5-trichlorophenyl) phosphorothioate) may be safely used in medicated feed of beef cattle when incorporated therein in accordance with the following conditions:

(a) It is intended for use only in the treatment of grubs in beef cattle.

(b) The maximum quantity of the additive permitted to be used or to remain in or on the treated feed shall not exceed 2,750 parts per million (0.275 percent).

(c) The feed should not be fed to dairy cattle.

(d) The feed should not be fed within 60 days of slaughter.

(e) The feed should be fed continuously for 14 days.

(f) To insure safe use of the additive the label of the basic material or of any intermediate premixes shall contain, in addition to the other information required by the act, the following:

(1) The name of the additive, ronnel.

(2) A statement of the concentration or strength of the additive therein.

(3) Appropriate and accurate mixing directions to produce a final feed with the desired concentration of the additive, whether or not intermediate premixes are also to be used.

(4) Appropriate and accurate use directions to provide a final feed labeled with the concentration and directions for which the medicated feed is to be used, and how it is to be used.

(5) The word "medicated," prominently and conspicuously, wherever the term "feed" or "premix" is used, and in juxtaposition therewith.

(g) To insure safe use of the additive, the label of the finished medicated feed shall contain, in addition to the other information required by the act, the following:

(1) The name of the additive, ronnel.
 (2) A statement of the concentration of the additive in the finished medicated feed, 2,750 parts per million (0.275 percent).

(3) Appropriate and accurate directions to provide for the proper and intended use of the medicated feed.

(4) The word "medicated," prominently and conspicuously, wherever the term "feed" is used, and in juxtaposition therewith.

(5) Precautionary information, prominently and conspicuously displayed, so as to be read under ordinary conditions of use, that:

- (i) The feed is to be used only for the control of cattle grubs.
- (ii) The feed should not be fed to dairy cows.
- (iii) The feed should not be fed within 60 days of slaughter.
- (iv) The feed should be fed continuously for 14 days.
- (v) The feed is for beef cattle only.

Based upon an evaluation of the data presented in the petition and other relevant material, the Commission has further concluded that a tolerance limitation in or on meat and meat byproducts is required in order to insure the safe use of the medicated feed, and that the tolerance requested for meat and meat byproducts should properly be established under section 408 of the Federal Food, Drug, and Cosmetic Act, since the additive ronnel is to be used as an economic poison as defined in the Federal Insecticide, Fungicide, and Rodenticide Act, and registration has been applied for thereunder.

Any person who will be adversely affected by the foregoing order may at any time prior to the thirtieth day from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order, specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to

justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall become effective upon publication in the FEDERAL REGISTER.

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

Dated: July 8, 1960.

[SEAL] JOHN L. HARVEY,
 Deputy Commissioner of
 Food and Drugs.

[F.R. Doc. 60-6557; Filed, July 13, 1960; 8:52 a.m.]

Title 25—INDIANS

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

SUBCHAPTER T—OPERATION AND MAINTENANCE

PART 221—OPERATION AND MAINTENANCE CHARGES

San Carlos Indian Irrigation Project, Arizona

On page 4751 of the FEDERAL REGISTER of May 28, 1960, there was published a notice of intention to amend §§ 221.63 and 221.110 of Title 25, Code of Federal Regulations. The purpose of the amendments is to increase the Joint Work annual operation and maintenance assessment rate in § 221.63 from \$1.35 to \$1.45 per acre and the basic rate as provided in § 221.110 from \$4.25 to \$4.35 per acre.

Interested persons were given 30 days within which to submit written comments, suggestions or objections with respect to the proposed amendments. No comments, suggestions or objections have been received, and the proposed amendments are hereby adopted without change as set forth below.

1. Section 221.63 is amended to read as follows:

§ 221.63 Assessments, Joint Works.

(a) Pursuant to the act of Congress approved June 7, 1924 (43 Stat. 476) and supplementary acts, and the repayment contracts of June 8, 1931, as amended, between the United States and the San Carlos Irrigation and Drainage District, and in accordance with applicable provisions of the order of the Secretary of the Interior of June 15, 1938 (§ 221.69a to 221.69m), the cost of the operation and maintenance of the Joint Works of the San Carlos Indian Irrigation Project for the fiscal year 1962 is estimated to be \$145,000 and the rate of assessment for the said fiscal year and subsequent years until further order, is hereby fixed at \$1.45 for each acre of land.

2. Section 221.110 is amended to read as follows:

§ 221.110 Basic charge.

Pursuant to the provisions of section 10 of the act of March 3, 1905 (33 Stat. 1081) as amended and supplemented by the acts of August 24, 1912 (37 Stat. 522), August 1, 1914 (38 Stat. 583, 25 U.S.C. 385), section 5 of the act of June

7, 1924 (43 Stat. 476), March 7, 1928 (45 Stat. 210, Title 25 U.S.C. 387), and the act of August 9, 1937 (50 Stat. 577), as amended by the act of May 9, 1938 (52 Stat. 291-305), and in accordance with the public notice issued on December 1, 1932, operation and maintenance charges are assessable against the 50,000 acres of tribal lands and trust patent Indian lands of the San Carlos Indian irrigation project within the boundaries of the Pima Indian Reservation, Arizona, and the basic rate assessed for the calendar year 1962 and the subsequent years unless changed by further order, is hereby fixed at \$4.35 per acre. Such rate shall entitle each acre of land to have delivered for use thereon two (2) acre-feet of water per acre or its proportionate share of the available water supply.

The foregoing changes are to become effective for the fiscal year 1962 and continue thereafter until further notice; the assessment for the 50,000 acres of Indian land will be payable as provided in §§ 221.111 to 221.116, inclusive.

GLENN L. EMMONS,
 Commissioner.

JUNE 29, 1960.

[F.R. Doc. 60-6509; Filed, July 13, 1960; 8:46 a.m.]

Title 26—INTERNAL REVENUE, 1954

Chapter I—Internal Revenue Service, Department of the Treasury

SUBCHAPTER A—INCOME TAX

[T.D. 6481]

PART 1—INCOME TAX; TAXABLE YEARS BEGINNING AFTER DE- CEMBER 31, 1953

Employee Stock Options

In order to revise the definition of the term "employee," "employment," and "employer" in the Income Tax Regulations (26 CFR Part 1) under section 421 of the Internal Revenue Code of 1954, relating to options to which section 421 does not apply, such regulations are amended as set forth below, effective with respect to taxable years beginning after December 31, 1953, and ending after August 16, 1954.

Further consideration is being given to the applicability of the rules in § 1.421-6 to situations not involving the employer-employee relationship.

Paragraph (b)(2) of § 1.421-6 is amended to read as follows:

§ 1.421-6 Options to which section 421 does not apply.

(b) *Meaning and use of certain terms.* * * *

(2) As used in this section, the terms "employee", "employment", and "employer" have reference to the legal and bona fide relationship of employer and employee. For rules applicable to the determination whether the employer-employee relationship exists, see section 3401(c) and the regulations thereunder.

Because this Treasury decision amends § 1.421-6 to restore the substance of the rule relating to the employer-employee relationship which was contained in the notice of proposed rule making, published in the FEDERAL REGISTER (21 F.R. 8774), November 10, 1956, and because further consideration is being given to the applicability of the rules in § 1.421-6 to situations not involving the employer-employee relationship, it is hereby found that it is unnecessary to issue this Treasury decision with notice and public procedure thereon under section 4(a) of the Administrative Procedure Act, approved June 11, 1946, or subject to the effective date limitation of section 4(c) of that Act.

(68A Stat. 917; 26 U.S.C. 7805)

[SEAL] DANA LATHAM,
Commissioner of Internal Revenue.

Approved: July 8, 1960.

FRED C. SCRIBNER, JR.,
Acting Secretary of the Treasury.

[F.R. Doc. 60-6531; Filed, July 13, 1960;
8:49 a.m.]

Title 45—PUBLIC WELFARE

Subtitle A—Department of Health,
Education and Welfare, General
Administration

PART 12—DISPOSAL AND UTILIZATION OF SURPLUS REAL PROPERTY FOR EDUCATIONAL PURPOSES AND PUBLIC HEALTH PURPOSES

Assignment of Real Property

Section 12.3(c) of Part 12, Title 45 CFR is hereby amended to read as follows:

(c) Real property will be requested for assignment only when the Department has determined that the property is suitable and needed for public health or educational purposes. The amounts of both real and related personal property to be transferred shall not be excessive to normal operating requirements. Such property, except for transfers contemplated under § 12.10, will not be requested for assignment unless it is needed at the time of application for educational or for public health purposes, including research, or unless it will be so needed within the immediate foreseeable future. When construction is contemplated, the initiation of construction of the major functional facility in the approved program must begin within 18 months after the date of transfer. Construction shall be deemed to have been initiated when the transferee executes a contract providing a firm date in the reasonably near future for actual commencement of construction. The Department may, in its discretion, grant extensions of the 18 month period where the transferee can factually demonstrate that it has exercised due diligence in attempting to initiate construction within the said period and that such construction will be ini-

tiated during the period of any such extension.

Dated: July 8, 1960.

[SEAL] ARTHUR S. FLEMMING,
Secretary.

[F.R. Doc. 60-6559; Filed, July 13, 1960;
8:53 a.m.]

PART 13—ALLOCATION AND UTILIZATION OF SURPLUS PERSONAL PROPERTY FOR EDUCATIONAL, PUBLIC HEALTH, AND CIVIL DEFENSE PURPOSES

Miscellaneous Amendments

1. Section 13.9 of Part 13, Title 45 CFR is hereby amended to read as follows:

§ 13.9 Terms and conditions applicable to transfers or retransfers of donable property.

(a) Property acquired by a donee, regardless of acquisition cost, donated for public health or educational purposes, shall be on an "as is", "where is" basis without warranty of any kind.

(b) Property having a single item acquisition cost of \$2,500 or more, donated for public health or educational purposes, shall be subject to the following additional terms and conditions:

(1) Such property shall be used only for the public health or educational purpose for which acquired, including research for any such purpose, and for no other purpose.

(2) Such property shall be placed in use for the purpose for which acquired no later than twelve months after acquisition thereof. In the event such property is not placed in use within twelve months of receipt, the donee, within 30 days after the expiration of the twelve-month period, shall notify the Department in writing through the State agency. Title and right to the possession of such property not so placed in use within the above-mentioned period shall, at the option of the Department, revert to the United States of America, and upon demand the donee shall release such property to such person as the Department or its designee shall direct.

(3) There shall be a period of restriction which will expire after such property has been used for the purpose for which acquired for a period of four years, except that the period of restriction on motor vehicles will expire after a period of two years of such use.

(4) During the period of restriction the donee shall not sell, trade, lease, lend, bail, encumber, or otherwise dispose of such property or remove it for use outside the State without prior written approval of the Department. Any sale, trade, lease, loan, bailment, encumbrance, or other disposal of the property, when such action is authorized by the Department, shall be for the benefit and account of the United States of America and the net proceeds thereof shall be received and held in trust for the United States of America and shall be paid promptly to the Department, except in those instances in which the Department determines that the Government's

administrative costs in connection with respect thereof will exceed such net proceeds.

(5) In the event such property is sold, traded, leased, loaned, bailed, encumbered, or otherwise disposed of during the period of restriction without prior approval, the donee, at the option of the Department, shall be liable to the United States of America for the proceeds of the disposal or for the fair market value of the property at the time of such disposal as determined by the Department.

(6) If during the period of restriction, property is no longer suitable, usable or further needed by the donee for the purpose for which acquired, the donee shall promptly notify the Department through the State agency, and shall, as directed by the Department or State agency, either retransfer the property to another donee, retransfer the property to a department or agency of the United States, sell the property, or otherwise dispose of the property. Any sale shall be for the benefit and account of the United States of America and the net proceeds thereof shall be received and held in trust for the United States of America and shall be paid promptly to the Department, except in those instances in which the Department determines that the Government's administrative costs in connection with receipt thereof will exceed such net proceeds.

(7) Donees shall make reports to the State agency on the use, condition, and location of such property and on other pertinent matters as may be required from time to time by the State agency or the Department.

(8) At the option of the Department, the donee may abrogate the terms and conditions set forth in subparagraphs (1) through (7) of this paragraph by payment of an amount as determined by the Department.

(c) Aircraft (FSC Group 15) are a specific exception to the provisions of paragraphs (a) and (b) of this section. The special terms and conditions provided in section 13.10 herein shall apply to the donation of aircraft.

(d) Property donated for civil defense purposes shall be subject to the terms and conditions set forth in Part 1702, Chapter XVII, Title 32, Code of Federal Regulations.

(e) Butler-type storage warehouses, house trailers (without undercarriages), and quonset huts, located on non-excess land, donated under this section, shall be subject to the terms and conditions applicable to the transfer or retransfer of donable property for public health, educational or civil defense purposes. The State agency and/or the donee, as applicable, shall comply with all conditions which may be required by the holding agency for the removal of such property. Whenever the holding agency requires the site upon which such property is located to be cleared after removal of such property, the State agency shall post performance bonds, or make performance guaranty deposits, or give whatever assurances may be required by the Department or the holding agency that the site will be cleared. Where the application Form HEW 135 has also been executed

by a donee, the State agency in lieu of posting such performance bonds, or making such performance guaranty deposits, or giving such other assurances that the site will be cleared, may require these actions to be taken by the donee.

2. Section 13.10 of Part 13, Title 45 CFR is hereby amended to read as follows:

§ 13.10 Terms and conditions applicable to transfers or retransfers of aircraft.

(a) Aircraft donated pursuant to this part, regardless of acquisition cost, shall be on an "as is", "where is" basis without warranty of any kind.

(b) Aircraft having a single item acquisition cost of \$2,500 or more, regardless of the purpose for which donated, shall be subject to the following additional terms and conditions:

(1) A Conditional Transfer Document (Aircraft) containing the terms and conditions provided for in this section and signed by the authorized representative of the applicant must accompany the institution's or organization's application.

(2) Title to the aircraft shall pass from the United States of America to the donee when the Conditional Transfer Document (Aircraft) is executed by the Department and is delivered to the donee.

(3) The donee shall apply to the Federal Aviation Agency for registration of the aircraft within thirty days of the receipt of the fully executed Conditional Transfer Document (Aircraft), and the donee's application for registration shall include fully executed copy of the Conditional Transfer Document (Aircraft).

(4) The aircraft, together with all engines, apurtenances, and accessories attached thereto and installed therein, hereinafter referred to in this section as the "aircraft property", shall be placed in use for the purpose stated no later than twelve months after acquisition thereof.

(5) In the event the donee does not apply to the Federal Aviation Agency for registration of the aircraft property, or in the event the aircraft property is not placed in use within twelve months of receipt, the donee, within thirty days after the date on which application for registration should have been made, or within thirty days after the expiration of the twelve-month period, shall notify the Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes, in writing, through the State agency. Title and right to the possession of the aircraft property on which application for registration has not been made within thirty days, or which has not been placed in use within twelve months, shall at the option of the Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes, revert to the United States of America. Upon demand the donee shall, as directed by the Department, or its designee, in the case

of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, or his designee, in the case of aircraft property donated for civil defense purposes, release the aircraft property to such agency or person as may be designated, sell the aircraft property, or otherwise dispose of the aircraft property. Any sale shall be for the benefit and account of the United States of America.

(6) There shall be a period of restriction which will expire after the aircraft property has been used for the purpose stated for a period of ten years.

(7) During the period of restriction the aircraft property shall be used only for the purpose stated.

(8) During the period of restriction the donee shall make reports to the State agency on the use, condition and location of the aircraft property and on other pertinent matters as may be required from time to time by such State agency, or the Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization in the case of aircraft property donated for civil defense purposes.

(9) During the period of restriction the donee shall not sell, trade, lease, lend, bail, encumber, or otherwise dispose of the aircraft property, without prior written approval of the Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes. Any sale, trade, lease, loan, bailment, encumbrance, or other disposal of the aircraft property, when such action is authorized by the Department, in the case of aircraft property donated for public health or educational purposes, or by the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes, shall be for the benefit and account of the United States of America.

(10) In the event, during the period of restriction, the aircraft property is sold, traded, leased, loaned, bailed, encumbered, or otherwise disposed of without prior approval, or is used for a purpose other than the purpose stated, the donee, at the option of the Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes, shall be liable to the United States of America for the proceeds of the disposal, the fair market value, or the fair rental value of the aircraft property at the time of such unauthorized transaction or use, as determined by the Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes.

(11) If, during the period of restriction, the aircraft property is no longer suitable, usable or further needed by the donee for the purpose for which ac-

quired, the donee shall promptly notify the Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes, through the State agency, and shall, as directed by the Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes, or the State agency, retransfer the aircraft property to another donee, retransfer the aircraft property to a department or agency of the United States, sell the aircraft property, or otherwise dispose of the aircraft property. Any sale shall be for the benefit and account of the United States of America.

(12) At the option of the Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes, the donee may obtain abrogation of the terms and conditions set forth in subparagraphs (6) through (11) of this paragraph by payment of an amount as determined by the Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes.

(13) The Department, in the case of aircraft property donated for public health or educational purposes, or the Director, Office of Civil and Defense Mobilization, in the case of aircraft property donated for civil defense purposes, may terminate all of the above conditions and give unrestricted title to the aircraft property to the donee whenever such action is determined to be appropriate.

Dated: July 8, 1960.

[SEAL] ARTHUR S. FLEMMING,
Secretary.

[F.R. Doc. 60-6560; Filed, July 13, 1960;
8:53 a.m.]

Title 49—TRANSPORTATION

Chapter I—Interstate Commerce Commission

[Docket 3666; Order 43]

PARTS 71-78—EXPLOSIVES AND OTHER DANGEROUS ARTICLES

Miscellaneous Amendments

At a session of the Interstate Commerce Commission, Division 3, held at its office in Washington, D.C., on the 28th day of June 1960.

The matter of revision of certain regulations governing the transportation of explosives and other dangerous articles, formulated and published by the Commission, being under consideration, and

It appearing that Notice No. 43, dated May 17, 1960, setting forth certain pro-

RULES AND REGULATIONS

posed amendments to the said regulations, and the reasons therefor, and stating that consideration was to be given thereto, was published in the FEDERAL REGISTER on May 28, 1960 (25 F.R. 4754), pursuant to the provisions of section 4 of the Administrative Procedure Act; that pursuant to said notice interested parties were given an opportunity to be heard with respect to said proposed amendments; that written views or arguments were submitted to the Commission with respect to the proposed amendments;

And it further appearing that said views and arguments with respect to the proposed amendments are such as to warrant revision at this time of certain of the proposed amendments, and that in all other respects the proposed amendments set forth in the above referred-to Notice No. 43 are deemed justified and necessary:

It is ordered, That the aforesaid regulations governing the transportation of explosives and other dangerous articles be, and they are hereby, amended in the manner and to the extent set forth in Notice No. 43, dated May 17, 1960, as revised by the specific deletions and modifications set forth as follows:

1. In § 72.5 Commodity list, delete the entry, "Rocket motors."

2. In § 73.100 amend paragraph (aa).

3. Delete the entire proposed addition of § 73.238.

4. Delete the entire proposed amendment to § 73.257 which is paragraph (a) (14).

5. In § 73.315 revise the proposed addition of Note 9 to paragraph (a) (1).

It is further ordered, That this order shall become effective September 25, 1960 and shall remain in effect until further order of the Commission;

It is further ordered, That compliance with the herein prescribed and amended regulations is hereby authorized on and after the date of service of this order;

And it is further ordered, That copies of this order be served upon all parties of record herein, and that notice shall be given to the general public by depositing a copy in the Office of the Secretary of the Commission at Washington, D.C., and by filing a copy thereof with the Director, Office of the Federal Register.

(62 Stat. 738, 18 U.S.C. 831-835, 49 Stat. 546, 52 Stat. 1237, 54 Stat. 921, 49 U.S.C. 304)

By the Commission, Division 3.

[SEAL] HAROLD D. McCoy,
Secretary.

PART 72—COMMODITY LIST OF EXPLOSIVES AND OTHER DANGEROUS ARTICLES CONTAINING THE SHIPPING NAME OR DESCRIPTION OF ALL ARTICLES SUBJECT TO PARTS 71-78 OF THIS CHAPTER

Amend § 72.5 Commodity List (15 F.R. 8264, 8266, 8267, 8269, 8271, 8272, and 8273, Dec. 2, 1950) (18 F.R. 801, Feb. 7, 1953) (20 F.R. 8098, Oct. 28, 1955) as follows:

§ 72.5 List of explosives and other dangerous articles.

(a) * * *

Article	Classed as—	Exemptions and packing (see sec.)	Label required if not exempt	Maximum quantity in 1 outside container by rail express
(Change)				
Battery charger with electrolyte (acid) or battery fluid.	See § 73.259.			
Corrosive battery fluid. See Electrolyte (acid), or Alkaline corrosive battery fluid.	Cor. L....	No exemption, 73.259.	White....	6 quarts.
Electrolyte (acid) or alkaline corrosive battery fluid packed with battery charger, radio current supply device, or electronic equipment and actuating devices.	Oxy. M....	73.153, 73.217.	Yellow....	100 pounds.
Lithium hypochlorite compounds, dry, containing more than 39 percent available chlorine.	See § 73.56 (d).			
Mines, explosive, with gas material. See Explosive mine.	See § 73.259.			
Radio current supply device with electrolyte (acid) or battery fluid.	(Add)			
Diethyl aluminum chloride.....	F.L.....	No exemption, 73.134.	Red.....	2 ounces.
Ethyl aluminum dichloride.....	F.L.....	No exemption, 73.134.	Red.....	2 ounces.
Ethyl aluminum sesquichloride.....	F.L.....	No exemption, 73.134.	Red.....	2 ounces.
Gas mine. See Explosive mine.	See § 73.56 (d).			
Methyl aluminum sesquibromide.....	F.L.....	No exemption, 73.134.	Red.....	2 ounces.
Methyl aluminum sesquichloride.....	F.L.....	No exemption, 73.134.	Red.....	2 ounces.
Titanium sulfate solution containing not more than 45 percent sulfuric acid.	Cor. L....	73.244, 73.297.	White.....	1 gallon.
Trisobutyl aluminum.....	F.L.....	No exemption, 73.134.	Red.....	2 ounces.
Zirconium scrap (borings, clippings, shavings, sheets, or turnings).	F.S.....	73.153, 73.220.	Yellow....	100 pounds.
(Cancel)				
Radio battery chargers.....	See § 73.259.			

PART 73—SHIPPERS

Subpart A—Preparation of Articles for Transportation by Carriers by Rail Freight, Rail Express, Highway, or Water

In § 73.32 amend paragraph (a) (2) (24 F.R. 3596, May 5, 1959) to read as follows:

§ 73.32 Qualification, maintenance, and use of portable tanks.

(a) * * *

(2) Portable tank containers for transportation as cargo on vessels in commerce subject to the jurisdiction of the United States Coast Guard shall not exceed a loaded weight of 20,000 pounds. Nothing contained in this section shall be so construed as to pertain to transportation on car floats and car ferries, nor shall such limitation in weight apply to trailerships or containerships if approved under Coast Guard Regulations.

In § 73.33 amend paragraphs (a) (1) and (c) (4) (24 F.R. 3596, May 5, 1959) (20 F.R. 8099, Oct. 28, 1955) to read as follows:

§ 73.33 Qualification, maintenance, and use of cargo tanks.

(a) * * *

(1) Cargo tank containers for transportation as cargo on vessels in commerce subject to the jurisdiction of the United States Coast Guard shall not exceed a loaded weight of 20,000 pounds. Nothing contained in this section shall be so construed as to pertain to transportation on car floats and car ferries, nor shall such limitation in weight apply to

trailerships or containerships if approved under Coast Guard Regulations.

(c) * * *

(4) Angle valves and excess-flow valves on chlorine tank motor vehicles shall conform to the standards of The Chlorine Institute, Inc. Angle valve to conform with Dwg. 104-4, dated May 5, 1958; excess-flow valve to conform with Dwg. 101-3, dated January 23, 1959. An excess-flow valve shall be installed under each angle valve.

Subpart B—Explosives; Definitions and Preparation

In § 73.56 amend the heading and paragraph (d) (15 F.R. 8286, Dec. 2, 1950) (18 F.R. 802, Feb. 7, 1953) to read as follows:

§ 73.56 Ammunition, projectiles, grenades, bombs, mines, gas mines, and torpedoes.

(d) Gas projectiles, smoke projectiles, incendiary projectiles, illuminating projectiles, gas bombs, smoke bombs, incendiary bombs, gas grenades, smoke grenades, incendiary grenades, and gas mines, explosive, containing a bursting charge must be packed and properly secured in strong wooden boxes. Detonating fuzes, boosters or bursters, bouchons or ignition elements must not be assembled in these articles or included in the same package with them unless shipped by, for, or to the Departments of the Army, Navy, or Air Force of the United States Government or unless of a type approved by the Bureau of Explosives.

(See §§ 73.190, 73.330, 73.350, and 73.383 for nonexplosive chemical or poisonous ammunition.)

In § 73.92 amend paragraph (a) (4) (21 F.R. 7599, Oct. 4, 1956) to read as follows:

§ 73.92 Jet thrust units (jato), class B, igniters, jet thrust (jato), class B, or starter cartridges, jet engine, class B.

(a) * * *

(4) Jet thrust units (jato), class B, may be packed in the same outside shipping container with separately packaged igniters, jet thrust, class B, when the containers are approved by the Bureau of Explosives.

In § 73.94 add paragraph (d) (25 F.R. 3099, April 12, 1960) to read as follows:

§ 73.94 Explosive power devices, class B.

* * * * *

(d) Label: Each outside container of explosive power devices when offered for transportation by rail express, must have securely and conspicuously attached to it a square red label as described in § 73.412.

In § 73.100 amend paragraph (aa) (25 F.R. 3099, April 12, 1960) to read as follows:

§ 73.100 Definition of class C explosives.

* * * * *

(aa) Explosive power devices, class C, are devices designed to drive generators or mechanical apparatus by means of propellant explosives, class B. The devices consist of a housing with a contained propellant charge and an electric igniter or squib. The devices must be of a type approved by the Bureau of Explosives for this classification.

Subpart C—Flammable Liquids; Definition and Preparation

In § 73.122 amend paragraph (a) (1) (15 F.R. 8301, Dec. 2, 1950) to read as follows:

§ 73.122 Acrolein, inhibited.

(a) * * *

(1) Spec. 5A or 5B (§§ 78.81 or 78.82 of this chapter). Metal drums not over 55 gallons capacity each. Spec. 5B drums must have no opening exceeding 2.3 inches in diameter.

In § 73.124 amend paragraph (a) (5) and cancel paragraph (a) (6) (22 F.R. 4790, July 9, 1957) (21 F.R. 4564, June 26, 1956) to read as follows:

§ 73.124 Ethylene oxide.

(a) * * *

(5) Spec. 105A100, 105A100-W, 105A200-W, 105A300-W, 105A400-W, 105A500-W, 105A600-W, 111A100-W-4, or ARA-IV-A¹ (§§ 78.270, 78.285, 78.307, 78.286, 78.287, 78.288, 78.289, 78.306 of this chapter). Tank cars. Specs. 105A200-W, 105A300-W, 105A400-W, 105A500-W, and 105A600-W (§§ 78.307, 78.286, 78.287, 78.288, and 78.289 of this chapter) tanks must be restenciled 105A100-W (§ 78.285 of this chapter) and be equipped with safety valves of the

type and size used on spec. 105A100-W (§ 78.285 of this chapter) tank cars. Openings in tank heads to facilitate application of nickel lining are authorized and must be closed in an approved manner. See Note 1 of § 73.119(f) (3). (See § 73.432 for shipping instructions.)

[No change in Note 1.]

(6) [Canceled.]

In § 73.128 add paragraph (a) (3) (20 F.R. 4414, June 23, 1955) to read as follows:

§ 73.128 Paints and related materials.

(a) * * *

(3) Spec. 52 (§ 78.246 of this chapter). Aluminum portable tanks. Authorized only for materials having flash point above 20° F.

In § 73.132 add paragraph (a) (2) (18 F.R. 5272, Sept. 1, 1953) to read as follows:

§ 73.132 Cement, liquid, n.o.s., container cement, linoleum cement, pyroxylin cement, rubber cement, tile cement, wallboard cement, and coating solution.

(a) * * *

(2) Spec. 52 (§ 78.246 of this chapter). Aluminum portable tanks. Authorized for materials irrespective of flash point but only those defined as viscous liquids by § 73.115(b).

In § 73.134 amend the heading and introductory text of paragraph (a); amend paragraphs (a) (2) and (3) and (b); add Note 1 to paragraph (a) (2) and add paragraph (a) (4) (24 F.R. 904, Feb. 6, 1959) (24 F.R. 8057, Oct. 6, 1959) to read as follows:

§ 73.134 Aluminum triethyl, aluminum trimethyl, pyroforic fuel, pyroforic solutions, zinc ethyl, and triisobutyl aluminum, ethyl aluminum sesquichloride, diethyl aluminum chloride, ethyl aluminum dichloride, methyl aluminum sesquichloride, methyl aluminum sesquibromide, and mixtures or solutions thereof.

(a) Aluminum triethyl, aluminum trimethyl, pyroforic fuel, pyroforic solutions, zinc ethyl, and triisobutyl aluminum, ethyl aluminum sesquichloride, diethyl aluminum chloride, ethyl aluminum dichloride, methyl aluminum sesquichloride, methyl aluminum sesquibromide, and mixtures or solutions thereof must be shipped in devices or apparatus of a type approved by the Bureau of Explosives or in specification containers as follows:

* * * * *

(2) Spec. 105A300-W, 105A400-W, 105A500-W, 105A600-W, 106A500, or 106A500X (§§ 78.286, 78.287, 78.288, 78.289, or § 78.275 of this chapter) tank cars. Authorized for aluminum triethyl, aluminum trimethyl, and mixtures or solutions thereof, pyroforic fuel, and triisobutyl aluminum, ethyl aluminum sesquichloride, diethyl aluminum chloride, ethyl aluminum dichloride, methyl aluminum sesquichloride, methyl aluminum sesquibromide and mixtures or solutions thereof only. Specs. 106A500 and 106A500X (§ 78.275 of this chapter) tanks must not be filled to a density exceeding 80 percent of the water capaci-

ties of the tanks and tanks must be equipped with an approved spring-relief safety valve. Tanks must be loaded on cars and motor vehicles in such a manner that the safety relief valve will always be in the vapor phase.

NOTE 1: Tanks complying with ICC-106A 500 and ICC-106A500X (§ 78.275 of this chapter) specifications may be transported on trucks or semi-trailers only, when securely chocked or clamped thereon to prevent shifting, and provided adequate facilities are present for handling tanks where transfer in transit is necessary.

(3) Spec. 51 (§ 78.245 of this chapter). Portable tanks.

(4) Spec. MC 330 (§ 78.336 of this chapter). Tank motor vehicles having a minimum design pressure of 250 pounds per square inch.

(b) Aluminum triethyl, aluminum trimethyl and mixtures or solutions thereof, pyroforic fuel, pyroforic solutions, zinc ethyl, and triisobutyl aluminum, ethyl aluminum sesquichloride, diethyl aluminum chloride, ethyl aluminum dichloride, methyl aluminum sesquichloride, methyl aluminum sesquibromide, and mixtures or solutions thereof when offered for transportation by rail express must be packed in glass ampules not over 2 ounces capacity each, securely cushioned with absorbent material in sufficient quantity to completely absorb contents in event of breakage, within an inside metal container, spec. 2R (§ 78.34 of this chapter), enclosed in a strong wooden box.

In § 73.136 amend paragraph (a) (3) (15 F.R. 8302, Dec. 2, 1950) to read as follows:

§ 73.136 Methyl dichlorosilane and trichlorosilane.

(a) * * *

(3) Spec. 5A or 5B (§ 78.81 or § 78.82 of this chapter). Metal drums not over 55 gallons capacity each. Spec. 5B drums must have no opening exceeding 2.3 inches in diameter. These containers not authorized for shipment by rail express.

In § 73.141 amend paragraph (a) (7) (24 F.R. 8057, Oct. 6, 1959) to read as follows:

§ 73.141 Amyl mercaptan, butyl mercaptan, ethyl mercaptan, isopropyl mercaptan, propyl mercaptan, and aliphatic mercaptan mixtures.

(a) * * *

(7) Spec. 103-W, 105A300-W, 105A400-W, 105A500-W, 105A600-W, or 111A100-W-1 (§§ 78.280, 78.286, 78.287, 78.288, 78.289, or § 78.303 of this chapter). Tank cars. Specs. 103-W and 111A100-W-1 (§§ 78.280 and 78.303 of this chapter) tank cars equipped with bottom outlets must have bottom outlets effectively sealed. Bottom washout permitted.

In § 73.145 amend paragraph (a) (6) (22 F.R. 3925, June 5, 1957) to read as follows:

§ 73.145 Dimethylhydrazine, unsymmetrical, and methylhydrazine.

(a) * * *

(6) Spec. 103-W, 103C-W, 105A100-W, 105A200-W, 105A300-W, 105A400-W, 105A500-W, 105A600-W, or 111A100-

W-4 (§§ 78.280, 78.283, 78.285, 78.307, 78.286, 78.287, 78.288, 78.289, or § 78.306 of this chapter). Tank cars. Authorized for dimethylhydrazine, unsymmetrical only. Tank cars must be equipped with steel safety valves of approved design and 103-W (§ 78.280 of this chapter) tank cars must not be equipped with bottom outlets. Specs. 105A200-W, 105A300-W, 105A400-W, 105A500-W, and 105A600-W (§§ 78.307, 78.286, 78.287, 78.288, and 78.289 of this chapter) tanks must be restenciled 105A100-W (§ 78.285 of this chapter) and be equipped with safety valves of the type and size used on Spec. 105A100-W (§ 78.285 of this chapter) tank cars.

Subpart D—Flammable Solids and Oxidizing Materials; Definition and Preparation

In § 73.206 amend paragraph (a) (3) (20 F.R. 4416, June 23, 1955) to read as follows:

§ 73.206 Sodium or potassium, metallic, sodium amide, sodium potassium alloys, lithium metal, lithium silicon, lithium hydride, and lithium aluminum hydride.

(a) * * *

(3) Spec. 17E, 17H, 37A, or 37B (§§ 78.116, 78.118, 78.131, or § 78.132 of this chapter). Metal drums (single-trip). Authorized only for lithium metal or sodium, metallic which must be fused solid in the container.

In § 73.207 add paragraph (b) (7) (15 F.R. 8311, Dec. 2, 1950) to read as follows:

§ 73.207 Sulfide of sodium or sulfide of potassium, fused or concentrated, when ground.

* * * * *

(b) * * *

(7) Spec. 12A (§ 78.210 of this chapter). Fiberboard boxes with inside glass bottles not over 5 pounds capacity each. Not more than four bottles having capacity of 5 pounds each, shall be packed in one outside box. Shipper must have established that completed package meets test requirements prescribed by § 78.210-10 of this chapter.

Amend entire § 73.220 (19 F.R. 6268, Sept. 29, 1954) (19 F.R. 8536, Dec. 14, 1954) (21 F.R. 365, Jan. 19, 1956) to read as follows:

§ 73.220 Magnesium or zirconium scrap (borings, clippings, shavings, sheets, or turnings).

(a) Magnesium or zirconium scrap consisting of borings, shavings, or turnings, when shipped in carloads or truckloads, must be packed in closed metal barrels, wooden barrels, metal pails, or four-ply paper bags. In less-than-carload or less-than-truckload quantities it must be packed in closed metal drums, metal pails, or wooden barrels.

(b) Magnesium or zirconium scrap consisting of clippings or scrap sheets may be shipped in bulk in carload or truckload quantities. Cars must be tight box cars or tightly closed steel covered

gondola cars and trucks or trailers must have closed or completely covered bodies.

(c) Magnesium or zirconium scrap consisting of clippings or scrap sheets in closed metal drums, wooden barrels, or wooden boxes is exempt from specification packaging, marking, and labeling requirements. Shipments for transportation by highway carriers are exempt also from Part 77 of this chapter, except § 77.817, and Part 197 of this chapter.

Subpart E—Acids and Other Corrosive Liquids; Definition and Preparation

In § 73.245 add paragraph (a) (23) (15 F.R. 8313, Dec. 2, 1950) to read as follows:

§ 73.245 Acids or other corrosive liquids not specifically provided for.

(a) * * *

(23) Spec. 12B (§ 78.205 of this chapter). Fiberboard boxes with inside polyethylene bottles, not over 5 gallons capacity each, as specified by § 78.205-34 of this chapter. Not more than one bottle shall be packed in one outside box.

In § 73.259 amend the heading and introductory text of paragraph (a); add paragraph (a) (3) (20 F.R. 8102, Oct. 28, 1955) to read as follows:

§ 73.259 Electrolyte, acid, or alkaline corrosive battery fluid, packed with battery charger, radio current supply device, or electronic equipment and actuating devices.

(a) Electrolyte, acid, or alkaline corrosive battery fluid packed with battery charger, radio current supply device or parts thereof, or electronic equipment and actuating devices, with only one device or outfit in each package, in the amount necessary for operation of the device or equipment, provided the containers of electrolyte, acid, or alkaline corrosive battery fluid, are adequately cushioned to prevent breakage, leakage, or damage to other articles packed therewith, must be packed in specification containers or as otherwise authorized herein, as follows:

* * * * *

(3) Electrolyte, acid, or alkaline corrosive battery fluid, in separate inside acid or alkaline fluid resistant containers not over 5 gallons capacity each included with electronic equipment and actuating devices, are authorized in strong, tightly closed steel drums.

In § 73.263 amend paragraph (a) (15) (23 F.R. 4029, June 10, 1958) to read as follows:

§ 73.263 Hydrochloric (muriatic) acid, hydrochloric (muriatic) acid mixtures, hydrochloric (muriatic) acid solution, inhibited, sodium chlorite solution, and cleaning compounds, liquid, containing hydrochloric (muriatic) acid.

(a) * * *

(15) Spec. 12A or 12B (§ 78.210 or § 78.205 of this chapter). Fiberboard boxes with inside containers of polyethylene, or other nonfragile plastic material resistant to the lading (bags are

not authorized), not over 1 gallon capacity each, suitably cushioned to prevent movement within the box. Gross weight of completed package must not exceed 65 pounds.

In § 73.271 amend paragraph (a) (9) (25 F.R. 3102, April 12, 1960) to read as follows:

§ 73.271 Phosphorus oxychloride, phosphorus trichloride, and thiophosphoryl chloride.

(a) * * *

(9) Spec. 103A, 103A-W, or 111A100-W-2 (§§ 78.266, 78.281, or § 78.304 of this chapter). Tank cars. Spec. 103A (§ 78.266 of this chapter) tanks must be lead-lined steel or made of steel at least 10 percent nickel clad. Spec 103A-W or 111A100-W-2 (§ 78.281 or § 78.304 of this chapter) tanks must be lead-lined steel or made of steel with a minimum thickness of nickel cladding of $\frac{1}{16}$ inch. Nickel cladding in tanks must have a minimum nickel content of at least 99 percent pure nickel.

In § 73.287 amend paragraph (a) (5) (24 F.R. 8058, Oct. 6, 1959) to read as follows:

§ 73.287 Chromic acid solution.

(a) * * *

(5) Spec. 12B (§ 78.205 of this chapter). Fiberboard boxes with inside polyethylene containers having minimum wall thickness of 0.015 inch and so designed as to maintain their configuration when standing empty and open (see § 78.205-34 of this chapter). Not more than one inside container shall be packed in one outside box.

In § 73.294 amend paragraph (a) (2) (25 F.R. 3102, April 12, 1960) to read as follows:

§ 73.294 Monochloroacetic acid, liquid.

(a) * * *

(2) Spec. 103A-N-W or 103A-W (§ 78.299 or § 78.281 of this chapter). Tank cars. Spec. 103A-W (§ 78.281 of this chapter) tank car must be nickel clad at least 20 percent.

In § 73.295 amend paragraph (a) (11) (25 F.R. 3102, April 12, 1960) to read as follows:

§ 73.295 Benzyl chloride.

(a) * * *

(11) Spec. 103A or 103A-W (§ 78.266 or § 78.281 of this chapter). Tank cars which may be 10 percent nickel clad. Authorized for stabilized benzyl chloride only.

Add § 73.297 (15 F.R. 8324, Dec. 2, 1950) to read as follows:

§ 73.297 Titanium sulfate solution containing not more than 45% sulfuric acid.

(a) Titanium sulfate solution containing not more than 45% sulfuric acid must be packed in specification containers as follows:

(1) Spec. MC 310 or MC 311 (§ 78.330 or § 78.331 of this chapter). Tank motor vehicles, rubber-lined.

(2) Spec. 103B, 103B-W, or 111A100-W-5 (§§ 78.267, 78.282, or § 78.309 of this chapter). Tank cars.

Subpart F—Compressed Gases; Definition and Preparation

In § 73.315 amend paragraphs (a) (1) Table, (i) (11), (j) (1) and (2); add Note 9 to paragraph (a) (1) (23 F.R. 2327,

April 10, 1958), (20 F.R. 8103, Oct. 28, 1955) (19 F.R. 1280, Mar. 6, 1954) (15 F.R. 8330, 8331, Dec. 2, 1950) to read as follows:

§ 73.315 Compressed gases in cargo tanks and portable tank containers.

- (a) * * *
- (1) * * *

Kind of gas	Maximum permitted filling density		Specification container required	
	Percent by weight (see Note 1)	Percent by volume (see par. (f) of this section)	Type (see Note 2)	Minimum design pressure (psig)
(Change)				
Dichlorodifluoromethane (see Note 9)	119.....	See Note 7.....	ICC-51, MC-330..	150
Dichlorodifluoromethane - dichlorotetrafluoroethane mixture (see Note 9)	119.....	See Note 7.....	ICC-51, MC-330..	150
Dichlorodifluoromethane - monofluorotrichloromethane mixture (see Note 9)	See par. (c) of this section.	See Note 7.....	ICC-51, MC-330..	150
Monochlorodifluoromethane (see Note 9)	105.....	See Note 7.....	ICC-51, MC-330..	250

NOTE 9: Cargo tanks used for transport of the material named can be marked "Dispersant Gas" or "Refrigerant Gas."

- (i) * * *
- (11) Safety relief valve on chlorine tank motor vehicles shall conform with the standard of The Chlorine Institute, Inc. Dwg. D-13105E, dated April 30, 1958.
- (j) * * *

(1) The containers shall comply with the construction requirements of one of the following pressure vessel codes and shall be marked to indicate compliance as specified in the code:

- The 1959 Edition of the Unfired Pressure Vessel Code of the A.S.M.E.
- The 1956 Edition of the Unfired Pressure Vessel Code of the A.S.M.E.
- The 1952 Edition of the Unfired Pressure Vessel Code of the A.S.M.E., no revisions.
- The 1950 Edition of the Unfired Pressure Vessel Code of the A.S.M.E., no revisions.
- The 1949 Edition of the Unfired Pressure Vessel Code of the A.S.M.E.
- The 1951 Edition of the Joint Unfired Pressure Vessel Code of the A.P.I. and A.S.M.E., no revisions.
- The 1943 Edition of the Joint Unfired Pressure Vessel Code of the A.P.I. and A.S.M.E.

(2) Each container shall be equipped with safety devices in compliance with the requirements for safety devices on containers as specified in the National Board of Fire Underwriters Pamphlet No. 58 "Standards for the Design, Installation and Construction of Containers and Pertinent Equipment for the Storage and Handling of Liquefied Petroleum Gases", 1959 Edition.

Subpart H—Marking and Labeling Explosives and Other Dangerous Articles

In § 73.409 amend the introductory text of paragraph (b); cancel paragraph (b) (2) (20 F.R. 8105, Oct. 28, 1955) (25 F.R. 3103, April 12, 1960) to read as follows:

§ 73.409 Poisonous articles and tear gas labels.

(b) Label for shipment of poisonous articles, class B or class C, by air must be as shown in the following:

- (2) [Canceled.]

In § 73.430 amend paragraphs (b) and (c) (15 F.R. 8344, Dec. 2, 1950) (20 F.R. 8106, Oct. 28, 1955) to read as follows:

§ 73.430 Certificate.

(b) For the relief of shippers from multiplicity of certifications required for packages which may move by various means of transportation, shipments may be certified for rail, motor vehicle, water, or air transportation by adding to the certificate required on the shipping document "and the Commandant of the Coast Guard," or "and the Administrator of the Federal Aviation Agency," as the case may be.

(c) Shipping papers for shipments made by air between the United States and other countries shall be certified in duplicate with certificate signed by the shipper reading as follows:

This is to certify that the contents of this package are properly described by name and are packed and marked and are in proper condition for transportation according to the regulations prescribed by the Interstate Commerce Commission and the Administrator of the Federal Aviation Agency. (For shipment on passenger-carrying aircraft the following must be added to certificate: This shipment is within the limitations prescribed for passenger carrying aircraft.)

PART 74—CARRIERS BY RAIL FREIGHT

Subpart A—Loading, Unloading, Placarding and Handling Cars; Loading Packages Into Cars

In § 74.526 amend the introductory text of paragraph (n) (22 F.R. 7838, Oct. 3, 1957) to read as follows:

§ 74.526 Loading explosives into cars.

(n) Container cars or portable containers on flat cars or gondola cars (drop-

bottom cars not authorized), when properly loaded, blocked, and braced to prevent change of position under conditions incident to normal transportation, may be used for any class A explosive except black powder packed in metal containers. Portable containers must be of a type approved by the Bureau of Explosives. They must be designed and maintained so as to be weather-tight and so constructed that sparks cannot enter. Wooden containers must be painted or treated with fire-retardant material of a type approved by the Bureau of Explosives.

In § 74.532 amend the introductory text of paragraph (i) (15 F.R. 8348, Dec. 2, 1950) to read as follows:

§ 74.532 Loading other dangerous articles.

(i) Compressed gases in cylinders: Cylinders containing compressed gases must be loaded on their sides except when packed in boxes or crates, or when placed in suitable permanent racks in cars, or when securely braced. Spec. ICC-4L (§ 78.57 of this chapter) cylinders must be loaded in an upright position and be securely braced.

Subpart C—Placards on Cars

In § 74.546 amend paragraph (g) (15 F.R. 8351, Dec. 2, 1950) to read as follows:

§ 74.546 Placards must be standard.

(g) Placards remaining on hand and in compliance with § 74.552(a) or § 74.553(a) in effect on June 19, 1960, may be used until present stocks are exhausted.

PART 75—CARRIERS BY RAIL EXPRESS

In § 75.660 amend the introductory text of paragraph (a) (25 F.R. 3104, April 12, 1960) to read as follows:

§ 75.660 Violations and accidents or fires must be reported.

(a) Violations and accidents or fires must be reported promptly by the express carrier to the Bureau of Explosives, 63 Vesey Street, New York 7, New York, as follows:

PART 77—SHIPMENTS MADE BY WAY OF COMMON, CONTRACT, OR PRIVATE CARRIERS BY PUBLIC HIGHWAY

Subpart B—Loading and Unloading

In § 77.840 amend paragraphs (a) (1) and (c) (15 F.R. 8367, Dec. 2, 1950) (23 F.R. 2329, April 10, 1958) to read as follows:

§ 77.840 Compressed gases.

(a) * * *

(1) *Cylinders, horizontal.* Cylinders containing compressed gases shall be loaded in a horizontal position unless packed in boxes or crates of such dimensions as to prevent their overturning, or unless loaded into racks securely at-

tached to the motor vehicle, or unless so securely lashed in an upright position as to prevent their overturning. Spec. ICC-4L (§ 78.57 of this chapter) cylinders must be loaded in an upright position and be securely braced.

(c) Tanks complying with ICC-106A or ICC-110A (§§ 78.275, 78.276, 78.293, or § 78.295 of this chapter) specifications used for the transportation of compressed gases and flammable liquids as authorized in §§ 73.314(a) and 73.134 (a)(2) of this chapter may be transported on trucks or semi-trailers only, when securely chocked or clamped thereon to prevent shifting, and provided adequate facilities are present for handling tanks where transfer in transit is necessary. See § 74.560(b)(1) of this chapter.

PART 78—SHIPPING CONTAINER SPECIFICATIONS

Subpart F—Specifications for Fiberboard Boxes, Drums, and Mailing Tubes

In § 78.205-34 amend the heading and paragraph (a) (24 F.R. 8030, Oct. 6, 1959) to read as follows:

§ 78.205 Specification 12B; fiberboard boxes.

§ 78.205-34 Special box; authorized only for a polyethylene, or other suitable plastic, tight-fitting inside container having a minimum wall thickness of 0.015 inch and so designed as to maintain its configuration when standing empty and open.

(a) Box shall comply with this specification except that top of box shall be closed by means of slotted flaps so arranged as to provide protection for the neck of the inside container and be fitted with fill-in pieces as necessary. Complete package, closed as for shipment with inside container filled to rated capacity with water, must be capable of withstanding 2 drops from a height of 4 feet onto solid concrete without leakage or serious rupture of box. Authorized gross weight not over 65 pounds.

Subpart H—Specifications for Portable Tanks

Add § 78.246 (15 F.R. 8484, Dec. 2, 1950) to read as follows:

§ 78.246 Specification 52; aluminum portable tanks.

§ 78.246-1 Compliance.

(a) Required in all details.

§ 78.246-2 Composition and capacity.

(a) Tanks shall be constructed of aluminum base alloy at least 96 percent pure, or other aluminum base alloys of equivalent strength and physical properties suitable for use with the commodity to be transported therein and having a capacity not over 400 gallons.

§ 78.246-3 Construction.

(a) Tanks shall be of all welded fabrication. Welding shall be performed in a workmanlike manner using suitable welding materials. Tanks shall be

formed of material at least 0.250 inch thick; material shall comply with the requirements of § 78.246-2. Cubical containers shall have corners reinforced with suitable pads or legs efficiently welded thereto.

§ 78.246-4 Openings and closures.

(a) Tanks shall have one fill opening with properly gasketed positive type closure and may have one threaded flange opening not over 2.3 inches in diameter which must be provided with secure gasketed closure plug. Bottom discharge opening not over 3 inches in diameter authorized.

§ 78.246-5 Tank mountings.

(a) Tanks shall be designed and fabricated with mountings to provide a secure base in transit. "Skids" or similar devices shall be deemed to comply with this requirement.

(b) All tank mountings such as skids, fastenings, brackets, cradles, lifting lugs, etc., intended to carry loadings shall be permanently secured to tanks in accordance with the requirements under which the tanks are fabricated and shall be designed with a factor of safety of four, and built to withstand loadings in any direction equal to two times the weight of the tanks and attachments when filled with water.

§ 78.246-6 Tests.

(a) Each tank shall be tested by introduction of at least 2 pounds sustained air pressure during which time all welded areas shall be examined for leakage by coating entire welded seam area with soap suds. Areas that show leakage in this test may be repaired by welding and must be retested to determine efficiency.

§ 78.246-7 Marking.

(a) Marking on each container in an unobstructed area, by embossing or destamping on the container, or on a metal plate securely attached by welding, in letters and figures at least $\frac{3}{8}$ inch in height, as follows:

(1) ICC-52 * * * (stars to be replaced by rated gallonage capacity). These marks shall be understood to certify that the container complies with all specification requirements.

(2) Name or symbol (letters) of maker or user assuming responsibility with specification requirements. Symbol letters must be registered with the Bureau of Explosives.

Subpart I—Specifications for Tank Cars

In § 78.270-1 amend paragraph (a) (21 F.R. 4576, June 26, 1956) to read as follows:

§ 78.270 Specification ICC-105A100; lagged riveted steel tanks to be mounted on or forming part of a car.

§ 78.270-1 Type.

(a) Tanks built under this specification must be cylindrical with heads designed convex outward. The tank must be provided with a manway nozzle and cover on top of tank of sufficient diameter to permit access to the interior

of the tank and to provide for the proper mounting of venting, loading, unloading, sampling and safety valves, gauging device, thermometer well, and a protective housing on the cover. Other openings in the tank are prohibited except as provided in Part 73 of this chapter.

In § 78.294-1 amend paragraph (a) (25 F.R. 3112, April 12, 1960) to read as follows:

§ 78.294 Specification ICC-105A100-AL-W; lagged fusion-welded aluminum tanks to be mounted on or forming part of a car.

§ 78.294-1 Type.

(a) Tanks built under this specification must be cylindrical, with heads designed convex outward. The tank must be provided with a manway nozzle and cover on top of the tank of sufficient diameter to permit access to the interior of the tank and to provide for the proper mounting of venting, loading, unloading, sampling and safety valves, gauging device, thermometer well and a protective housing on the cover. Other openings in the tank are prohibited.

In § 78.300-1 amend paragraph (a) (25 F.R. 3113, April 12, 1960) to read as follows:

§ 78.300 Specification ICC-105A300-AL-W; lagged fusion-welded aluminum tanks to be mounted on or forming part of a car.

§ 78.300-1 Type.

(a) Tanks built under this specification must be cylindrical, with heads designed convex outward. The tank must be provided with a manway nozzle and cover on top of the tank of sufficient diameter to permit access to the interior of the tank and to provide for the proper mounting of venting, loading, unloading, sampling and safety valves, gauging device, thermometer well, and a protective housing on the cover. Other openings in the tank are prohibited.

In § 78.308-1 amend paragraph (a) (25 F.R. 3115, April 12, 1960) to read as follows:

§ 78.308 Specification ICC-105A200-AL-W; lagged fusion-welded aluminum tanks to be mounted on or forming part of a car.

§ 78.308-1 Type.

(a) Tanks built under this specification must be cylindrical, with heads designed convex outward. The tank must be provided with a manway nozzle and cover on top of the tank of sufficient diameter to permit access to the interior of the tank and to provide for the proper mounting of venting, loading, unloading, sampling and safety valves, gauging device, thermometer well, and a protective housing on the cover. Other openings in the tank are prohibited.

Subpart J—Specifications for Containers for Motor Vehicle Transportation

In § 78.330-11 amend paragraph (a) (24 F.R. 5644, July 14, 1959) to read as follows:

§ 78.330 Specification MC 310; cargo tanks.

§ 78.330-11 Joints.

(a) All joints and seams formed in the manufacture of any cargo tank shall be made tight by welding, riveting, riveting and welding, brazing, or riveting and brazing, at the option of the motor carrier, subject to the limitation that any of the aforesaid methods are permissible only when any one of them or combination as used in the tank is not subject to adverse action by the nature of the corrosive liquid which is to be transported in such tank provided that joints in tanks for hydrogen peroxide of concentration exceeding 52 percent shall be made by welding only.

In § 78.336-1 amend paragraph (b); in § 78.336-5 amend paragraph (a); in § 78.336-7 amend paragraph (a) (20 F.R. 8115, 8116, Oct. 28, 1955) (23 F.R. 2336, April 10, 1958) to read as follows:

§ 78.336 Specification MC 330; steel cargo tanks.

§ 78.336-1 Requirements for design and construction.

(b) Except as noted below, all openings in the tank shall be grouped in one location, either at the top of the tank or at one end of the tank.

EXCEPTIONS: (1) Chlorine tanks shall be equipped with a nozzle located in the top of the tank. The nozzle shall be fitted with a dome cover plate which shall conform with the standard of The Chlorine Institute, Inc. Dwg. 103-3, dated January 23, 1958. There shall be no other opening in the tank.

(2) The openings for liquid level gauging devices, or for safety devices may be installed separately at the other location or in the side of the shell.

(3) One plugged opening of 2-inch National Pipe Thread or less provided for maintenance purposes may be located elsewhere.

(4) Loading and unloading connections may be located in the bottom of the tank.

§ 78.336-5 Protection of valves and accessories.

(a) All valves, fittings, accessories, safety devices, gauging devices, and the like shall be adequately protected against mechanical damage by a housing closed with a cover plate.

EXCEPTIONS: (1) Liquid and vapor valves, fittings, and accessories installed in the bottom of the tank shall be adequately protected against mechanical damage, but the housing and cover plate may be omitted. (2) In lieu of a housing closed with a cover plate, tanks used for the transportation of carbon dioxide may have all valves, piping, fittings, accessories, safety devices, and the like installed within the motor vehicle framework, or a suitable collision-resisting subframe, guard or housing. (3) On chlorine tanks the protective housing and cover plate shall conform to the standard of The Chlorine Institute, Inc., Dwg. 107-2, dated June 4, 1959 and shall be of a design to permit the use of standard emergency kits for controlling leaks in fittings on the dome cover plate.

§ 78.336-7 Report.

(a) A copy of the manufacturer's data report required by the "Code" (see § 78.336-1 (a)) under which the tank is fabricated shall be furnished for each new tank to the owner and the Bureau of

Explosives, 63 Vesey Street, New York 7, New York. In addition, the manufacturer or owner shall register each tank with the Bureau of Explosives in the following form:

[No change in the Report Form.]

[F.R. Doc. 60-6469; Filed, July 13, 1960; 8:45 a.m.]

[4th Supp. 4th Sec. Order 18900]

PART 143—LONG-AND-SHORT-HAUL AND AGGREGATE-OF-INTERMEDIATE RATES

Change of Effective Date

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 29th day of June A.D. 1960.

Upon further consideration of the matters and things involved in fourth-section order No. 18900, entered by Division 2 on April 11, 1958, as modified and amended by orders entered at later dates, and pending consideration of the matters and things developed at a hearing held pursuant to a petition filed by R. E. Boyle, Jr., Chairman, Southern Freight Association, T. H. Maguire, Chairman, Executive Committee-Western Traffic Association, and E. V. Hill, Chairman, Traffic Executive Association-Eastern Railroads, for further modification of fourth-section order No. 18900 (23 F.R. 2969), which order, petition, and transcript of the hearing thereon, are hereby referred to and made a part hereof:

It is ordered, That fourth-section order No. 18900 (23 F.R. 2969), entered by Division 2 on April 11, 1958, as modified and amended by orders entered July 15, 1958 (23 F.R. 5828), December 18, 1958 (24 F.R. 64), May 4, 1959 (24 F.R. 4104), August 11, 1959 (24 F.R. 6979), and March 30, 1960 (25 F.R. 2893), be and it is hereby, further modified and amended so as to provide that the order, which by its present terms is to become effective on June 30, 1960, shall become effective on September 1, 1960, instead.

It is further ordered, That notice of this order be given to the general public by depositing a copy in the office of the Secretary of the Commission at Washington, D.C., and by filing it with the Director, Office of the Federal Register, Washington, D.C.

(Sec. 12, 24 Stat. 383, as amended; 49 U.S.C. 12. Interpret or apply secs. 3, 4, 24 Stat. 380, as amended; 49 U.S.C. 3, 4)

By the Commission, Division 2.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 60-6524; Filed, July 13, 1960; 8:48 a.m.]

[5th Supp. 4th Sec. Order 18900]

PART 143—LONG-AND-SHORT-HAUL AND AGGREGATE-OF-INTERMEDIATE RATES

Change of Effective Date

At a session of the Interstate Commerce Commission, Division 2, held at

its office in Washington, D.C., on the 29th day of June, A.D. 1960.

It appearing, that rules governing as to form and content of applications, the manner of presentation, and the method of justifying relief from the provisions of section 4 of the Interstate Commerce Act having been set forth in fourth-section order No. 18900 (23 F.R. 2969),

It further appearing, that, by petition dated June 5, 1959, the Class I rail carriers of the United States sought reconsideration of these rules,

It further appearing, that a hearing having been held and full investigation of the matters and things involved having been made, and the division, on the date hereof, having made and filed a formal report containing its findings of fact and conclusions thereon, which report is hereby referred to and made a part hereof,

And it further appearing, that the rules hereinafter provided being procedural, rule making procedure under section 4(a) of the Administrative Procedure Act (5 U.S.C. sec. 1003) is deemed unnecessary:

It is ordered, That fourth-section order No. 18900 (23 F.R. 2969) entered by Division 2 on April 11, 1958, as modified and amended by supplemental orders entered July 15, 1958 (23 F.R. 5828), December 18, 1958 (24 F.R. 64), May 4, 1959 (24 F.R. 4104), August 11, 1959 (24 F.R. 6979), March 30, 1960 (25 F.R. 2893), and June 29, 1960 (25 F.R. 6629), be and it is hereby, further modified and amended by deleting sections 143.75 through 143.85 (49 CFR 143.75 through 143.85) in their entirety, and by substituting in lieu thereof the following provisions which are to become effective September 1, 1960:

§ 143.75 Applications, preparation and filing, conformity with rules.

Any common carrier subject to the act may apply to this Commission, under section 4(1) of the act, for such authorization as it is empowered to grant thereunder. Such application must conform to the requirements hereinafter provided.

§ 143.76 Freight and passenger applications separate.

Separate applications shall be filed for relief with respect to freight rates and passenger fares.

§ 143.77 Long-and-short-haul and aggregate of intermediate applications separate.

Separate applications shall be filed for relief from the long-and-short-haul provision, and for relief from the aggregate-of-intermediates provision of section 4 of the act.

§ 143.78 Number of copies, form, general specifications and requirements, signatures, and verification.

(a) Applications shall be substantially in the form shown below, and five copies of each, including all exhibits and maps, must be furnished.

RULES AND REGULATIONS

FORM OF APPLICATION FOR RELIEF UNDER SECTION 4(1) OF THE ACT

FOURTH SECTION APPLICATION

Commission's No. -----
Carrier's No. -----

The ----- Company, by -----, its ----- (Official title), hereby petitions the Interstate Commerce Commission for authority to establish rates (or fares, or charges or classifications) hereinafter set forth without observing the long-and-short-haul (or aggregate-of-intermediates) provision of section 4(1) of the Interstate Commerce Act.

I. (State fully the rates, fares, charges, etc., which it is desired to establish, with complete reference to the tariffs in which published and the effective date thereof, the routes over, and the articles or classes upon which they are to apply, and names or descriptions of the points of origin and destination. See Note A following.)

II. (State fully names or description of intermediate points at which it is desired to maintain higher rates etc., and rates etc.; at such points or a sufficient number of such points to illustrate the situation, including the first and last higher-rated and the highest-rated intermediate points. Distances between all points shown should be included in this statement. In applications for relief from the aggregate-of-intermediates provision, set forth typical examples of the higher through rates, fares, or charges, and the intermediate rates, fares, or charges that in the aggregate are less than the through rates, etc. See Note A, following. Also show I.C.C. Nos. of tariffs, and supplements thereto, containing the rates and distances stated.)

III. This application is based upon the following facts which present all of the circumstances and conditions relied upon by your applicant in justification of the relief herein prayed: (Make a complete and accurate statement as to the necessity for the proposed changes, and all of the circumstances and conditions relied upon as justifying the relief prayed. See Note A, following.)

IV. (Give specific reference to any proceeding pending before or determined by the Commission, by docket number, and report citation, if any, which may have any bearing upon, or be in any way related to the rates, etc., sought to be established or maintained. If none, state that fact.)

----- Company
(Corporate title of applicant)
By -----
(Personal signature of officer)

(Title of officer)

NOTE A. When more convenient this information may be given in an exhibit or exhibits, and here referred to: "As stated in exhibit ----- attached to and made a part hereof." Information required under each numbered section, as above, should be shown in a separate exhibit.

Exhibits should conform to the following requirements:

Generally. Exhibits of a documentary character may have a maximum width of 22 inches by 12 1/2 inches in height. Whenever practicable the sheets of each exhibit and the lines of each sheet should be numbered. If the exhibit consists of five or more sheets the first sheet or title-page should be confined to a brief statement of what the exhibit purports to show, with reference by

sheet and line to illustrative or typical examples contained therein. The exhibit should bear an identifying number, letter, or short title which will readily distinguish it from other exhibits offered. It is desirable that, whenever practicable, rate comparisons and other evidence should be condensed into tables. Exhibits should not be argumentative, should be limited to statements of fact, and be relevant and material to the issue.

Reference to tariff authority, routes, and distances. All exhibits showing rates, fares, charges, or other tariff or schedule provision must, by appropriate Interstate Commerce Commission number reference, indicate the tariff or schedule authority therefor, and if distances are shown must also show the authority therefor and, by lines, highways, or waterways, and junction points, the routes over which the distances are computed; except that the routes over which the distances are computed need not be shown when such distances are specifically published in a tariff or schedule lawfully on file with the Commission, or definitely ascertainable from a tariff or schedule on file with the Commission showing rates prescribed by the Commission and based on short-line distances, or short-highway distances, provided the exhibit makes specific reference to such tariff or schedule as provided by this rule.

(b) Applications shall be on opaque, unglazed, durable paper not exceeding 8 1/2 by 11 inches. To permit of binding in covers of uniform size, margins of at least 1 1/2 and 1 inch, respectively, shall be allowed on the left and right margins. Binding shall be on the left margin. Reproduction may be by printing, multilithing, mimeographing, or any other process, provided the copies are clear and permanently legible. Whiteline blue prints which cannot be reproduced by photography are not desirable. If directly typewritten, or if in facsimile reproduction of typewriting, the impression must be on one side of the paper and must be double spaced, except that long quotations shall be single spaced and indented. If printed, nothing less than 10-point type shall be used, except that 8-point type may be used in footnotes.

(c) The original copy of the application must be over the personal signature of an executive officer, a responsible traffic officer, or a duly authorized attorney or agent, specifying his title, and sworn to before a notary public or other officer authorized by law to administer oaths. Verification shall be in the manner shown below:

VERIFICATION
State of -----
County of ----- } ss:
(Name of affiant), being duly sworn, deposes and says: That he is the ----- (Title of affiant) of the ----- (Name of applicant); that he is authorized by said applicant to sign and file with the Interstate Commerce Commission this application and exhibits attached hereto, and to verify the facts and statements contained in said application and exhibits; that he has carefully examined all of such statements contained in said application and exhibits; and that the same are true and correct to the best of his knowledge, information, and belief.

Subscribed and sworn to before me, a ----- in and for the State and County above, this ----- day of -----, 19___
(SEAL) My commission expires -----

§ 143.79 Matters to be shown in the application.

(a) The information required in this section and in §§ 143.80, 143.81, and 143.82, according to the grounds upon which relief is sought, shall be shown in the application when Commission action is desired on the presentation made therein, without hearing. When a hearing is desired and applicants propose to justify at the hearing the relief desired, the information specified in this section shall be included in the application, and the information required in §§ 143.80, 143.81, and 143.82 may, instead, be introduced at the hearing. It should be understood, however, that where the information included in the application does not fully justify the relief sought, or for other good cause, the application may be assigned for hearing at the Commission's discretion. The application shall show:

(b) The names of the carrier or carriers for, or on behalf of which it is made, or, if made on behalf of all carriers parties to a particular tariff, the application may refer to such tariff by Interstate Commerce Commission number (hereinafter abbreviated I.C.C. No.).

(c) The I.C.C. No. of all tariffs in which rates, fares, or charges referred to in the application or exhibits are published.

(d) The rates, fares, or charges proposed to be established; the basis or bases therefor; the articles or classes on which they are to apply; the points of origin and destination; and the routes between such points over which the rates, fares, or charges will apply. (Direct routes only with respect to applications for long-and-short-haul relief). When relief is desired from or to "related" points or "group" points, the points or groups shall be indicated in the map hereafter required to be furnished, or defined by reference to tariff publications providing the grouping.

(e) If long-and-short-haul relief is sought, the intermediate points at which it is proposed to maintain rates, fares, or charges higher than those proposed from or to more distant points, and the rates, fares, or charges at such points. If relief from the aggregate-of-intermediate provision of section 4 is sought, the intermediate rates, fares, or charges that, in the aggregate, are less than the through rates, fares, or charges.

(f) A complete and accurate statement of the grounds relied upon as justification for the relief prayed.

(g) Applications for relief from the provisions of section 4 with respect to rates, fares, or charges included in schedules filed before the necessary relief has been obtained shall include in the opening or second paragraph a complete statement of the tariffs and supplements containing such rates, fares, or charges in substantially the following form:

The rates (fares) (charges) as to which relief is prayed herein have been published and filed to become effective ----- (Date) in ----- (Name of agent or carriers) tariff I.C.C. ----- (Number). (Supplement number should be shown if published in a supplement).

§ 143.80 Additional information required.

(a) *Long-and-short-haul relief.* Applications should show:

(1) That, where proposed rates are depressed to meet competition, the competitive rates they are being established to meet are not within the control of applicant carriers, and any other facts tending to show that such rates should not be observed as maxima at intermediate points.

(2) That the lower rates for longer than for shorter hauls over the same line or route are reasonably compensatory.

The following information is considered pertinent in a showing as to the reasonably compensatory nature of rates:

(1) Statement of ton-mile, car-mile, and per-car earnings under the competitive rates. When a general adjustment is involved covering rates between numerous competitive points and applicable or to be applied by numerous routes, it will be sufficient, ordinarily, to give representative examples of rates throughout the territory yielding the lowest earnings for the longest and shortest hauls involved.

(2) Statement of ton-mile and car-mile expenses of petitioning carriers on the traffic involved, or other evidence showing that the proposed rates will be reasonably compensatory.

(3) A statement of rates at representative intermediate points at which rates exceed or would exceed the rates at more distant points under the proposed adjustment, including rates at the first and last higher-rated intermediate points and the distances from and to such intermediate points. This information need not be shown where the rates at the more distant points are constructed on the basis of a mileage scale and the rates at the intermediate points reflect the same mileage scale.

(4) That the higher rates for the shorter than for the longer hauls over the same line or route are reasonable. (The usual facts tending to show the reasonableness of rates should be presented).

(5) Whether there is a complaint pending as to the reasonableness of the rates at the intermediate points on the applicant line or route.

(6) In the event the rates proposed to be superseded by subsequent revisions are maintained under authority of outstanding fourth-section orders, reference to such orders shall be furnished.

(7) Where the proposed adjustment is in any way related to a prior adjustment as to which relief has been authorized, that is, the addition of origins, destinations, commodities, etc., or involves rates for the return movement of commodities as to which relief for initial hauls has been authorized, reference to orders authorizing such relief shall be furnished.

(b) *Aggregate-of-intermediates relief.* Applications should show:

(1) The origins and destinations from and to which it is proposed to continue, or to establish and maintain through rates, fares, or charges which exceed the aggregate-of-intermediate rates, fares, or charges, together with the intermediate rates, fares, or charges that, in the

aggregate, are less than the through rates, fares, or charges.

(2) That the intermediate rates, fares, or charges which, in the aggregate, are lower than the through rates, fares, or charges, are depressed by competitive conditions that do not affect the through rates, fares, or charges; and the same information with respect to the conditions alleged as affecting the intermediate rates as that required in applications for long-and-short-haul relief with respect to similar conditions when alleged as grounds for maintaining lower rates for longer than for shorter distances.

(3) That the through rates, fares, or charges that would exceed the aggregate-of-intermediate rates, fares, or charges are reasonable. (The usual facts tending to show the reasonableness of rates should be presented).

§ 143.81 Additional matters to be shown.

(a) *Applications based on water competitions.* (1) The name of the competing water line or lines actually in operation between the water points and whether said water line or lines, in the transportation of the traffic involved, are subject to the Interstate Commerce Act.

(2) A detailed statement of the charges over the water line or lines, including marine insurance, wharfage, handling, shrinkage, and all other applicable incidental charges. Where such charges are named in tariffs on file with this Commission, reference should be made to such tariffs by I.C.C. number.

(3) Whether facilities for loading into and unloading from barges or ships are available.

(4) The minimum tender that may be made to the water carrier or carriers, and whether shippers and receivers are equipped to handle such amounts.

(5) If the season of navigation is restricted, and, if so, that available storage will permit the handling by water of receivers' needs during the season of navigation.

(6) The cost of installation, maintenance, etc., of loading, unloading, and storage facilities which must be constructed or installed before water transportation is feasible.

(7) Evidence supporting water costs and accessorial charges which are not published in tariffs on file with the Commission.

(8) Certification that a copy of the application has been served upon the competing water line or lines named in paragraph 1 hereof. The service and certification shall conform with the requirements of § 1.22 of this chapter.

(b) *Applications based on motor carrier competition.* The charges over the competing motor line or lines, including all incidental charges, and if interstate common or contract carrier or carriers, reference to the applicable tariffs by I.C.C. numbers.

(c) *Applications based on market competition.* (1) The names of the producing or receiving points whose competition is to be met.

(2) The short line or route and distances, or the class rate distances if the latter are normally used for rate making

purposes, from the various producing points to the common market and tariff authority for the distances.

(3) The rates from the competitive producing points with reference by I.C.C. No. to the tariffs naming the rates and whether they conform to the provisions of section 4 of the act. If relief has been granted or application is pending as to such rates, give reference to the I.C.C. No. of the application or order.

(4) Whether similar competition is to be met at intermediate points.

(d) *Applications based on weak financial condition or high operating costs of the applicant line.* Financial statistics and operating conditions.

§ 143.82 Miscellaneous provisions.

(a) In addition to the above, applications should show any other conditions or circumstances relied upon as constituting a special case within the meaning of section 4(1) of the act.

(b) Applications should contain a map, made a part thereof, showing the relative location of lines or routes, the competitive points, and representative intermediate points at which higher rates are to be charged, or representative points from or to which it is proposed to maintain through rates, fares, or charges which exceed the aggregate of intermediates. This map need not be furnished where departures are due only to use of class rate distances and grouping, or to the use of relief line arbitraries.

§ 143.83 Acceptance of applications.

In any case when, upon inspection, the Commission is of the opinion that an application does not sufficiently set forth required material or is otherwise deficient, the Commission may decline to accept the application for filing and may return it unfiled, or the Commission may accept it for filing and advise the person tendering it of the deficiencies and require that such deficiencies be corrected.

§ 143.84 Applications for relief previously denied.

If the Commission denies an application, and the carrier presents a new application based upon new or additional facts in justification of the proposed rates, fares, or charges, such facts should be clearly indicated as such, and the modified application must refer specifically to the previous application and the number of the order by which it was denied.

§ 143.85 Changes and additions.

Copies of any amendment to the application, or any additional information furnished to the Commission in connection therewith, including notices of any changes in the effective date of the rates, fares, or charges as set forth in compliance with § 143.79(g), shall be served by applicant upon all parties served with a copy of the application and upon all parties protesting the application. The service and certification thereof shall conform with the requirements of § 1.22 of this chapter.

And it is further ordered, That notice of this order be given to the general public by depositing a copy in the office of the Secretary of the Commission at

Washington, D.C., and by filing it with the Director, Office of the Federal Register.

(Sec. 12, 24 Stat. 383, as amended; 49 U.S.C. 12. Interpret or apply secs. 3, 4, 24 Stat. 380, as amended; 49 U.S.C. 3, 4)

By the Commission, Division 2.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 60-6523; Filed, July 13, 1960;
8:48 a.m.]

Title 46—SHIPPING

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER S—NUMBERING OF UNDOCUMENTED VESSELS, STATISTICS ON NUMBERING, AND "BOATING ACCIDENT REPORTS" AND ACCIDENT STATISTICS

[CGFR 60-51]

PART 171—STANDARDS FOR NUMBERING

Mississippi System of Numbering Approved

Acting under the authority delegated by Treasury Department Order 167-32, dated September 23, 1958 (23 F.R. 7605), the Commandant, United States Coast Guard, on June 23, 1960, approved the Mississippi system for the numbering of motorboats, which was established pursuant to the Federal Boating Act of 1958.

As provided in this approval, the Mississippi system shall be operative on and after July 1, 1960. On that date the authority to number motorboats principally used in the State of Mississippi passed to that State. Those motorboats presently numbered should continue to

display the Coast Guard number until renumbered by Mississippi. On and after July 1, 1960, all reports of "boating accidents" which involve motorboats numbered in Mississippi will be required to be reported to the Boating Division, Game and Fish Commission, Jackson, Mississippi, pursuant to the "Mississippi Boating Act of 1960" (House Bill No. 217) approved by the Governor on April 14, 1960.

Because the amendments to §§ 171.01-6(b), and 171.10-1(b), as set forth in this document, are informative rules about official actions performed by the Commandant, it is hereby found that compliance with the Administrative Procedure Act (respecting notice of proposed rule making, public rule making procedures thereon, and effective date requirements thereof) is unnecessary.

By virtue of the authority vested in me as Commandant, United States Coast Guard, by Treasury Department Orders 120, dated July 31, 1950 (15 F.R. 6521), and 167-17, dated June 29, 1955 (20 F.R. 4976), to promulgate rules in accordance with the statutes cited with the informative rules below, the following amendments are prescribed with an effective date of July 1, 1960:

Subpart 171.01—General

1. Paragraph (b) of § 171.01-6 *Temporary exemptions until July 1, 1960*, is amended by deleting "Mississippi" from the list of States.

(Sec. 3, 60 Stat. 238, and sec. 633, 63 Stat. 545; 5 U.S.C. 1002, 14 U.S.C. 633)

Subpart 171.10—Application for Number

2. Paragraph (b) of § 171.10-1 *To whom made* is amended by inserting in the list of States having approved numbering systems the State of "Mississippi."

(Sec. 3, 60 Stat. 238, and sec. 633, 63 Stat. 545; 5 U.S.C. 1002, 14 U.S.C. 633)

Dated: July 8, 1960.

[SEAL] J. A. HIRSHFIELD,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[F.R. Doc. 60-6529; Filed, July 13, 1960;
8:48 a.m.]

Title 32A—NATIONAL DEFENSE, APPENDIX

Chapter I—Office of Civil and Defense Mobilization

[Defense Mobilization Order IV-1]

DMO IV-1—CREATING A COMMITTEE ON MANPOWER POLICY AND A COMMITTEE ON SPECIALIZED PERSONNEL

Revocation

Defense Mobilization Order IV-1, Creating a Committee on Manpower Policy and a Committee on Specialized Personnel (within the Office of Defense Mobilization), as revised on September 28, 1954, is hereby revoked. Notice of the establishment of similar committees (Interagency Committee on Manpower Policy and Committee on Specialized Personnel) within the Office of Civil and Defense Mobilization was given in the FEDERAL REGISTER on June 30, 1960 (25 F.R. 6155).

Dated: July 6, 1960.

LEO A. HOEGH,
Director.

[F.R. Doc. 60-6498; Filed, July 13, 1960;
8:45 a.m.]

Proposed Rule Making

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[21 CFR Parts 3, 121]

STATUS OF FOLIC ACID IN FOODS FOR SPECIAL DIETARY USE AND AS A DRUG; EXTENSION OF EFFECTIVE DATE OF STATUTE FOR THE FOOD ADDITIVE FOLIC ACID

Notice of Proposed Rule Making

1. The Commissioner of Food and Drugs, on his own initiative, and under authority vested in the Secretary of Health, Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 701(a), 52 Stat. 1055; 21 U.S.C. 371(a)) and delegated to him by the Secretary (22 F.R. 1045, 23 F.R. 9500, 25 F.R. 5611), proposes the issuance of the following statement of policy:

§ 3.42 Status of folic acid in foods for special dietary use and as a drug.

The need in human nutrition for folic acid has been established. Diets used in this country supply ample amounts of the vitamin. Rare deficiencies of folic acid occur, but they are associated with conditions for which the patient should be under medical supervision.

Although not itself harmful, folic acid, when added in sufficient dosage to the diets of persons suffering from pernicious anemia who are not receiving proper medication, has the capacity of correcting the blood disorders of this disease while the accompanying nervous system changes may progress. This may create a hazard for a very few individuals who are undiagnosed, untreated victims of pernicious anemia. This situation is not completely corrected by the incorporation of vitamin B₁₂ and intrinsic factor in folic acid-containing preparations for oral use.

Medical experts agree that there is a level of administration above which folic acid should be used only under the supervision of a physician. The Council on Foods and Nutrition of the American Medical Association has considered the use of folic acid in multivitamin combinations used for dietary supplementation. On January 3, 1959, the Council published a statement reading in part:

The amount of folic acid in supplementary vitamin mixtures should be no greater than that available from an abundant dietary. Common experience indicates that this is a quantity which will seldom support hematological function in pernicious anemia and therefore will not mask the diagnosis of this disorder. Although this quantity is still to be determined, 0.3 mg. of folic acid is suggested tentatively as a proper maximum amount for supplemental mixtures. (Journal of The American Medical Association, Volume 169, pages 41-45, January 3, 1959.)

In November 1959, in connection with the administration of the food additives amendment, the Food and Drug Administration considered the justification for placing folic acid on a list of substances considered by qualified experts to be generally recognized as safe. It concluded at that time, and again at a later date, that the facts did not warrant the placing of the chemical on such a list.

The U.S. Pharmacopeia recognizes two multivitamin preparations, each of which supplies 0.25 milligram of folic acid in the usual dose. The Director of Revision of the Pharmacopeia states that the formula for these products was adopted on the advice of qualified medical experts and that the Revision Committee of the Pharmacopeia has no evidence suggesting need for change with respect to folic acid.

Prior to March 1959, the Food and Drug Administration had not considered it necessary to place a limit on the amount of folic acid that could be present in multiple vitamin preparations for sale without prescription. In early 1960, in view of additional information that was becoming available, the Food and Drug Administration expressed the opinion to some companies that folic acid in a quantity not to exceed 0.4 milligram per day would generally be recognized as safe under the food additives amendment. However, this advice was not formalized by placing folic acid on a proposed list of substances generally recognized as safe.

In June 1960, the Food and Drug Administration consulted nine medical experts in the fields of hematology and internal medicine about the use of folic acid. Six of these experts believed that folic acid should not be used in multivitamin preparations that are offered for sale without prescription. Two experts believed that it could be used properly in an amount not to exceed 0.4 milligram per day. One individual believed that folic acid should be available for sale without prescription at a level of 1.0 milligram to 2.0 milligrams per day.

On June 30, 1960, the Commissioner of Food and Drugs appointed a committee of experts from a panel selected by the National Academy of Sciences to consider this matter and make recommendations. The members of the Committee represented the fields of general medicine, preventive medicine, nutrition, hematology, pediatrics, and obstetrics and gynecology. The committee reported as follows:

The meager data available as background information for any recommendation indicate:

1. The only danger of inclusion of folic acid in such preparations [multivitamin preparations] is to those few patients who would develop pernicious anemia while taking the preparations, who would have the development of that disease be masked by the contained folic

acid, and who would be liable to the development of combined system disease. The number of patients known to have been harmed to date is very small.

2. Patients with pernicious anemia in relapse—with possible rare exceptions—will not respond with a hematologic remission to doses of 400 micrograms of synthetic folic acid per day (superimposed on the amount of folic acid which will be absorbed from an average diet in the United States).

3. We do not know to what extent the addition of 400 micrograms of folic acid per day may delay the onset of anemia in patients who develop true pernicious anemia and, therefore, increase the chance of neurological change.

The Committee recommends that:

1. The amount of folic acid to be permitted in multivitamin preparations be limited at present to 400 micrograms per day for preparations to be sold without prescription.

2. A period as long as six months be allowed for the orderly compliance with this recommendation.

3. While it is considered that there is no undue risk to the nation's public health involved in this recommendation, further study and consideration of this problem, aimed at the long term aspects of the recommendation, should be undertaken by another committee with time to consider at greater length problems like those posed in Item 3 above, and other new evidence.

On the basis of all the available evidence, the Food and Drug Administration adopts the following policy with respect to folic acid-containing preparations:

(a) Preparations supplying over 0.4 milligram of folic acid in the daily dosage recommended or suggested are regarded as drugs that should only be used under medical supervision. Among other things, these drugs should be labeled with a statement "Caution: Federal law prohibits dispensing without prescription," and their labeling should bear adequate information for their use by physicians, including information about the possible harmful effect of administering folic acid to patients who may have pernicious anemia.

(b) At the point of manufacture or labeling, the change to the prescription legend should be accomplished before further shipments are made. The orderly relabeling of stocks of such drugs in the channels of distribution should proceed as promptly as possible. Regulatory actions will be initiated against any products not properly relabeled after a reasonable time has passed.

2. The Commissioner also proposes, pursuant to Public Law 85-929 (sec. 6c, Pub. Law 85-929, 72 Stat. 1788; 21 U.S.C., note under sec. 342) to extend the effective date of the food additives amendment to the statute for folic acid by

amending § 121.86 to include the following:

FOLIC ACID

§ 121.86 [Amendment]

(a) Folic acid in a preparation the labeling of which clearly limits the daily dosage to a quantity that supplies 0.4 milligram of folic acid per day or less, and labeled for sale without prescription, is regarded as a food additive. The effective date of the food additives amendment of the Federal Food, Drug, and Cosmetic Act is hereby extended to March 6, 1961, for folic acid in such preparations, on the basis of a finding that the extension is necessary and will involve no undue risk to the public health.

(b) On and after March 6, 1961, a preparation described in paragraph (a) of this section may be legally marketed within the jurisdiction of the Federal Food, Drug, and Cosmetic Act only after a food additive regulation is in effect stating allowable conditions for its marketing. Firms that wish to promote folic acid for sale to the public without prescription should supply evidence to support such a regulation.

Interested persons are invited to submit written comments with reference to these proposals, supported by any scientific evidence they may wish to supply, within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

Dated: July 11, 1960.

[SEAL] **GEO. P. LARRICK,**
Commissioner of Food and Drugs.

[F.R. Doc. 60-6556; Filed, July 13, 1960;
8:52 a.m.]

[21 CFR Part 120]

**TOLERANCES AND EXEMPTIONS
FROM TOLERANCES FOR PESTICIDE
CHEMICALS IN OR ON RAW
AGRICULTURAL COMMODITIES**

**Notice of Filing of Petition for Estab-
lishment of Tolerance for Residues
of 2,4,5,4'-Tetrachlorodiphenyl
Sulfone**

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 408(d)(1), 68 Stat. 512; 21 U.S.C. 346a(d)(1)), notice is given that a petition has been filed by Niagara Chemical Division, Food Machinery and Chemical Corporation, Middleport, New York, proposing the establishment of a tolerance of 2 parts per million for residues of 2,4,5,4'-tetrachlorodiphenyl sulfone in or on lemons.

The analytical methods proposed in the petition for determining residues of 2,4,5,4'-tetrachlorodiphenyl sulfone are the methods published in the FEDERAL REGISTER of July 9, 1959 (24 F.R. 5550, 5551).

Dated: July 6, 1960.

[SEAL] **ROBERT S. ROE,**
*Director, Bureau of Biological
and Physical Sciences.*

[F.R. Doc. 60-6527; Filed, July 13, 1960;
8:48 a.m.]

FEDERAL AVIATION AGENCY

[14 CFR Part 60]

[Reg. Docket No. 443; Draft Release 60-12]

CONTINENTAL CONTROL AREA

**Establishment of the Base at 14,500
Feet Mean Sea Level**

Notice is hereby given that the Bureau of Air Traffic Management will propose to the Administrator the adoption of an amendment to Part 60 of the Civil Air Regulations, which would re-establish the lower limit of the continental control area from the present base of 24,000 feet mean sea level (m.s.l.) to 14,500 feet (m.s.l.).

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section of the Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. All communications received prior to October 13, 1960, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments submitted will be available for examination by interested persons in the Docket Section when the prescribed date for the return of comments has expired. Because of the large number of comments which we anticipate receiving in response to this draft release, we will be unable to acknowledge receipt of each reply.

Prior to 1957, controlled airspace had, for the most part, been designated only along 10 mile wide airways and in control zones surrounding certain airport terminal areas. In December 1957, the continental control area was designated which expanded the controlled airspace network above 24,000 feet¹ to the boundaries of the continental United States. This action represented the successful completion of the first phase of comprehensive air traffic control improvement plans that sought the ultimate expansion of controlled airspace to all areas above 15,000 feet.

When the continental control area was first implemented in 1957, it was recognized that the second phase of the implementation plans could not be undertaken until extensive improvements in the air traffic control system were made. Since December 1957, significant advancements have been made in the state of the high altitude air traffic control and navigation system. Among other developments, new and improved radar systems and displays have been developed and are in use. The numerous peripheral radio communications facilities which have been installed and commissioned throughout the country, have provided for the extension of direct communications between pilots and controllers and have proven to be a most effective means of expediting the flow of en route air traffic. Semi-automatic calculating

¹ All references to altitude made herein are mean sea level (m.s.l.) unless otherwise noted.

equipment has been put into operational use at several air traffic control facilities and the number of qualified air traffic controllers has increased significantly. These and other similar improvements in the air traffic control system now make it practicable to achieve the objective of expanding controlled airspace to all areas above 15,000 feet.

Although it had been originally contemplated that the "floor" or base of the continental control area would be 15,000 feet, it is proposed herein to establish the "floor" at 14,500 feet. This will permit the continued use of the cardinal altitude of 15,000 feet as an altitude for instrument flight rule (IFR) operations and will provide a 500 foot buffer between IFR and VFR flight operations.

In lowering the "floor" of the continental control area from 24,000 to 14,500 feet, the higher visual flight rule (VFR) minimum weather conditions, which currently apply only above 24,000 feet, would be made applicable to all airspace above 14,500 feet. It is believed that the risk of collision in this area will be alleviated if the minimum visibility for VFR flight is increased to 5 miles and the clearance from clouds minimums is increased to 1,000 feet vertically and one mile horizontally. These minima are believed to be appropriate for application in this airspace since the aircraft that are expected to make the greatest use of this area are the high performance aircraft whose airspeeds are such that the current VFR minimums may not provide sufficient time for pilots to observe and avoid each other. Additionally, such an increase would require a greater number of flight operations to be conducted in accordance with the instrument flight rules with separation being assured by air traffic control.

This proposed action is consistent with the overall airspace structure plans of the Agency which contemplate the movement of IFR air traffic in a three level route structure system. This structure would include the low altitude airway system extending upwards to 14,500 feet; the intermediate airway structure (which would be within the "lowered" continental control area) extending from 14,500 feet to, but not including, 24,000 feet; and the present high altitude jet routes would continue in effect for flights operating at and above 24,000 feet.

It is recognized that in several isolated mountainous locations within the United States, the height of the terrain (13,000 feet or above) requires that the "floor" of the continental control area be set at a higher level than 14,500 feet if uncontrolled airspace is to be provided between such terrain and the "floor" of controlled airspace. Accordingly, provision is made for the exclusion of airspace which is 1,500 feet or less above the terrain.

In consideration of the foregoing, it is proposed to amend the definition of the continental control area contained in § 60.60 to read as follows:

Continental Control Area. The continental control area is that airspace within the continental United States extending upwards from 14,500 feet mean sea level. The continental control area shall not include the airspace over the State of Alaska, the airspace which is

less than 1,500 feet above the terrain or, unless otherwise designated in the Regulations of the Administrator, the airspace of prohibited or restricted areas during the time designated as such.

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

Issued in Washington, D.C., on July 7, 1960.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management

[F.R. Doc. 60-6525; Filed, July 13, 1960;
8:48 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 60-WA-53]

FEDERAL AIRWAYS, CONTROL AREAS, REPORTING POINTS AND POSITIVE CONTROL ROUTE SEGMENTS

Notice of Proposed Rule Making

In the matter of designation of intermediate altitude airways, intermediate reporting points, positive control route segments; modification of Federal airways, associated control areas, reporting points; and revocation of positive-control route segments.

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Parts 600 and 601 of the regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration a proposal to implement a three-level route structure which would be composed of low altitude airways, intermediate altitude airways, and the present high altitude jet routes. This three-level system would be effective within the continental United States, and would provide the basis for more efficient air traffic management of the increasing volume of air traffic and a basis for interference-free frequency assignments of the VOR, VORTAC and TACAN navigation aids.

As a part of this plan, the Federal Aviation Agency would designate an intermediate altitude airway structure which would replace the present Transcontinental VOR Federal airways (Victor 1500 series). These proposed airways would permit simplification of flight planning and reduce pilot-controller communication. The intermediate altitude airway structure would consist of a system of "express" airways primarily designated to serve medium and long range aircraft operations at altitudes from 14,500 feet mean sea level to but not including, 24,000 feet mean sea level, unless otherwise designated. This structure would also include interconnecting airways to provide transition to or from the low and high altitude structure. The intermediate altitude airways would have a width of 8 statute miles either side of the center line of such airways, unless otherwise designated. All VOR, VORTAC, and TACAN navigation facilities named in the descriptions of the proposed intermediate altitude airways

would be designated, by definition in Part 601, as Intermediate Altitude Reporting Points. In addition, a new section to Part 601 would be added in which selected intersections, to be used for air traffic management purposes, would be designated as "Additional Intermediate Altitude Reporting Points."

To complete the proposed three-level route structure plan, it is proposed to revoke the presently designated Transcontinental VOR Federal airways (Victor 1500 series), and modify the VOR and Colored Federal airways in their vertical dimension to extend upward from the surface to, but not including, 14,500 feet MSL, unless otherwise designated. These airways would be described as low altitude airways, with lateral dimensions as described at present, unless otherwise designated. The present Domestic VOR reporting points would be redesignated as Low Altitude VOR reporting points. Since there would be no colored airways above the low altitude structure, the colored Federal airways reporting points would automatically conform to the modified colored airways. Accordingly, no amendment relating to modification of the colored airway reporting points would be necessary.

In addition, the presently designated positive control route segments would be revoked and new positive control route segments would be designated to coincide with selected segments of the proposed intermediate altitude airways.

The control areas associated with the proposed intermediate altitude airways will be the subject of a subsequent notice of proposed rule making.

Portions of several airways, described in their entirety in parts A, B, and C of this Notice, extend beyond the continental United States. These portions are described in Annex I to this Notice by reference to the VOR locations within the United States between which a portion of airway is outside the continental limits. Those portions outside the continental limits are excluded from consideration in this Notice pending completion of coordination in accordance with Executive Order No. 10854 (24 F.R. 9565). A subsequent Notice of Proposed Rule Making will be promulgated proposing designation of these portions upon completion of coordination.

If these actions are taken:

1. The presently designated Transcontinental VOR Federal airways (Victor 1500 series) and their associated control areas would be revoked.

2. The present VOR Federal airways and Colored Federal airways would be redesignated to extend from the surface to, but not including, 14,500 feet MSL, and their associated control areas would be redefined to extend from 700 feet above the surface to, but not including, 14,500 feet MSL, unless otherwise designated.

3. The caption to § 601.7001 would be changed to redescribe Domestic VOR reporting points as Low Altitude VOR reporting points.

4. The presently designated positive control route segments would be revoked.

5. Intermediate Altitude VOR Federal airways would be designated between

specified points as described below with airway identification numbers assigned in the Victor 1500, 1600 and 1700 series. Each VOR Intermediate Altitude airway would have a width of eight miles either side of the center line of such airways, and would extend vertically from 14,500 feet MSL to, but not including, 24,000 feet MSL, unless otherwise designated.

6. All VOR, VORTAC or TACAN navigation facilities named in the descriptions of the proposed intermediate altitude airways would be designated, by definition in Part 601, as Intermediate Altitude Reporting Points, and those intersections listed below as "Additional Intermediate Altitude Reporting Points", would be designated in a new section to be added to Part 601.

7. Positive control route segments to coincide with selected segments of the proposed intermediate altitude airways (as described below), would be designated.

A-1500 SERIES (WEST TO EAST)

1. VOR Federal Airway 1502 (Seattle, Wash., to Boston, Mass.). From the Seattle, Wash., VOR via the Ephrata, Wash., VOR; intersection of Ephrata VOR 081° T and the Mullan Pass, Idaho, VOR 275° T radials (site of Spokane, Wash., VOR); Mullan Pass VOR; Great Falls, Mont., VOR; Lewistown, Mont., VOR; Miles City, Mont., VOR; Dickinson, N. Dak., VOR; Bismarck, N. Dak., VOR; Jamestown, N. Dak., VOR; Alexandria, Minn., VOR; Minneapolis, Minn., VOR; Eau Claire, Wis., VOR; Green Bay, Wis., VOR; White Cloud, Mich., VOR; Saginaw, Mich., VOR; Peck, Mich., VOR; thence 10-mile wide airway via the London, Ontario, VOR; to the Buffalo, N.Y., VOR; thence to the Syracuse, N.Y., VOR; intersection of the Syracuse VOR 100° T and the Cambridge, N.Y., VOR 277° T radials (site of Utica, N.Y., VOR); Cambridge, VOR; Manchester, Vt., VOR; intersection of the Manchester VOR 117° T and the Boston VOR 014° T radials (Ipswich, Mass., Intersection); to the Boston, Mass., VOR.

2. VOR Federal Airway 1504 (Seattle, Wash., to Nantucket, Mass.). From the Seattle, Wash., VOR via the Ephrata, Wash., VOR; intersection of the Ephrata VOR 081° T and the Mullan Pass, Idaho, VOR 275° T radials (site of the Spokane, Wash., VOR); Mullan Pass, Missoula, Mont., VOR; Helena, Mont., VOR; Billings, Mont., VOR; Sheridan, Wyo., VOR; Dupree, S. Dak., VOR; Watertown, S. Dak., VOR; Redwood Falls, Minn., VOR; Rochester, Minn., VOR; Lone Rock, Wis., VOR; thence 10-mile wide airway via the intersection of the Lone Rock VOR 106° T and the Milwaukee, Wis., VOR 270° T radials; Milwaukee, Wis., VOR; to the Muskegon, Mich., VOR; thence to the intersection of the Muskegon VOR 114° T and the Salem, Mich., VOR 291° T radials (site of the Lansing, Mich., VOR); Salem, Mich., VOR; thence 10-mile wide airway via the Windsor, Ont., VOR; to the Erie, Pa., VOR; thence to the Bradford, Pa., VOR; intersection of the Bradford VOR 095° T and the Wilkes-Barre, Pa., VOR 279° T radials (site of the Stonyfork, Pa., VOR); Wilkes-Barre, Pa., VOR; Pough-

keepsie, N.Y., VOR; Putnam, Conn., VOR; Providence, R.I., VOR; thence 10-mile wide airway to the Nantucket, Mass., VOR, excluding the portion outside the United States.

3. VOR Federal Airway 1506 (Seattle, Wash., to New York, N.Y.). From the Seattle, Wash., VOR via the Pendleton, Oreg., VOR; McCall, Idaho, VOR; DuBois, Idaho, VOR; DuNoir, Wyo., VOR; Boysen Reservoir, Wyo., VOR; Casper, Wyo., VOR; Chadron, Nebr., VOR; O'Neill, Nebr., VOR; Sioux City, Iowa, VOR; thence 10-mile wide airway to the intersection of the Sioux City VOR 079° T and the Neola, Iowa, VOR 354° T radials; thence to the Fort Dodge, Iowa, VOR; Dubuque, Iowa, VOR; intersection of the Dubuque VOR 095° T and the Northbrook, Ill., VOR 273° T radials (site of Rockford, Ill., VOR); intersection of the Northbrook VOR 273° T and the Janesville, Wis., VOR 137° T radials; thence 10-mile wide airway via the Northbrook, Ill., VOR; to the intersection of the Northbrook VOR 093° T and the Chicago Heights, Ill., VOR 358° T radials; thence to the intersection of the Northbrook VOR 093° T and the Keeler, Mich., VOR 271° T radials (Musky, Mich., Intersection); Keeler, VOR; intersection of the Keeler VOR 094° T and the Carleton, Mich., VOR 271° T radials (site of Litchfield, Mich., VOR); Carleton, Mich., VOR; thence 10-mile wide airway to the Jefferson, Ohio, VOR; thence to the Keating, Pa., VOR; intersection of the Keating VOR 099° T and the Stroudsburg, Pa., VOR 275° T radials (site of Milton, Pa., VOR); thence 10-mile wide airway to the Stroudsburg VOR; thence to the intersection of the Stroudsburg 055° T and the Sparta, N.J., VOR 300° T radials (Branchville, N.J., Intersection); to the Sparta, N.J., VOR.

4. VOR Federal Airway 1508 (Portland, Oreg., to New York, N.Y.). From the Portland, Oreg., VOR via The Dalles, Oreg., VOR; Baker, Oreg., VOR; Boise, Idaho, VOR; Burley, Idaho, VOR; Malad City, Idaho, VOR; Rock Springs, Wyo., VOR; Cherokee, Wyo., VOR; Rock River, Wyo., VOR; Sidney, Nebr., VOR; North Platte, Nebr., VOR; intersection of the North Platte VOR 072° T and the Wolbach, Nebr., VOR 266° T radials (Berwyn, Nebr., Intersection); Wolbach, VOR; Neola, Iowa, VOR; Newton, Iowa, VOR; thence 10-mile wide airway via the Cedar Rapids, Iowa, VOR; Polo, Ill., VOR; intersection of the Polo VOR 088° T and the Naperville, Ill., VOR 290° T radials (Malta, Ill., Intersection); to the Naperville VOR; thence to the South Bend, Ind., VOR; intersection of the South Bend VOR 092° T and the Waterville, Ohio, VOR 288° T radials; Waterville, VOR; intersection of Waterville VOR 095° T and the Carleton, Mich., VOR 162° T radials; thence 10-mile wide airway to the intersection of the Waterville VOR 095° T and the Attica, Ohio VOR 077° T radials; thence to the Cleveland, Ohio, VOR; intersection of the Cleveland VOR 091° T and the Clarion, Pa., VOR 281° T radials (site of Youngstown, Ohio, VOR); thence 10-mile wide airway to the intersection of the Clarion VOR 281° T and the Jefferson, Ohio, VOR 150° T radials; thence to the Clarion VOR; thence 10-mile wide airway via the Philipsburg, Pa., VOR; Selinsgrove, Pa., VOR; to the Tower City, Pa., VOR; thence 8-mile wide airway to the intersection of the Tower City VOR 103° T and the Allentown, Pa., VOR 246° T radials (Strausstown, Pa., Intersection); thence to the Yardley, Pa., VOR; intersection of the Yardley VOR 098° T and the Idlewild, N.Y., VOR 212° T radials (Monmouth, N.J., Intersection); thence 10-mile wide airway via the Idlewild, N.Y., VOR; intersection of the Idlewild VOR 083° T and the Hampton, N.Y., VOR 136° T radials (White Cap, N.Y., Intersection); to the Nantucket, Mass., VOR.

VOR; thence 10-mile wide airway via the Philipsburg, Pa., VOR; Selingsgrove, Pa., VOR; to the Tower City, Pa., VOR; thence 8-mile wide airway to the intersection of the Tower City VOR 103° T and the Allentown, Pa., VOR 246° T radials (Strausstown, Pa., Intersection); thence to the Yardley, Pa., VOR; to the intersection of the Yardley VOR 098° T and the Idlewild, N.Y., VOR 213° T radials (Monmouth, N.J., Intersection).

5. VOR Federal Airway 1510 (San Francisco, Calif., to Nantucket, Mass.). From the San Francisco, Calif., TVOR via the intersection of the San Francisco, Calif., TVOR 304° T and the Point Reyes, Calif., VOR 155° T radials (Stinson Beach, Calif., Intersection); Sacramento, Calif., VOR; thence 10-mile wide airway to the intersection of the Sacramento VOR 055° T and the Reno, Nev., VOR 230° T radials (Tahoe, Calif., Intersection); thence to the Reno, VOR; thence 10-mile wide airway to the Lovelock, Nev., VOR; thence to the Battle Mountain, Nev., VOR; thence 10-mile wide airway via the intersection of the Battle Mountain VOR 062° T and the Wells, Nev., VOR 256° T radials (Doby, Nev., Intersection); to the Wells, VOR; thence to the intersection of the Wells VOR 075° T and the Ogden, Utah, VOR 276° T radials (site of Lucin, Utah, VOR); thence 10-mile wide airway to the Ogden, VOR; thence to the intersection of the Ogden VOR 082° T and the Rock Springs, Wyo., VOR 259° T radials (site of Fort Bridger, Utah, VOR); Rock Springs, VOR; Laramie, Wyo., VOR; Cheyenne, Wyo., VOR; Sidney, Nebr., VOR; North Platte, Nebr., VOR; Grand Island, Nebr., VOR; intersection of the Grand Island VOR 084° T and the Neola, Iowa, VOR 236° T radials; thence 10-mile wide airway via the Omaha, Nebr., VOR; to the Des Moines, Iowa, VOR; thence to the Moline, Ill., VOR; Joliet, Ill., VOR; thence 12-mile wide airway via the Chicago Heights, Ill., VOR; Goshen, Ind., VOR; to the Waterville, Ohio, VOR; thence to the intersection of the Waterville VOR 095° T and the Carleton, Mich., VOR 162° T radials; thence 10-mile wide airway to the intersection of the Waterville VOR 095° T and the Attica, Ohio, VOR 007° T radials; thence to the Cleveland, Ohio, VOR; intersection of the Cleveland VOR 091° T and the Clarion, Pa., VOR 281° T radials (site of Youngstown, Ohio, VOR); thence 10-mile wide airway to the intersection of the Clarion VOR 281° T and the Jefferson, Ohio, VOR 150° T radials; thence to the Clarion VOR; thence 10-mile wide airway via the Philipsburg, Pa., VOR; Selinsgrove, Pa., VOR; to the Tower City, Pa., VOR; thence 8-mile wide airway to the intersection of the Tower City VOR 103° T and the Allentown, Pa., VOR 246° T radials (Strausstown, Pa., Intersection); thence to the Yardley, Pa., VOR; intersection of the Yardley VOR 098° T and the Idlewild, N.Y., VOR 212° T radials (Monmouth, N.J., Intersection); thence 10-mile wide airway via the Idlewild, N.Y., VOR; intersection of the Idlewild VOR 083° T and the Hampton, N.Y., VOR 136° T radials (White Cap, N.Y., Intersection); to the Nantucket, Mass., VOR.

6. VOR Federal Airway 1512 (San Francisco, Calif., to Chicago, Ill.). From the intersection of the Sacramento, Calif., VOR 232° T and the Linden, Calif., VOR 264° T radials (Crockett, Calif., Intersection) via the Linden VOR; intersection of the Linden VOR 046° T and the Reno, Nev., VOR 208° T radials (Spring Hill Intersection); Reno, Nev., VOR; thence 10-mile wide airway to the Lovelock, Nev., VOR; thence to the Battle Mountain, Nev., VOR; thence 10-mile wide airway via the Elko, Nev., VOR; Bonneville, Utah, VOR; to the Salt Lake City, Utah, VOR; thence to the Myton, Utah, VOR; Kremmling, Colo., VOR; intersection of the Kremmling VOR 081° T and the Akron, Colo., VOR 272° T radials (Longmont, Colo., Intersection); Akron, VOR; Hayes Center, Nebr., VOR; Grand Island, Nebr., VOR; intersection of the Grand Island VOR 084° T and the Neola, Iowa, VOR 236° T radials; thence 10-mile wide airway via the Omaha, Nebr., VOR; to the Des Moines, Iowa, VOR; thence via the intersection of the Des Moines VOR 080° T and Cordova, Ill., VOR 267° T radials; Cordova, Ill., VOR; thence 10-mile wide airway to the Naperville, Ill., VOR.

7. VOR Federal Airway 1514 (Salt Lake City, Utah, to New York, N.Y.). From the Salt Lake City, Utah, VOR via the Myton, Utah, VOR; Kremmling, Colo., VOR; Denver, Colo., VOR; Thurman, Colo., VOR; intersection of the Thurman VOR 100° T and the Hill City, Kans., VOR 277° T radials (site of Goodland, Kans., VOR); Hill City, Kans., VOR; thence 10-mile wide airway via the Salina, Kans., VOR; Topeka, Kans., VOR; to the Kansas City, Mo., VOR; thence to the Kirksville, Mo., VOR; intersection of the Kirksville VOR 065° T and the Bradford, Ill., VOR 248° T (site of the Burlington, Iowa, VOR); Bradford, VOR; Joliet, Ill., VOR; thence 12-mile wide airway via the Chicago Heights, Ill., VOR; Goshen, Ind., VOR; to the Waterville, Ohio, VOR; thence to the intersection of the Waterville VOR 095° T and the Carleton, Mich., VOR 162° T radials; thence 10-mile wide airway to the intersection of the Waterville VOR 095° T and the Attica, Ohio, VOR 007° T radials; thence to the Cleveland, Ohio, VOR; intersection of the Cleveland VOR 091° T and the Clarion, Pa., VOR 281° T radials; thence 10-mile wide airway to the intersection of the Clarion VOR 281° T and the Jefferson, Ohio, VOR 150° T radials; thence to the Clarion VOR; thence 10-mile wide airway via the Philipsburg, Pa., VOR; the Selinsgrove, Pa., VOR; the Allentown, Pa., VOR; the Solberg, N.J., VOR; to the intersection of the Solberg, N.J., VOR 092° T and the Stroudsburg, Pa., VOR 114° T radials (Coney Island, N.Y., Intersection).

8. VOR Federal Airway 1516 (San Francisco, Calif., to New York, N.Y.). From the Oakland, Calif., VOR; a 10-mile wide airway via the intersection of the Oakland, Calif., VOR 075° T and the Stockton, Calif., VOR 269° T radials (Altamont, Calif., Intersection); the Stockton, Calif., VOR; to the intersection of the Stockton, Calif., VOR 085° T and the Linden, Calif., VOR 143° T

radials; thence to the Coaldale, Nev., VOR; Wilson Creek, Nev., VOR; Milford, Utah, VOR; Hanksville, Utah, VOR; Grand Junction, Colo., VOR; Kremmling, Colo., VOR; Denver, Colo., VOR; Thurman, Colo., VOR; intersection of the Thurman VOR 100° T and the Hill City, Kans., VOR 277° T radials (site of Goodland, Kans., VOR); Hill City, Kans., VOR; Mankato, Kans., VOR; thence 10-mile wide airway to the Pawnee City, Nebr., VOR; thence to the Lamoni, Iowa, VOR; Moline, Ill., VOR; Joliet, Ill., VOR; thence 12-mile wide airway via the Chicago Heights, Ill., VOR; the Goshen, Ind., VOR; to the Waterville, Ohio, VOR; thence to the intersection of the Waterville VOR 095° T and the Carleton, Mich., VOR 162° T radials; thence 10-mile wide airway to the intersection of the Waterville 095° T and the Attica, Ohio, VOR 007° T radials; thence to the Cleveland, Ohio, VOR; intersection of Cleveland VOR 091° T and the Clarion, Pa., VOR 281° T radials (site of Youngstown, Ohio, VOR); thence 10-mile wide airway to the intersection of the Clarion VOR 281° T and the Jefferson, Ohio, VOR 150° T radials; thence to the Clarion, Pa., VOR; thence 10-mile wide airway via the Phillipsburg, Pa., VOR; Selingsgrove, Pa., VOR; to the Tower City, Pa., VOR; thence 8-mile wide airway to the intersection of the Tower City VOR 103° T and the Allentown, Pa., VOR 246° T radials (Strausstown, Pa., Intersection); thence to the Yardley, Pa., VOR; thence 10-mile wide airway to the intersection of the Yardley VOR 056° T and the Solberg, N.J., VOR 135° T radials (New Brunswick, N.J., Intersection).

9. VOR Federal Airway 1518 (Minneapolis, Minn., to Washington, D.C.). From the Minneapolis, Minn., VOR via the Nodine, Minn., VOR; Lone Rock, Wis., VOR; intersection of the Lone Rock VOR 147° T and the Janesville, Wis., VOR 294° T radials; thence 10-mile wide airway to the Janesville, Wis., VOR; thence to the Naperville, Ill., VOR; Chicago Heights, VOR; thence 12-mile wide airway to the Goshen, Ind., VOR; thence to the intersection of the Goshen VOR 111° T and the Fort Wayne, Ind., VOR 068° T radials; Attica, Ohio, VOR; Navarre, Ohio, VOR; intersection of the Navarre VOR 126° T and the Pittsburgh, Pa., VOR 286° T radials (Kilgore, Pa., Intersection); Pittsburgh, Pa., VOR; Martinsburg, W. Va., VOR; to the Herndon, Va., VOR.

10. VOR Federal Airway 1520 (Minneapolis, Minn., to Washington, D.C.). From the Minneapolis, Minn., VOR via the intersection of the Minneapolis, VOR 165° T and the Rochester, Minn., VOR 334° T radials (site of Farmington, Minn., VOR); Rochester, Minn., VOR; Rewey, Wis., VOR; intersection of the Rewey VOR 143° T and the Joliet, Ill., VOR 137° T radials (site of the Rockford, Ill., VOR); Joliet, Ill., VOR; Peotone, Ill., VOR; thence 12-mile wide airway to the Fort Wayne, Ind., VOR; thence via the Appleton, Ohio, VOR; intersection of the Appleton VOR 111° T and the Morgantown, W. Va., VOR 284° T radials (site of the Zanesville, Ohio, VOR); Morgantown, VOR; intersection

of the Morgantown VOR 109° T and the Martinsburg, W. Va., VOR 253° T radials; thence 10-mile wide airway via the Front Royal, Va., VOR, to the Herndon, Va., VOR.

11. VOR Federal Airway 1522 (Los Angeles, Calif., to New York, N.Y.). From the Los Angeles, Calif., VOR via the intersection of the Los Angeles VOR 057° T and the Daggett, Calif., VOR 235° T radials; Daggett, Calif., VOR; thence 10-mile wide airway to the intersection of the Daggett VOR 046° T and the Needles, Calif., VOR 296° T radials (Silver Lake, Calif., Intersection); thence to the Las Vegas, Nev., VOR; Mormon Mesa, Nev., VOR; Bryce Canyon, Utah, VOR; Hanksville, Utah, VOR; La Sal, Utah, VOR; Gunnison, Colo., VOR; Pueblo, Colo., VOR; Lamar, Colo., VOR; Russell, Kans., VOR; thence 10-mile wide airway via the Salina, Kans., VOR; the Topeka, Kans., VOR; the Kansas City, Mo., VOR; to the intersection of the Kansas City VOR 093° T and the Columbia, Mo., VOR 277° T radials (site of Marshall, Mo., VOR); thence via the Columbia, Mo., VOR; Vandalia, Ill., VOR; intersection of the Vandalia VOR 073° T and the Indianapolis, Ind., VOR 248° T radials (site of the Terre Haute, Ind., VOR); thence 10-mile wide airway to the Indianapolis, Ind., VOR; thence to the intersection of the Indianapolis VOR 069° T and the Rosewood, Ohio, VOR 263° T radials; Rosewood, VOR; Tiverton, Ohio, VOR; Navarre, Ohio, VOR; Tyrone, Pa., VOR; thence 10-mile wide airway via the intersection of the Tyrone VOR 095° T and the Tower City, Pa., VOR 279° T radials (Readsville, Pa., Intersection); to the intersection of the Tower City VOR 279° T and the Harrisburg, Pa., VOR 011° T radials; thence 8-mile wide airway via the Tower City, Pa., VOR; to the intersection of the Tower City VOR 103° T and the Allentown, Pa., VOR 246° T radials (Strausstown, Pa., Intersection); thence via the Yardley, Pa., VOR; to the intersection of the Yardley VOR 098° T and the Idlewild, N.Y., VOR 213° T radials (Monmouth, N.J., Intersection).

12. VOR Federal Airway 1524 (Los Angeles, Calif., to New York, N.Y.). From the Los Angeles, Calif., VOR via the Ontario, Calif., VOR; intersection of the Hector, Calif., VOR 228° T and the Palmdale, Calif., VOR 096° T radials (Lucerne, Calif., Intersection); thence 10-mile wide airway via the Hector, Calif., VOR; to the intersection of the Hector, Calif., VOR 072° T and the Daggett, Calif., VOR 121° T radials; thence via the Goffs, Calif., VOR; Peach Springs, Ariz., VOR; Tuba City, Ariz., VOR; Farmington, N. Mex., VOR; Alamosa, Colo., VOR; Lamar, Colo., VOR; Garden City, Kans., VOR; intersection of the Garden City, Kans., VOR 086° T and the Anthony, Kans., VOR 340° T radial; thence 10-mile wide airway via the Hutchinson, Kans., VOR; to the intersection of the Hutchinson, Kans., VOR 078° T and the Wichita, Kans., VOR 010° T radials; thence to the Emporia, Kans., VOR; thence 10-mile wide airway via the intersection of the Emporia VOR 050° T and the Blue Springs, Mo., VOR 272° T radials (Bonner Springs, Mo., Intersection); the

Blue Springs, VOR; to the intersection of the Blue Springs VOR 095° T and the Readsville, Mo., VOR 280° T radials (site of the Blackwater, Mo., VOR); thence via the Readsville, Mo., VOR; Troy, Ill., VOR; intersection of the Troy VOR 080° T and the Lewis, Ind., VOR 250° T radials (site of the Bible Grove, Ill., VOR); Lewis, Ind., VOR; intersection of the Lewis, Ind., VOR 071° T and the Cincinnati, Ohio, VOR 350° T radial; thence 10-mile wide airway via the Dayton, Ohio, VOR; to the intersection of the Dayton, Ohio, VOR 084° T and the Rosewood, Ohio, VOR 123° T radials; thence via the Appleton, Ohio, VOR; intersection of the Appleton VOR 085° T and the Parkersburg, W. Va., VOR 023° T radials; thence 10-mile wide airway to the Pittsburgh, Pa., VOR; thence via the Johnstown, Pa., VOR; Harrisburg, Pa., VOR; thence 10-mile wide airway to the intersection of the Harrisburg VOR 073° T and the Allentown, Pa., VOR 246° T radials (Sanger, Pa., Intersection); thence to the Allentown, VOR; Solberg, N.J., VOR; to the intersection of the Solberg VOR 092° T and the Stroudsburg, Pa., VOR 114° T radials (Coney Island, N.Y., Intersection).

13. VOR Federal Airway 1526 (St. Louis, Mo., to Washington, D.C.). From the Troy, Ill., VOR via the Samsville, Ill., VOR; Nabb, Ind., VOR; York, Ky., VOR; Elkins, W. Va., VOR; Linden, Va., VOR; thence 10-mile wide airway to the intersection of the Linden, Va., VOR 095° T and the Washington, D.C., TVOR 245° T radials; thence to the Washington, D.C., TVOR.

14. VOR Federal Airway 1528 (San Francisco, Calif., to Dallas, Tex.). From the Oakland, Calif., VOR; 10-mile wide airway via the intersection of the Oakland VOR 110° T and the Stockton VOR 246° T radials; to the Stockton, Calif., VOR; thence via the Coaldale, Nev., VOR; Wilson Creek, Nev., VOR; Milford, Utah, VOR; Hanksville, Utah, VOR; Dove Creek, Colo., VOR; Alamosa, Colo., VOR; Clayton, N. Mex., VOR; Dalhart, Tex., VOR; Amarillo, Tex., VOR; Childress, Tex., VOR; Wichita Falls, Tex., VOR; intersection of the Wichita Falls VOR 122° T and the Dallas, Tex., VOR 299° T radials (Alvord, Tex., Intersection); to the Dallas, Tex., VOR.

15. VOR Federal Airway 1530 (Los Angeles, Calif., to Washington, D.C.). From the Los Angeles, Calif., VOR via the intersection of the Los Angeles VOR 139° T and the Long Beach, Calif., VOR 287° T radials; Long Beach, Calif., VOR; Ontario, Calif., VOR; intersection of the Hector, Calif., VOR 228° T and the Thermal, Calif., VOR 331° T radials (Lucerne, Calif., Intersection); thence 10-mile wide airway via the Hector, Calif., VOR; to the intersection of the Hector, Calif., VOR 072° T and the Daggett, Calif., VOR 121° T radials; thence via the Goffs, Calif., VOR; Peach Springs, Ariz., VOR; Tuba City, Ariz., VOR; Farmington, N. Mex., VOR; Cimarron, N. Mex., VOR; Clayton, N. Mex., VOR; Liberal, Kans., VOR; intersection of the Liberal VOR 090° T and the Ponca City, Okla., VOR 280° T radials (Aetna, Okla., Intersection); Ponca City, VOR; Oswego, Kans., VOR; Springfield, Mo.,

VOR; Farmington, Mo., VOR; Evansville, Ind., VOR; intersection of the Evansville VOR 080° T and the Louisville, Ky., VOR 269° T radials (Apalona, Ind., Intersection); intersection of the Louisville VOR 269° T and the Nabb, Ind., VOR 214° T radials; thence 10-mile wide airway to the Louisville VOR; thence via the Lexington, Ky., VOR; Charleston, W. Va., VOR; Montebello, Va., VOR; intersection of the Montebello VOR 053° T and the Herndon, Va., VOR 220° T radials (site of Casanova, Va., VOR); to the Herndon, Va., VOR.

16. VOR Federal Airway 1532 (Los Angeles, Calif., to New York, N.Y.). From the Los Angeles, Calif., VOR via the Ontario, Calif., VOR; intersection of the Ontario VOR 080° T and the Twenty Nine Palms, Calif., VOR 270° T radials; thence 10-mile wide airway via the Twenty Nine Palms VOR; to the intersection of the Twenty Nine Palms VOR 056° T and the Hector, Calif., VOR 131° T radials; thence to the Needles, Calif., VOR; Prescott, Ariz., VOR; Zuni, N. Mex., VOR; intersection of the Zuni VOR 087° T and the Albuquerque, N. Mex., VOR 269° T radials (site of Grants, N. Mex., VOR); Albuquerque VOR; Tucumcari, N. Mex., VOR; Amarillo, Tex., VOR; Sayre, Okla., VOR; Oklahoma City, Okla., VOR; Tulsa, Okla., VOR; intersection of the Tulsa VOR 059° T and the Springfield, Mo., VOR 240° T (site of Neosho, Mo., VOR); Springfield VOR; Vichy, Mo., VOR; Troy, Ill., VOR; intersection of the Troy VOR 080° T and the Lewis, Ind., VOR 250° T radials (site of the Bible Grove, Ill., VOR); Lewis, VOR; intersection of the Lewis VOR 071° T and the Cincinnati, Ohio, VOR 350° T radials; thence 10-mile wide airway via the Dayton, Ohio, VOR; to the intersection of the Dayton VOR 084° T and the Rosewood, Ohio, VOR 123° T radials; thence to the Appleton, Ohio, VOR; intersection of the Appleton VOR 085° T and the Parkersburg, W. Va., VOR 023° T radials; thence 10-mile wide airway to the Pittsburgh, Pa., VOR; thence to the Johnstown, Pa., VOR; Harrisburg, Pa., VOR; West Chester, Pa., VOR; intersection of the West Chester VOR 095° T and the Woodstown, N.J., VOR 043° T radials; thence 10-mile wide airway via the intersection of the Woodstown VOR 043° T and the Robbinsville VOR 239° T radials (Columbus, N.J., Intersection); to the Robbinsville, N.J., VOR.

17. VOR Federal Airway 1534 (Nashville, Tenn., to Boston, Mass.). From the Nashville, Tenn., VOR via the Bowling Green, Ky., VOR; intersection of the Bowling Green VOR 063° T and the Louisville, Ky., VOR 168° T radials (Campbellsville, Ky., Intersection); Lexington, Ky., VOR; York, Ky., VOR; Parkersburg, W. Va., VOR; Morgantown, W. Va., VOR; Martinsburg, W. Va., VOR; intersection of the Martinsburg VOR 081° T and the Pottstown, Pa., VOR 236° T radials (site of Westminster, Md., VOR); Pottstown, VOR; thence 10-mile wide airway to the Solberg, N.J., VOR; thence to the intersection of the Solberg VOR 051° T and the Wilton, Conn., VOR 240° T radials (Paterson, N.J., Intersection); Wilton, Conn., VOR; Hartford, Conn., VOR; Putnam, Conn., VOR;

thence 10-mile wide airway via the intersection of the Putnam VOR 043° T and the Boston VOR 256° T radials (Framingham, Mass., Intersection); to the Boston, Mass., VOR.

18. VOR Federal Airway 1536 (Los Angeles, Calif., to Jacksonville, Fla.). From the Los Angeles, Calif., VOR via the intersection of the Los Angeles VOR 139° T and the Long Beach, Calif., VOR 287° T radials; Long Beach, Calif., VOR; Thermal, Calif., VOR; intersection of the Thermal VOR 091° T and the Twenty Nine Palms, Calif., VOR 175° T radials; thence 10-mile wide airway to the intersection of the Thermal VOR 091° T and the Twenty Nine Palms VOR 142° T radials; thence to the Blythe, Calif., VOR; Phoenix, Ariz., VOR; St. Johns, Ariz., VOR; intersection of the St. Johns VOR 089° T and the Albuquerque, N. Mex., VOR 198° T radials; thence 10-mile wide airway to the Corona, N. Mex., VOR; thence to the intersection of the Corona VOR 077° T and the Texico, N. Mex., VOR 276° T radials; thence 10-mile wide airway to the Texico VOR; thence via the Childress, Tex., VOR; Wichita Falls, Tex., VOR; Bridgeport, Tex., VOR; Dallas, Tex., VOR; Gregg County, Tex., VOR; intersection of the Gregg County VOR 123° T and the Alexandria, La., VOR 300° T radials (Converse, La., Intersection); intersection of the Alexandria VOR 300° T and the Monroe, La., VOR 207° T radials (Boyce, La., Intersection); thence 10-mile wide airway via the Alexandria, La., VOR; to the intersection of the Alexandria, La., VOR 126° T and the Monroe VOR 183° T radials (Bunkie, La., Intersection); thence via the Baton Rouge, La., VOR; New Orleans, La., VOR; intersection of the New Orleans VOR 070° T and the McComb, Miss., VOR 154° T radials; thence 10-mile wide airway to the intersection of the New Orleans VOR 070° T and the McComb VOR 140° T radials; thence to the intersection of the New Orleans VOR 070° T and the Mobile, Ala., VOR 243° T radials (site of the Gulfport, Miss., VOR); Mobile, Ala., VOR; intersection of the Mobile VOR 111° T and the Crestview, Fla., VOR 246° T radials (Elberta, Ala., Intersection); intersection of the Crestview VOR 246° T and the Evergreen, Ala., VOR 161° T radials; thence 10-mile wide airway via the Crestview VOR; to the Marianna, Fla., VOR; thence to the Tallahassee, Fla., VOR; intersection of the Alma, Ga., VOR 179° T and the Jacksonville, Fla., VOR 272° T radials (Taylor, Fla., Intersection); thence 10-mile wide airway to the Jacksonville, Fla., VOR.

19. VOR Federal Airway 1538 (Tulsa, Okla., to Washington, D.C.). From the Tulsa, Okla., VOR via the Fayetteville, Ark., VOR; Walnut Ridge, Ark., VOR; thence 10-mile wide airway to the Dyersburg, Tenn., VOR; thence via the Nashville, Tenn., VOR; London, Ky., VOR; Bluefield, W. Va., VOR; thence 10-mile wide airway to the Montebello, Va., VOR; thence to the Gordonsville, Va., VOR; intersection of the Gordonsville VOR 020° T and the Herndon, Va., VOR 220° T radials (site of Casanova, Va., VOR); to the Herndon, Va., VOR.

20. VOR Federal Airway 1540 (San Diego, Calif., to Boston, Mass.). From the San Diego, Calif., VOR 10-mile wide airway via the intersection of the San Diego VOR 090° T and the Yuma, Ariz., VOR 269° T radials (site of the El Centro, Calif., VOR); the Yuma, Ariz., VOR; the intersection of the Yuma VOR 087° T and the Gila Bend VOR 261° T radials; to the Gila Bend, Ariz., VOR; thence via the Casa Grande, Ariz., VOR; San Simon, Ariz., VOR; Deming, N. Mex., VOR; intersection of the Deming VOR 112° T and the Columbus, N. Mex., VOR 058° T radials (Crater, N. Mex., Intersection); thence 10-mile wide airway via the intersection of Deming, N. Mex., VOR 112° T and the Newman, Tex., VOR 272° T radials (Anthony, N. Mex., Intersection); the Newman, Tex., VOR; to the intersection of the Newman VOR 091° T and the Salt Flat, Tex., VOR 070° T radials; thence via the Wink, Tex., VOR; intersection of the Wink VOR 066° T and the Big Spring, Tex., VOR 260° T radials (Mustang, Tex., Intersection); Big Spring, Tex., VOR; thence 10-mile wide airway to the Abilene, Tex., VOR; thence to the Intersection of the Abilene VOR 081° T and the Dallas, Tex., VOR 256° T radials (site of the Mineral Wells, Tex., VOR); Dallas, Tex., VOR; intersection of the Dallas VOR 079° T and the Texarkana, Ark., VOR 256° T radials (site of Sulphur Springs, Tex., VOR); Texarkana, VOR; Pine Bluff, Ark., VOR; intersection of the Pine Bluff VOR 067° T and the Memphis, Tenn., VOR 241° T radials; Memphis, VOR; Muscle Shoals, Ala., VOR; intersection of the Muscle Shoals VOR 083° T and the Birmingham, Ala., VOR 358° T radials; thence 10-mile wide airway to the intersection of the Muscle Shoals VOR 083° T and the Birmingham VOR 020° T radials; thence via the Chattanooga, Tenn., VOR; intersection of the Chattanooga VOR 032° T and the Knoxville, Tenn., VOR 248° T radials (Sweetwater, Tenn., Intersection); thence 10 mile wide airway to the Knoxville VOR; thence to the Tri-City, Tenn., VOR; Pulaski, Va., VOR; thence 10-mile wide airway via the Gordonsville, Va., VOR; the Shadyside, Md., VOR; to the intersection of the Shadyside, Md., VOR 061° T and the Herndon, Va., VOR 103° T radials; thence via the Kenton, Del., VOR; Coyle, N.J., VOR; intersection of the Coyle VOR 058° T and the Riverhead, N.Y., VOR 218° T radials (Wolf Intersection); Riverhead, N.Y., VOR; intersection of the Riverhead VOR 046° T and the Poughkeepsie, N.Y., VOR 133° T radials; thence 10-mile wide airway to the intersection of the Riverhead VOR 046° T and the Poughkeepsie VOR 115° T radials; thence to the intersection of the Riverhead VOR 046° T and the Boston, Mass., VOR 223° T radials (site of the Norwich, Conn., VOR); thence 10-mile wide airway to the Boston, Mass., VOR.

21. VOR Federal Airway 1542 (San Diego, Calif., to Florence, S.C.). From the San Diego, Calif., VOR 10-mile wide airway via the intersection of the San Diego, Calif., VOR 090° T and the Yuma, Ariz., VOR 269° T radials (site of the El Centro, Calif., VOR); the Yuma, VOR; the intersection of the Yuma VOR 087°

T and the Gila Bend VOR 261° T radials; to the Gila Bend, Ariz., VOR; thence to the intersection of the Gila Bend VOR 117° T and the Phoenix, Ariz., VOR 151° T radials; thence 10-mile wide airway via the Tucson, Ariz., VOR; to the intersection of the Tucson, Ariz., VOR 095° T and the San Simon, Ariz., VOR 258° T radials; thence to the intersection of the Tucson VOR 095° T and the Columbus, N. Mex., VOR 277° T radials (site of Cochise, Ariz., VOR); intersection of the Deming, N. Mex., VOR 235° T and the Columbus VOR 277° T radials (Cedar, N. Mex., Intersection); thence 10-mile wide airway via the Columbus VOR; the El Paso, Tex., VOR; to the intersection of the Salt Flat, Tex., VOR 106° T and the Fort Stockton, Tex., VOR 298° T radials (site of the Culberson, Tex., VOR); thence to the Fort Stockton, Tex., VOR; thence 10-mile wide airway to the intersection of the Fort Stockton VOR 097° T and the San Angelo, Tex., VOR 237° T radials (Ozona, Tex., Intersection); thence via the Junction, Tex., VOR; San Antonio, Tex., VOR; Houston, Tex., VOR; intersection of the Houston VOR 075° T and the Lake Charles, La., VOR 256° T radials (site of Beaumont, Tex., VOR); Lake Charles, La., VOR; intersection of the Lake Charles VOR 089° T and the New Orleans, La., VOR 275° T radials (site of Lafayette, La., VOR); New Orleans, La., VOR; intersection of the New Orleans VOR 070° T and the McComb, Miss., VOR 154° T radials; thence 10-mile wide airway to the intersection of the New Orleans VOR 070° T and the McComb, Miss., VOR 140° T radials; thence via the intersection of the New Orleans VOR 070° T and the Mobile, Ala., VOR 243° T radials (site of Gulfport, Miss., VOR); Mobile, VOR; Evergreen, Ala., VOR; Montgomery, Ala., VOR; Tuskegee, Ala., VOR; intersection of the Tuskegee VOR 078° T and the Macon, Ga., VOR 267° T radials (site of Columbus, Ga., VOR); thence 10-mile wide airway to the Macon, Ga., VOR; thence to the intersection of the Macon VOR 056° T and the Royston, Ga., VOR 164° T radial (Gibson, Ga., Intersection); thence 10-mile wide airway to the Augusta, Ga., VOR; thence to the Columbia, S.C., VOR; thence 10-mile wide airway via the intersection of the Columbia VOR 078° T and the Florence VOR 246° T radials; to the Florence, S.C., VOR.

22. VOR Federal Airway 1544 (Dallas, Tex., to Richmond, Va.). From the Dallas, Tex., VOR via the intersection of the Dallas VOR 079° T and the Texarkana, Ark., VOR 256° T radials (site of the Sulphur Springs, Tex., VOR); Texarkana, Ark., VOR; intersection of the Greenwood, Miss., VOR 272° T and the Pine Bluff, Ark., VOR 147° T radials (Jerome, Ark., Intersection); thence 10 mile wide airway to the Greenwood, Miss., VOR; thence to the intersection of the Columbus, Miss., VOR 270° T and the Meridian, Miss., VOR 346° T radials; thence 10 mile wide airway via the Columbus VOR; to the Birmingham, Ala., VOR; thence to the intersection of the Birmingham VOR 100° T and the Atlanta, Ga., VOR 267° T radials; Atlanta, VOR; Royston, Ga., VOR; Spar-

tanburg, S.C., VOR; Greensboro, N.C. VOR; intersection of the Greensboro VOR 051° T and the Flat Rock, Va., VOR 228° T radials (site of South Boston, Va., VOR); Flat Rock, VOR; to the Richmond, Va., VOR.

23. VOR Federal Airway 1546 (Dallas, Tex., to Norfolk, Va.). From the Dallas, Tex., VOR via the intersection of the Dallas VOR 097° T and the Shreveport, La., VOR 275° T radials (site of Quitman, Tex., VOR); Shreveport, VOR; Monroe, La., VOR; Jackson, Miss., VOR; intersection of the Meridian, Miss., VOR 277° T and the Greenwood, Miss., VOR 139° T radial; thence 10-mile wide airway via the Meridian, Miss., VOR; to the intersection of the Meridian VOR 089° T and the Tuscaloosa, Ala., VOR 213° T radials; thence to the intersection of the Meridian VOR 098° T and the Montgomery, Ala., VOR 282° T radials (Safford, Ala., Intersection); thence 10-mile wide airway to the Montgomery VOR; thence via the Tuskegee, Ala., VOR; intersection of the Tuskegee VOR 053° T and the Atlanta, Ga., VOR 212° T radials; thence 10-mile wide airway via the McDonough, Ga., VOR; to the intersection of the McDonough VOR 066° T and the Norcross, Ga., VOR 137° T radials; thence to the Greenwood, S. C., VOR; intersection of the Greenwood VOR 059° T and the Fort Mill, N.C., VOR 227° T radials (Whitmire, S.C., Intersection); Fort Mill, N.C., VOR; intersection of the Fort Mill VOR 068° T and the Raleigh-Durham, N.C., VOR 240° T radials; Raleigh-Durham VOR; Rocky Mount, N.C., VOR; Cofield, N.C., VOR; to the Norfolk, Va., VOR.

24. VOR Federal Airway 1548 (Laredo, Tex., to New York, N.Y.). From the Laredo, Tex., VOR via the Alice, Tex., VOR; intersection of the Alice VOR 072° T and the Palacios, Tex., VOR 230° T radials (site of Corpus Christi, Tex., VOR); Palacios VOR; Houston, Tex., VOR; intersection of the Houston VOR 075° T and the Lake Charles, La., VOR 255° T radials (site of Beaumont, Tex., VOR); Lake Charles, VOR; McComb, Miss., VOR; intersection of the Meridian, Miss., VOR 229° T and the Jackson, Miss., VOR 135° T radials (Mize, Miss., Intersection); thence 10-mile wide airway to the Meridian, Miss., VOR; thence via the intersection of the Meridian VOR 040° T and the Tuscaloosa, Ala., VOR 239° T radials; Tuscaloosa, Ala., VOR; Birmingham, Ala., VOR; Chattanooga, Tenn., VOR; intersection of the Chattanooga VOR 032° T and the Knoxville, Tenn., VOR 248° T radials (Sweetwater, Tenn., Intersection); thence 10-mile wide airway to the Knoxville, Tenn., VOR; thence via the Charleston, W. Va., VOR; Morgantown, W. Va., VOR; Johnstown, Pa., VOR; intersection of the Johnstown VOR 067° T and the Selingsgrove, Pa., VOR 260° T radials (Reedsville, Pa., Intersection); Selingsgrove, Pa., VOR; thence 10-mile wide airway via the Allentown, Pa., VOR; the Solberg, N.J., VOR; to the intersection of the Solberg, N.J., VOR 092° T and the Robbinsville, N.J., VOR 040° T radials (Coney Island, N.Y., Intersection).

25. VOR Federal Airway 1550 (Albuquerque, N. Mex., to Evergreen, Ala.). From the Albuquerque, N. Mex., VOR

via the intersection of the Albuquerque VOR 120° T and the Corona, N. Mex., VOR 311° T radials; Corona, VOR; Roswell, N. Mex., VOR; hence 10-mile wide airway via the Hobbs, N. Mex., VOR; the Midland, Tex., VOR; to the San Angelo, Tex., VOR; thence to the Lometa, Tex., VOR; thence 10-mile wide airway to the intersection of the Lometa VOR 106° T and the Leona, Tex., VOR 264° T radials (Belton, Tex., Intersection); thence via the Leona, Tex., VOR; Lufkin, Tex., VOR; intersection of the Lufkin VOR 086° T and the Lake Charles, La., VOR 348° T radials; thence 10-mile wide airway to the Alexandria, La., VOR; thence via the McComb, Miss., VOR; to the Evergreen, Ala., VOR.

B—1500 SERIES (NORTH TO SOUTH)

1. VOR Federal Airway 1503 (Miami, Fla., to Vero Beach, Fla.) (Charleston, S.C., to Presque Isle, Maine). From Biscayne Bay, Fla., VOR via the West Palm Beach, Fla., VOR to the Vero Beach, Fla., VOR. From the Charleston, S.C., VOR via the intersection of the Charleston VOR 050° T and the Wilmington, N.C., VOR 233° T radials (site of the Myrtle Beach, S.C., VOR); Wilmington, VOR; thence 10-mile wide airway via the intersection of the Wilmington VOR 014° T and the Cofield, N.C., VOR 209° T radials (Kinston, N.C., Intersection); to the intersection of the Cofield VOR 209° T and the Rocky Mount, N.C., VOR 112° T radials; thence via the Cofield, VOR; Norfolk, Va., VOR; thence 10-mile wide airway via the Cape Charles, Va., VOR to the Salisbury, Md., VOR; thence via the intersection of the Woodstown, N.J., VOR 154° T and the Coyle, N.J., VOR 203° T radials (Wildwood, N.J. Intersection); Coyle, VOR; intersection of the Coyle VOR 058° T and the Riverhead, N.Y., VOR 217° T radials (Wolf, N.Y., Intersection); Riverhead, VOR; intersection of the Riverhead VOR 046° T and the Poughkeepsie, N.Y., VOR 133° T radials; thence 10-mile wide airway to the intersection of the Riverhead VOR 046° T and the Poughkeepsie VOR 115° T radials; thence via the intersection of the Riverhead VOR 046° T and the Boston, Mass., VOR 223° T radials (site of the Norwich, Conn., VOR); thence 10-mile wide airway to the Boston, VOR; thence via the Kennebunk, Maine, VOR; intersection of the Kennebunk VOR 033° T and the Bangor, Maine, VOR 233° T radials (site of the Augusta, Maine, VOR); Bangor, VOR; Millinocket, Maine, VOR; to the Presque Isle, VOR.

2. VOR Federal Airway 1505 (Miami, Fla., to Boston, Mass.). From the Biscayne Bay, Fla., VOR via the intersection of the Biscayne Bay, VOR 021° T and the Vero Beach, Fla., VOR 143° T radials (Turtle, Fla., Intersection); Vero Beach, VOR; Intersection of the Daytona Beach, Fla., VOR 161° T and the Orlando, Fla., VOR 123° T radials (Hopkins, Fla., Intersection); thence 10-mile wide airway via the Daytona Beach, Fla., VOR; the intersection of the Daytona Beach VOR 360° T and the Jacksonville, Fla., VOR 144° T radials (Marion, Fla., Intersection); Jacksonville, VOR; minimum altitude 17,000 feet MSL; Charles-

ton, S.C., VOR; to the intersection of the Charleston, VOR 029° T and the Florence, S.C., VOR 183° T radials (Overton, S.C., Intersection); thence via the Florence, VOR; intersection of the Florence VOR 001° T and the Raleigh-Durham, N.C., VOR 226° T radials (site of the Pinehurst, N.C., VOR); Raleigh-Durham, VOR; Lawrenceville, Va., VOR; thence 10-mile wide airway to the Richmond, Va., VOR; thence via the Kenton, Del., VOR; (The portion of this segment which lies within the geographical limits of the West Dahlgren, Va., Restricted Area R-38A and/or the Patuxent, Md., Restricted Areas R-41 or R-43 is excluded during the time of designation of restricted area.); New Castle, Del., VOR; West Chester, Pa., VOR; Pottstown, Pa., VOR; thence 10-mile wide airway to the Solberg, N.J., VOR; thence via the intersection of the Solberg, VOR 051° T and the Wilton, Conn., VOR 240° T radials (Paterson, N.J., Intersection); Wilton, VOR; Hartford, Conn., VOR; Putnam, Conn., VOR; thence 10-mile wide airway via the intersection of the Putnam VOR 043° T and the Boston, Mass., VOR 256° T radials (Framingham, Mass., Intersection); to the Boston, VOR.

3. VOR Federal Airway 1507 (Key West, Fla., to Buffalo, N.Y.). From the Key West, Fla., VOR maximum altitude 20,000 feet within Warning Area W-173, via the Miami, Fla., VOR; Pahokee, Fla., VOR; intersection of the Orlando, Fla., VOR 162° T and the Vero Beach, Fla., VOR 296° T radials (Kissimmee, Fla., Intersection); thence 10-mile wide airway to the Orlando, VOR; thence via the intersection of the Orlando VOR 360° T and the Daytona Beach, Fla., VOR 245° T radials; thence 10-mile wide airway via the intersection of the Orlando VOR 360° T and the Jacksonville, Fla., VOR 159° T radials (Bayard, Fla., Intersection); to the Jacksonville VOR; thence via the intersection of the Jacksonville VOR 009° T radials and the Savannah, Ga., VOR 195° T radials (site of the Brunswick, Ga., VOR); intersection of the Savannah, VOR 195° T and the Alma, Ga., VOR 083° T radials; thence 10-mile wide airway via the Savannah, VOR; to the intersection of the Savannah, VOR 350° T and the Charleston, S.C., VOR 243° T radials (Tillman, S.C., Intersection); thence via the Allendale, S.C., VOR; thence 10-mile wide airway to the intersection of the Allendale VOR 013° T and the Charleston VOR 293° T radials; thence via the Columbia, S.C., VOR; Fort Mill, S.C., VOR; Greensboro, N.C., VOR; intersection of the Greensboro VOR 356° T and the Elkins, W. Va., VOR 179° T radials (site of the Hollins, Va., VOR); Elkins VOR; Morgantown, W. Va., VOR; Pittsburgh, Pa., VOR; thence 10-mile wide airway via the intersection of the Pittsburgh VOR 354° T and the Tidouite, Pa., VOR 214° radials; to the intersection of the Tidouite VOR 214° T and the Clarion, Pa., VOR 281° T radials; thence via the Tidouite, VOR; to the Buffalo, N.Y., VOR.

4. VOR Federal Airway 1509 (Miami, Fla., to Sault Ste. Marie, Mich.). From the Miami, Fla., VOR via the Pahokee,

Fla., VOR; intersection of the Orlando, Fla., VOR 162° T and the Vero Beach, Fla., VOR 296° T radials; thence 10-mile wide airway via the Orlando, VOR; intersection of the Orlando VOR 360° T and the Daytona Beach, Fla., VOR 245° T radials; intersection of the Orlando VOR 360° T and the Jacksonville, Fla., VOR 159° T radials (Bayard, Fla., Intersection); to the Jacksonville, VOR; thence via the intersection of the Jacksonville VOR 009° T and the Savannah, Ga., VOR 195° T radials (site of the Brunswick, Ga., VOR); intersection of the Savannah VOR 195° T and the Alma, Ga., VOR 083° T radials; thence 10-mile wide airway via the Savannah, VOR; to the intersection of the Savannah VOR 350° T and the Charleston, S.C., VOR 243° T radials (Tillman, S.C., Intersection); thence via the Allendale, S.C., VOR; thence 10-mile wide airway to the intersection of the Allendale VOR 013° T and the Charleston VOR 293° T radials; thence via the Columbia, S.C., VOR; Fort Mill, S.C., VOR; Pulaski, Va., VOR; Bluefield, W. Va., VOR; intersection of the Bluefield VOR 003° T and the Parkersburg, W. Va., VOR 173° T radials (site of the Beckley, W. Va., VOR); Parkersburg, VOR; intersection of the Parkersburg VOR 354° T and the Navarre, Ohio, VOR 184° T radials (site of Newcomerstown, Ohio, VOR); Navarre, VOR; Cleveland, Ohio, VOR; thence 10-mile wide airway via the Windsor, VOR; to the intersection of the Windsor, Ont., VOR 320° T and the Saginaw, Mich., VOR 163° T radials (site of the Flint, Mich., VOR); thence via the Saginaw, Mich., VOR; Traverse City, Mich., VOR; intersection of the Traverse City VOR 018° T and the Sault Ste. Marie, Mich., VOR 214° T radials; thence 10-mile wide airway to the Sault Ste. Marie, VOR; excluding that portion outside the United States.

5. VOR Federal Airway 1511 (Key West, Fla., to Detroit, Mich.). From the Key West, Fla., VOR maximum altitude 20,000 feet MSL within Warning Area W-173 via the Fort Myers, Fla., VOR; Lakeland, Fla., VOR; thence 10-mile wide airway via the intersection of the Lakeland VOR 354° T and the Orlando, Fla., VOR 284° T radials; Ocala, Fla., VOR; intersection of the Ocala VOR 343° T and the Alma, Ga., VOR 179° T radials; to the intersection of the Alma VOR 170° T and the Jacksonville, Fla., VOR 271° T radials; thence via the Alma, VOR; intersection of the Alma VOR 012° T and the Augusta, Ga., VOR 170° T radials; thence 10-mile wide airway to the Augusta, VOR; thence via the Spartanburg, S.C., VOR; Tri-City, Tenn., VOR; Charleston, W. Va., VOR; intersection of the Charleston VOR 357° T and the Tiverton, Ohio, VOR 161° T radials (site of the Zanesville, Ohio, VOR); Tiverton, VOR; Cleveland, Ohio, VOR; thence 10-mile wide airway via the intersection of the Cleveland VOR 307° T and the Salem, Mich., VOR 140° T radials (Perch, Ont., Intersection) to the Salem, VOR; excluding that portion outside the United States.

6. VOR Federal Airway 1513 (Miami, Fla., to Saginaw, Mich.). From the Biscayne Bay, Fla., VOR via the intersection of the Biscayne Bay VOR 021° T and the

Vero Beach, Fla., VOR 143° T radials (Turtle, Fla., Intersection); Vero Beach, VOR; intersection of the Daytona Beach, Fla., VOR 161° T and the Orlando, Fla., VOR 123° T radials (Hopkins, Fla., Intersection); thence 10-mile wide airway via the Daytona Beach, VOR; intersection of the Daytona Beach VOR 360° T and the Jacksonville VOR 144° T radials (Marion, Fla., Intersection); to the Jacksonville, Fla., VOR; thence via the intersection of the Jacksonville VOR 319° T and the Alma, Ga., VOR 148° T radials; Alma VOR; intersection of the Alma VOR 335° T and the Norcross, Ga., VOR 147° T radials; Norcross, VOR; thence 10-mile wide airway to the intersection of the Norcross VOR 011° T and the Royston, Ga., VOR 270° T radials; thence via the intersection of the Norcross VOR 011° T and the Knoxville, Tenn., VOR 181° T radials; Knoxville VOR; London, Ky., VOR; Lexington, Ky., VOR; Cincinnati, Ohio, VOR; thence 10-mile wide airway to the Rosewood, Ohio, VOR; thence via the intersection of the Rosewood VOR 017° T and the Waterville, Ohio, VOR 193° T radials (site of the Findlay, Ohio, VOR); Waterville, VOR; Carleton, Mich., VOR; Salem, Mich., VOR; intersection of the Salem VOR 349° T and the Saginaw, Mich., VOR 157° T radials; to the Saginaw, VOR.

7. VOR Federal Airway 1515 (Key West, Fla., to Milwaukee, Wis.). From the Key West, Fla., VOR via the intersection of the Key West, VOR 078° T and the Miami, Fla., VOR 205° T radials (Marathon, Fla., Intersection); Miami, VOR; Pahokee, Fla., VOR; Vero Beach, Fla., VOR; intersection of the Daytona Beach, Fla., VOR 161° T and the Orlando, Fla., VOR 123° T radials (Hopkins, Fla., Intersection); thence 10-mile wide airway via the Daytona Beach, VOR; intersection of the Daytona Beach VOR 360° T and the Jacksonville, Fla., VOR 144° T radials (Marion, Fla., Intersection); to the Jacksonville, VOR; thence via the intersection of the Jacksonville VOR 319° T and the Alma, Ga., VOR 148° T radials; Alma, VOR; thence 10-mile wide airway to the intersection of the Alma VOR 320° T and the Allendale, S.C., VOR 247° T radials; thence via the Macon, Ga., VOR; McDonough, Ga., VOR; thence 10-mile wide airway via the Norcross, Ga., VOR; to the intersection of the Norcross VOR 011° T and the Royston, Ga., VOR 270° T radials; thence via the intersection of the Norcross VOR 011° T and the Knoxville, Tenn., VOR 181° T radials; Knoxville, VOR; thence 10-mile wide airway to the intersection of Knoxville VOR 328° T and the London, Ky., VOR 185° T radials; thence via the Louisville, Ky., VOR; intersection of the Louisville VOR 333° T and the Indianapolis, Ind., VOR 170° T radials; intersection of the Indianapolis VOR 170° T and the Lewis, Ind., VOR 104° T radials (Houston, Ind., Intersection); thence 10-mile wide airway to the intersection of the Indianapolis VOR 170° T and the Lewis VOR 082° T radials; thence via the Indianapolis VOR; intersection of the Indianapolis VOR 312° T and the Roberts, Ill., VOR 113° T radials (Linden, Ind., Intersection); Chicago Heights, Ill., VOR; intersection

of the Chicago Heights VOR 358° T and the Milwaukee, Wis., VOR 137° T radials (Taylor, Ill., Intersection); thence 10-mile wide airway to the Milwaukee, VOR.

8. VOR Federal Airway 1517 (Miami, Fla., to Chicago, Ill.). From the Miami, Fla., VOR via the intersection of the Miami VOR 316° T and the Lakeland, Fla., VOR 154° T radials (site of La Belle, Fla., VOR); Lakeland, VOR; thence 10 mile wide airway via intersection of the Lakeland VOR 354° T and the Orlando, Fla., VOR 284° T radials; Ocala, Fla., VOR; intersection of the Ocala VOR 343° T and the Alma, Ga., VOR 179° T radials; to the intersection of the Alma VOR 179° T and the Jacksonville, Fla., VOR 271° T radials; thence to the Alma, VOR; thence 10 mile wide airway to the intersection of the Alma VOR 320° T and the Allendale, S.C., VOR 247° T radials; thence via the Macon, Ga., VOR; McDonough, Ga., VOR; thence 10 mile wide airway via the intersection of the McDonough VOR 345° T and the Royston, Ga., VOR 270° T radials; thence via the Crossville, Tenn., VOR; Bowling Green, Ky., VOR; Lewis, Ind., VOR; thence 10 mile wide airway to the intersection of the Lewis VOR 349° T and the Indianapolis, Ind., VOR 288° T radials; thence via the intersection of the Peotone, Ill., VOR 169° T and the Bradford, Ill., VOR 098° T radials; thence 10 mile wide airway to the Peotone, Ill., VOR.

9. VOR Federal Airway 1519 (Miami, Fla., to Atlanta, Ga.). From the Miami, Fla., VOR via the Fort Myers, Fla., VOR; intersection of the Fort Myers VOR 333° T and the Lakeland, Fla., VOR 202° T radials (Murdock, Fla., Intersection); thence 10 mile wide airway to the St. Petersburg, Fla., VOR; thence via the Cross City, Fla., VOR; intersection of the Cross City VOR 333° T and the Tallahassee, Fla., VOR 091° T radials (Greenville, Fla., Intersection); intersection of the Albany, Ga., VOR 152° T and the Marianna, Fla., VOR 058° T radials; thence 10-mile wide airway to the Albany, VOR; thence to the intersection of the Atlanta, Ga., VOR 174° T and the McDonough, Ga., VOR 234° T radials; thence 10-mile wide airway to the Atlanta, VOR.

10. VOR Federal Airway 1521 (Miami, Fla., to Farmington, Mo.). From the Miami, Fla., VOR via the intersection of the Miami VOR 316° T and the St. Petersburg, Fla., VOR 133° T radials (site of the La Belle, Fla., VOR); intersection of the St. Petersburg VOR 133° T and the Lakeland, Fla., VOR 227° T radials; thence 10-mile wide airway to the St. Petersburg, VOR; thence via the Tallahassee, Fla., VOR; Tuskegee, Ala., VOR; Birmingham, Ala., VOR; Muscle Shoals, Ala., VOR; Paducah, Ky., VOR; to the Farmington, Mo., VOR.

11. VOR Federal Airway 1523 (New Orleans, La., to Windsor, Ont.). From the New Orleans, La., VOR via the McComb, Miss., VOR; Jackson, Miss., VOR; Greenwood, Miss., VOR; Memphis, Tenn., VOR; thence 10-mile wide airway via the intersection of the Memphis VOR 351° T and the Dyersburg, Tenn., VOR 235° T radials; to the Dyersburg, VOR; thence via the Paducah, Ky., VOR; intersection of the Paducah VOR 039° T

and the Evansville, Ind., VOR 227° radials; intersection of the Evansville VOR 227° T and the Samsville, Ill., VOR 178° T radials; thence 10-mile wide airway to the Evansville, VOR; thence via the intersection of the Evansville VOR 033° T and the Indianapolis, Ind., VOR 206° T radials (site of the Scotland, Ind., VOR); Indianapolis, VOR; Fort Wayne, Ind., VOR; Carleton, Mich., VOR; thence 10-mile wide airway to the Windsor, Ont., VOR, excluding that portion outside the United States.

12. VOR Federal Airway 1525 (New Orleans, La., to Chicago, Ill.). From the New Orleans, La., VOR via the McComb, Miss., VOR; Jackson, Miss., VOR; Greenwood, Miss., VOR; Memphis, Tenn., VOR; Walnut Ridge, Ark., VOR; Farmington, Mo., VOR; intersection of the Farmington VOR 351° T and the Troy, Ill., VOR 230° T radials (Imperial, Mo., Intersection); thence 10-mile wide airway to the Troy VOR; thence via the Roberts, Ill., VOR; intersection of the Roberts VOR 008° T and the Bradford, Ill., VOR 098° radials; thence 10-mile wide airway to the intersection of the Roberts VOR 008° T and the Joliet, Ill., VOR 093° T radials.

13. VOR Federal Airway 1527 (Houston, Tex., to Chicago, Ill.). From the Houston, Tex., VOR via the Lufkin, Tex., VOR; Gregg County, Tex., VOR; Texarkana, Ark., VOR; Pine Bluff, Ark., VOR; intersection of the Pine Bluff VOR 037° T and the Walnut Ridge, Ark., VOR 188° T radials (Hilleman, Ark., Intersection); Walnut Ridge, VOR; Farmington, Mo., VOR; intersection of the St. Louis, Mo., VOR 171° T and the Troy, Ill., VOR 230° T radials (Imperial, Mo., Intersection); thence 10-mile wide airway to the St. Louis, Mo., VOR; thence via the Springfield, Ill., VOR; intersection of the Springfield VOR 036° T and the Joliet, Ill., VOR 204° T radials (site of the Pontiac, Ill., VOR); Joliet, VOR; thence 10-mile wide airway to the Naperville, Ill., VOR.

14. VOR Federal Airway 1529 (Dalhart, Tex., to Great Falls, Mont.). From the Dalhart, Tex., VOR via the Tobe, Colo., VOR; Pueblo, Colo., VOR; intersection of the Pueblo VOR 018° T and the Kiowa, Colo., VOR 169° T radials; Kiowa, VOR; Denver, Colo., VOR; Laramie, Wyo., VOR; Rock River, Wyo., VOR; Casper, Wyo., VOR; Crazy Woman, Wyo., VOR; Sheridan, Wyo., VOR; Billings, Mont., VOR; intersection of the Billings VOR 317° T and the Great Falls, Mont., VOR 122° T radials; to the Great Falls, VOR.

15. VOR Federal Airway 1531 (Dallas, Tex., to Denver, Colo.). From the Dallas, Tex., VOR via the Ardmore, Okla., VOR; intersection of the Ardmore VOR 342° T and the Oklahoma City, Okla., VOR 154° T radials (Maysville, Okla., Intersection); Oklahoma City, VOR; Gage, Okla., VOR; Liberal, Kans., VOR; Lamar, Colo., VOR; Hugo, Colo., VOR; Kiowa, Colo., VOR; to the Denver, Colo., VOR.

16. VOR Federal Airway 1533 (San Antonio, Tex., to Milwaukee, Wis.). From the San Antonio, Tex., VOR via the intersection of the San Antonio VOR 002° T and the Lometa, Tex., VOR 173°

T radials (Willow City, Tex., Intersection); Lometa, VOR; intersection of the Lometa VOR 017° T and the Dallas, Tex., VOR 243° T radials (Mill, Tex., Intersection); Bridgeport, Tex., VOR; Ardmore, Okla., VOR; Okmulgee, Okla., VOR; Tulsa, Okla., VOR; Oswego, Kans., VOR; thence 10-mile wide airway via the Butler, Mo., VOR; Blue Springs, Mo., VOR; to the intersection of the Blue Springs VOR 016° T and the Kansas City, Mo., VOR 060° T radials; thence via the Kirksville, Mo., VOR; Moline, Ill., VOR; Janesville, Wis., VOR; thence 10-mile wide airway to the Milwaukee, Wis., VOR.

17. VOR Federal Airway 1535 (Kansas City, Mo., to the U.S./Canadian border). From the Blue Springs, Mo., VOR via 10-mile wide airway to the intersection of the Blue Springs VOR 016° T and the Kansas City, Mo., VOR 060° T radials; thence via the intersection of the Blue Springs VOR 016° T and the Lamoni, Iowa, VOR 174° T radials (Jameson, Mo., Intersection); Lamoni, VOR; thence 10-mile wide airway to the Des Moines, Iowa, VOR; thence via the Mason City, Iowa, VOR; intersection of the Mason City VOR 004° T and the Minneapolis, Minn., VOR 165° T radials (site of the Farmington, Minn., VOR); Minneapolis, VOR; Duluth, Minn., VOR; thence 10-mile wide airway via the Duluth VOR 335° T radial to the United States/Canadian border.

18. VOR Federal Airway 1537 (Laredo, Tex., to Joliet, Ill.). From the Laredo, Tex., VOR via the intersection of the Laredo VOR 035° T and the San Antonio, Tex., VOR 183° T radials (Tilden, Tex., Intersection); San Antonio, VOR; Austin, Tex., VOR; intersection of the Austin VOR 016° T and the Lometa, Tex., VOR 105° T radials (Belton, Tex., Intersection); thence 10-mile wide airway to the Waco, Tex., VOR; thence via the Dallas, Tex., VOR; intersection of the Dallas VOR 324° T and the Ardmore, Okla., VOR 176° T radials (Gainesville, Tex., Intersection); Ardmore, VOR; McAlester, Okla., VOR; Fayetteville, Ark., VOR; Springfield, Mo., VOR; Columbia, Mo., VOR; Peoria, Ill., VOR; to the Joliet, Ill., VOR.

19. VOR Federal Airway 1539 (Abilene, Tex., to Wichita, Kans.). From the Abilene, Tex., VOR via the Wichita Falls, Tex., VOR; intersection of the Wichita Falls VOR 028° T and the Oklahoma City, Okla., VOR 202° T radials (Fort Sill, Okla., Intersection); thence 10-mile wide airway to the intersection of the Oklahoma City VOR 202° T and the Ardmore, Okla., VOR 301° radials; thence via the Oklahoma City, VOR; Ponca City, Okla., VOR; thence 10-mile wide airway via the intersection of the Ponca City VOR 328° T and the Wichita, Kans., VOR 190° T radials (Mayfield, Kans., Intersection) to the Wichita, VOR.

20. VOR Federal Airway 1541 (Midland, Tex., to Minot, N. Dak.). From the Midland, Tex., VOR 10-mile wide airway to the Lubbock, Tex., VOR; thence via the Amarillo, Tex. VOR; Gage, Okla., VOR; Anthony, Kans., VOR; Wichita, Kans., VOR; Emporia, Kans., VOR; thence 10-mile wide airway to the Kansas City, Mo., VOR; thence to the intersection of the Kansas City VOR 342° T

and the Lamoni, Iowa, VOR 277° T radials (Coin, Iowa, Intersection); thence 10-mile wide airway to the Neola, Iowa, VOR; thence to the intersection of the Neola VOR 322° T and the Sioux City, Iowa, VOR 160° T radials; thence 10-mile wide airway to the Sioux City, Iowa, VOR; thence via the Sioux Falls, S. Dak., VOR; Watertown, S. Dak., VOR; Jamestown, N. Dak., VOR; to the Minot, N. Dak., VOR.

21. VOR Federal Airway 1543 (El Paso, Tex., to Minneapolis, Minn.). From the El Paso, Tex., VOR, 10-mile wide airway to the intersection of the El Paso VOR 272° T and the Truth or Consequences, N. Mex., VOR 162° T radials (Harrington Ranch, N. Mex., Intersection); thence via the Truth or Consequences, VOR; intersection of the Truth or Consequences VOR 017° T and the Albuquerque, N. Mex., VOR 160° T radials (Belen, N. Mex., Intersection); Albuquerque, VOR; Sante Fe, N. Mex., VOR; thence 10-mile wide airway to the intersection of the Sante Fe VOR 010° T and the Las Vegas, N. Mex., VOR 299° T radials; thence via the intersection of the Sante Fe VOR 010° T and the Alamosa, Colo., VOR 183° T radials; Alamosa, VOR; Pueblo, Colo., VOR; Colorado Springs, Colo., VOR; intersection of the Colorado Springs VOR 347° T and the Denver, Colo., VOR 180° T radials (Parker, Colo., Intersection); thence 10-mile wide airway to the Denver, VOR; thence via the Akron, Colo., VOR; North Platte, Nebr., VOR; O'Neill, Nebr., VOR; Sioux Falls, S. Dak., VOR; Redwood Falls, Minn., VOR; to the Minneapolis, Minn., VOR.

22. VOR Federal Airway 1545 (Tucson, Ariz., to Reno, Nev.). From the Tucson, Ariz., VOR via 10-mile wide airway to the intersection of the Tucson VOR 299° T and the Phoenix, Ariz. 151° T radials; thence via the intersection of the Tucson VOR 299° T and the Casa Grande, Ariz., VOR 158° T radials (Silver Bell, Ariz., Intersection); Casa Grande, VOR; Phoenix, VOR; Prescott, Ariz., VOR; Needles, Calif., VOR; Goffs, Calif., VOR; Beatty, Nev., VOR; Coaldale, Nev., VOR; intersection of the Reno, Nev., VOR 135° T and the Lovelock, Nev., VOR 195° T radials; thence 8-mile wide airway to the intersection of the Reno VOR 135° T and the Lovelock VOR 210° T radials; thence to the Reno VOR.

23. VOR Federal Airway 1547 (Los Angeles, Calif., to Pembina, N. Dak.). From the Los Angeles, Calif., VOR via the intersection of the Los Angeles VOR 057° T and the Daggett, Calif., VOR 235° T radials; Daggett, VOR; thence 10-mile wide airway via the intersection of the Daggett VOR 072° T and the Goffs, Calif., VOR 268° T radials; to the Goffs, VOR; thence via the Mormon Mesa, Nev., VOR; Milford, Utah, VOR; Myton, Utah, VOR; Cherokee, Wyo., VOR; Casper, Wyo., VOR; Dickinson, N. Dak., VOR; to the Pembina, N. Dak., Radio Range.

24. VOR Federal Airway 1549 (Los Angeles, Calif., to Cut Bank, Mont.). From the Los Angeles, Calif., VOR via the intersection of the Los Angeles VOR 057° T and the Daggett, Calif., VOR 235° T radials; Daggett, VOR; thence 10-mile

wide airway via the intersection of the Daggett VOR 072° T and the Goffs, Calif., VOR 268° T radials; to the Goffs, VOR; thence via the Mormon Mesa, Nev., VOR; Milford, Utah, VOR; Delta, Utah, VOR; Provo, Utah, VOR; Salt Lake City, Utah, VOR; Ogden, Utah, VOR; Malad City, Idaho, VOR; Pocatello, Idaho, VOR; Dubois, Idaho, VOR; Dillon, Mont., VOR; Helena, Mont., VOR; Great Falls, Mont., VOR; to the Cut Bank, Mont., VOR.

25. VOR Federal Airway 1551 (San Francisco, Calif., to U.S./Canadian Border). From the Oakland, Calif., VOR 10-mile wide airway via the intersection of the Oakland VOR 075° T and the Stockton, Calif., VOR 296° T radials (Altamont, Calif., Intersection); to the Stockton, VOR; thence via the Linden, Calif., VOR; intersection of the Linden VOR 046° T and the Reno, Nev., VOR 208° T radials; Reno, VOR; thence 10-mile wide airway to the Lovelock, Nev., VOR; thence to the Battle Mountain, Nev., VOR; thence 10-mile wide airway via the intersection of the Battle Mountain VOR 062° T and the Wells, Nev., VOR 256° T radials (Doby, Nev., Intersection), to the Wells, VOR; thence via the Pocatello, Idaho, VOR; Du Noir, Wyo., VOR; Billings, Mont., VOR; Miles City, Mont., VOR; Dickinson, N. Dak., VOR; Minot, N. Dak., VOR; thence 10-mile wide airway via the Minot VOR 025° T radial to the U.S./Canadian Border.

26. VOR Federal Airway 1553 (Sacramento, Calif., to U.S./Canadian Border). From the Sacramento, Calif., VOR 10-mile wide airway, to the intersection of the Sacramento VOR 055° T and the Reno, Nev., VOR 230° T radials; thence to the Reno, VOR; thence 10-mile wide airway to the Lovelock, Nev., VOR; thence via the Sod House, Nev., VOR; Boise, Idaho, VOR; McCall, Idaho, VOR; Missoula, Mont., VOR; Cut Bank, Mont., VOR; thence 10-mile wide airway via the Cut Bank VOR 059° T radial to the U.S./Canadian Border.

27. VOR Federal Airway 1555 (San Francisco, Calif., to U.S./Canadian Border). From the San Francisco, Calif., TVOR 10-mile wide airway via the intersection of the San Francisco TVOR 304° T and the Ukiah, Calif., VOR 172° T radials (Marin, Calif., Intersection), to the Ukiah, VOR; thence via the Red Bluff, Calif., VOR; intersection of the Red Bluff VOR 019° T and the Klamath Falls, Ore., VOR 180° T radials; Klamath Falls, VOR; Redmond, Ore., VOR; Pendleton, Ore., VOR; Mullan Pass, Idaho, VOR; thence 10-mile wide airway via the Mullan Pass VOR 026° T radial to the U.S./Canadian Border.

28. VOR Federal Airway 1557 (San Diego, Calif., to the U.S./Canadian Border). From the San Diego, Calif., VOR 10-mile wide airway to the intersection of the San Diego VOR 320° T and the Oceanside, Calif., VOR 280° T radials; thence to the Los Angeles, Calif., VOR; thence 10-mile wide airway to the Gorman, Calif., VOR; thence via the Bakersfield, Calif., VOR; Fresno, Calif., VOR; thence 10-mile wide airway to the Linden, Calif., VOR; thence via the Sacramento, Calif., VOR; intersection of Sacramento VOR 346° T and the Red Bluff, Calif., VOR 158° T radials; Red

Bluff, VOR; intersection of the Red Bluff VOR 343° T and the Medford, Ore., VOR 176° T radials (site of the Ft. Jones, Calif., VOR); Medford, VOR; Eugene, Ore., VOR; intersection of the Portland, Ore., VOR 196° T and the Newberg, Ore., VOR 166° T radials; thence 10-mile wide airway to the Portland, Ore., VOR; thence via the intersection of the Portland VOR 353° T and the Seattle, Wash., VOR 197° T radials (Toledo, Wash., Intersection); intersection of the Seattle VOR 197° T and the Hoquiam, Wash., VOR 095° T radials; thence 10-mile wide airway to the Seattle, Wash., VOR; thence via the intersection of the Seattle VOR 359° T and the Bellingham, Wash., VOR 169° T radials (Warm Beach, Wash., Intersection); Bellingham, VOR; thence 10-mile wide airway via the Bellingham VOR 303° T radial to the U.S./Canadian Border.

29. VOR Federal Airway 1559 (Long Beach, Calif., to Portland, Ore.). From the Long Beach, Calif., VOR 10-mile wide airway via the intersection of the Long Beach VOR 287° T and the Fillmore, Calif., VOR 163° T radials (Pt. Dume, Calif., Intersection) to the Fillmore, VOR; thence via the Avenal, Calif., VOR; Los Banos, Calif., VOR; thence 10-mile wide airway via the Stockton, Calif., VOR; intersection of the Stockton VOR 025° T and the Oakland, Calif., VOR 075° T radials (Altamont, Calif., Intersection); Oakland, VOR; Point Reyes, Calif., VOR; intersection of the Point Reyes VOR 352° T and the Ukiah, Calif., VOR 147° T radials (Geyserville, Calif., Intersection); to the Ukiah, VOR; thence via the Fortuna, Calif., VOR; North Bend, Ore., VOR; intersection of the North Bend VOR 004° T and the Newberg, Ore., VOR 224° T radials (site of the Newport, Ore., VOR); intersection of the Newberg VOR 224° T and the Eugene, Ore., 360° T radials; thence 10-mile wide airway via the Newberg, VOR; to the Portland, Ore., VOR.

C-1600 SERIES (WEST TO EAST)

1. VOR Federal Airway 1602 (Fort Myers, Fla., to Vero Beach, Fla.). From the Fort Myers, Fla., VOR via the intersection of the Fort Myers VOR 058° T and the Vero Beach, Fla., VOR 224° T radials (site of the La Belle, Fla., VOR); to the Vero Beach, VOR.

2. VOR Federal Airway 1604 (St. Petersburg, Fla., to Daytona Beach, Fla.). From the St. Petersburg, Fla., VOR 10-mile wide airway to the Orlando, Fla., VOR; thence to the Daytona Beach, Fla., VOR.

3. VOR Federal Airway 1606 (Tallahassee, Fla., to Maytown, Fla.). From the Tallahassee, Fla., VOR via the Cross City, Fla., VOR; Ocala, Fla., VOR; thence 10-mile wide airway to the Orlando, Fla., VOR, thence to the intersection of the Orlando VOR 071° T and the Daytona Beach, Fla., VOR 161° T radials (Maytown, Fla., Intersection).

4. VOR Federal Airway 1608 (Lake Charles, La., to Evergreen, Ala.). From the Lake Charles, La., VOR via the intersection of the Lake Charles VOR 088° T and the Baton Rouge, La., VOR 241° T radials (site of the Lafayette, La., VOR);

Baton Route VOR; Picayune, Miss., VOR; to the Evergreen, Ala., VOR.

5. VOR Federal Airway 1610 (El Paso, Tex., to Lake Charles, La.). From the El Paso, Tex., VOR 10-mile wide airway via the intersection of the El Paso VOR 132° T and the Hudspeth, Tex., VOR 272° T radials (Fabens, Tex., Intersection); to the Hudspeth VOR; thence via the intersection of the Hudspeth VOR 117° T and the Fort Stockton, Tex., VOR 274° T radials (Apache, Tex., Intersection); Fort Stockton VOR; thence 10-mile wide airway to the intersection of the Fort Stockton VOR 112° T and the Midland, Tex., VOR 202° T radials; thence via the Rocksprings, Tex., VOR; intersection of the Rocksprings VOR 090° T and the San Antonio, Tex., VOR 310° T radials (Comfort, Tex., Intersection); San Antonio VOR; intersection of the San Antonio VOR 075° T and the Houston, Tex., VOR 290° T radials (Round Top, Tex., Intersection); Houston VOR; intersection of the Houston VOR 044° T and the Lake Charles, La., VOR 273° T radials (Dai-setta, Tex., Intersection); to the Lake Charles VOR.

6. VOR Federal Airway 1612 (Allendale, S.C., to Charleston, S.C.). From the Allendale, S.C., VOR; to the Charleston, S.C. VOR.

7. VOR Federal Airway 1614 (Salt Flat, Tex., to Oklahoma City, Okla.). From the Salt Flat, Tex., VOR via the intersection of the Salt Flat VOR 055° T and the Hobbs, N. Mex., VOR 242° T radials (site of Carlsbad, N. Mex., VOR); Hobbs VOR; thence 10-mile wide airway via the intersection of the Hobbs VOR 077° T and the Lubbock, Tex., VOR 188° T radials (Welch, Tex., Intersection) to the Lubbock VOR; thence via the Childress, Tex., VOR; intersection of the Childress VOR 064° T and the Oklahoma City, Okla., VOR 242° T radials (Site of the Hobart, Okla., VOR); to the Oklahoma City VOR.

8. VOR Federal Airway 1616 (Macon, Ga., to Savannah, Ga.). From the Macon, Ga., VOR to the Savannah, Ga., VOR.

9. VOR Federal Airway 1618 (Roswell, N. Mex., to Wichita Falls, Tex.). From the Roswell, N. Mex., VOR via the intersection of the Roswell VOR 063° T and the Lubbock, Tex., VOR 277° T radials (Dora, N. Mex., Intersection); thence 10-mile wide airway to the Lubbock VOR; thence via the Guthrie, Tex., VOR; to the Wichita Falls, Tex., VOR.

10. VOR Federal Airway 1620 (Atlanta, Ga., to Augusta, Ga.). From the Atlanta, Ga., VOR via the McDonough, Ga., VOR; to the Augusta, Ga., VOR.

11. VOR Federal Airway 1622 (Lubbock, Tex., to Monroe, La.). From the Lubbock, Tex., VOR 10-mile wide airway via the intersection of the Lubbock VOR 101° T and the Abilene, Tex., VOR 327° T radials (Spur, Tex., Intersection); to the intersection of the Abilene VOR 327° T and the Big Spring, Tex., VOR 058° T radials; thence via the Abilene, Tex., VOR; intersection of the Abilene VOR 096° T and the Britton, Tex., VOR 264° T radials; Britton, VOR; Gregg County, Tex., VOR; intersection of the Gregg County VOR 091° T and the Monroe, La., VOR 268° T radials (site of the

Barksdale, La., TVOR); to the Monroe, VOR.

12. VOR Federal Airway 1624 (Prescott, Ariz., to Gage, Okla.). From the Prescott, Ariz., VOR via the St. Johns, Ariz., VOR; intersection of the St. Johns VOR 070° T and the Albuquerque, N. Mex., VOR 254° T radials (Hickman, N. Mex., Intersection); intersection of the Albuquerque VOR 254° T and the Grants, N. Mex., VOR 133° T radials; thence 10-mile wide airway to the Albuquerque VOR; thence via the Santa Fe, N. Mex., VOR; Las Vegas, N. Mex., VOR; Dalhart, Tex., VOR; to the Gage, Okla., VOR.

13. VOR Federal Airway 1626 (Sayre, Okla., to Tulsa, Okla.). From the Sayre, Okla., VOR via the intersection of the Kingfisher, Okla., VOR 251° T and the Oklahoma City, Okla., VOR 298° T radials (Omega, Okla., Intersection); thence 10-mile wide airway via the Kingfisher VOR; the intersection of the Kingfisher VOR 071° T and the Tulsa, Okla., VOR 262° T radials (Stillwater, Okla., Intersection); to the Tulsa VOR.

14. VOR Federal Airway 1628 (San Simon, Ariz., to Knoxville, Tenn.). From the San Simon, Ariz., VOR via the intersection of the San Simon VOR 124° T and the Columbus, N. Mex., VOR 277° T radials (Animas, N. Mex., Intersection); intersection of the Deming, N. Mex., VOR 235° T and the Columbus VOR 277° T radials; thence 10-mile wide airway via Columbus VOR; El Paso, Tex., VOR; intersection of the El Paso VOR 132° T and the Hudspeth, Tex., VOR 272° T radials (Fabens, Tex., Intersection); the Hudspeth VOR; to the Culberson, Tex., VOR; thence via the intersection of the Culberson VOR 090° T and the Midland, Tex., VOR 243° T radials (Pyote, Tex., Intersection); intersection of the Midland VOR 243° T and the Wink, Tex., VOR 107° radials; thence 10-mile wide airway via the Midland, VOR to the intersection of the Midland VOR 084° T and the Big Spring, Tex., VOR 212° T radials; thence via the intersection of the Midland VOR 084° T and the Abilene, Tex., VOR 251° T radials (Jack, Tex., Intersection); Abilene, VOR; Bridgeport, Tex., VOR; Dallas, Tex., VOR; intersection of the Dallas VOR 061° T and the Texarkana, Ark., VOR 271° T radials; Texarkana, VOR; Little Rock, Ark., VOR; Memphis, Tenn., VOR; intersection of Memphis VOR 066° T and the Nashville, Tenn., VOR 252° T radials (site of Jacks Creek, Tenn., VOR); intersection of the Nashville VOR 252° T and the Muscle Shoals, Ala., VOR 002° T radials; thence 10-mile wide airway via the Nashville, VOR to the intersection of Nashville VOR 101° T and the Bowling Green, Ky., VOR 163° T radials; thence via the Crossville, Tenn., VOR; intersection of the Crossville VOR 107° T and the Knoxville, Tenn., VOR 248° T radials (Sweetwater, Tenn., Intersection); thence 10-mile wide airway to the Knoxville, VOR.

15. VOR Federal Airway 1630 (Santa Fe, N. Mex., to Houston, Tex.). From the Santa Fe, N. Mex., VOR via the Las Vegas, N. Mex., VOR; Tucumcari, N. Mex., VOR; Texico, N. Mex., VOR; thence 10-mile wide airway via the inter-

section of the Texico VOR 117° T and the Lubbock, Tex., VOR 008° T radials; thence via the Lubbock, Tex., VOR; Big Spring, Tex., VOR; San Angelo, Tex., VOR; Austin, Tex., VOR; to the Houston, Tex., VOR.

16. VOR Federal Airway 1632 (Hector, Calif., to Peach Springs, Ariz.). From the Hector, Calif., VOR 10-mile wide airway to the intersection of the Hector VOR 091° T and the Twenty Nine Palms, Calif., VOR 344° T radials, thence via the Needles, Calif., VOR; to the Peach Springs, Ariz., VOR.

17. VOR Federal Airway 1634 (Gaviota, Calif., to Palmdale, Calif.). From the Gaviota, Calif., VOR via the Santa Barbara, Calif., VOR; intersection of the Santa Barbara VOR 091° T and the Fillmore, Calif., VOR 284° T radials; Fillmore, VOR; to the Palmdale, Calif., VOR.

18. VOR Federal Airway 1636 (Tuba City, Ariz., to Hutchinson, Kans.). From the Tuba City, Ariz., VOR via the Dove Creek, Colo., VOR; Gunnison, Colo., VOR; Kiowa, Colo., VOR; Thurman, Colo., VOR; intersection of the Thurman VOR 100° T and the Hill City, Kans., VOR 277° T radials (site of the Goodland, Kans., VOR); Hill City, VOR; to the Hutchinson, Kans., VOR.

19. VOR Federal Airway 1638 (Paso Robles, Calif., to Bakersfield, Calif.). From the Paso Robles, Calif., VOR via the Avenal, Calif., VOR; to the Bakersfield, Calif., VOR.

20. VOR Federal Airway 1640 (Greensboro, N.C., to Raleigh-Durham, N.C.). From the Greensboro, N.C., VOR to the Raleigh-Durham, N.C., VOR.

21. VOR Federal Airway 1642 (Grand Junction, Colo., to Russell, Kans.). From the Grand Junction, Colo., VOR via the Gunnison, Colo., VOR; intersection of the Gunnison VOR 125° T and the Alamosa, Colo., VOR 332° T radials; Alamosa, VOR; Tobe, Colo., VOR; Garden City, Kans., VOR; to the Russell, Kans., VOR.

22. VOR Federal Airway 1644 (Hugo, Colo., to Little Rock, Ark.). From the Hugo, Colo., VOR via the Garden City, Kans., VOR; Anthony, Kans., VOR; Ponca City, Okla., VOR; thence 10-mile wide airway via the Tulsa, Okla., VOR to the Fort Smith, Ark., VOR; thence 8-mile wide airway to the intersection of the Fort Smith VOR 098° T and the Fayetteville, Ark., VOR 173° T radials; thence via the intersection of the Fort Smith VOR 098° T and the Little Rock, Ark., VOR 302° T radials; to the Little Rock, VOR.

23. VOR Federal Airway 1646 (Kansas City, Mo., to Elkins, W. Va.). From the Kansas City, Mo., VOR via the Macon, Mo., VOR; Springfield, Ill., VOR; Indianapolis, Ind., VOR; intersection of the Indianapolis VOR 137° T and the Cincinnati, Ohio, VOR 290° T radials (Hope, Ind., Intersection); Cincinnati, VOR; intersection of the York, Ky., VOR 286° T and the Lexington, Ky., VOR 037° T radials; thence 10-mile airway to the York, VOR; thence via the Charleston, W. Va., VOR; to the Elkins, W. Va., VOR.

24. VOR Federal Airway 1648 (Davenport, Calif., to Fresno, Calif.). From the intersection of the Big Sur, Calif., VOR 330° T and the Salinas, Calif., VOR

302° T radials (Davenport, Calif., Intersection); thence 10-mile wide airway to the Salinas, VOR; thence via the Los Banos, Calif., VOR; to the Fresno, Calif., VOR.

25. VOR Federal Airway 1650 (Macon, Mo., to Peoria, Ill.). From the Macon, Mo., VOR via the intersection of the Peoria, Ill., VOR 230° T and the Springfield, Ill., VOR 334° T radials; thence 10-mile wide airway to the Peoria, VOR.

26. VOR Federal Airway 1652 (Thurman, Colo., to Wolbach, Nebr.). From the Thurman, Colo., VOR via the Hayes Center, Nebr., VOR; intersection of the Hayes Center VOR 059° T and the Wolbach, Nebr., VOR 251° T radials (Eddyville, Nebr., Intersection); to the Wolbach, VOR.

27. VOR Federal Airway 1654 (Ukiah, Calif., to Reno, Nev.). From the Ukiah, Calif., VOR via the Williams, Calif., VOR; to the Reno, Nev., VOR.

28. VOR Federal Airway 1656 (Salt Lake City, Utah, to Myton, Utah). From the intersection of the Salt Lake City, Utah, VOR 265° T and the Provo, Utah, VOR 315° T radials (Timpie, Utah, Intersection) via the Provo, VOR; to the Myton, Utah, VOR.

29. VOR Federal Airway 1658 (Martinsburg, W. Va., to Baltimore, Md.). From the Martinsburg, W. Va., VOR; via the Baltimore, Md., VOR to the intersection of the Baltimore, VOR 097° T and the Kenton, Del., VOR 242° T radials (Price, Md., Intersection). The portion of this airway which lies within the geographic limits of and between the designated altitudes of the Camp Springs, Md., (Andrews, AFB) Restricted Area/Military Climb Corridor (R-542), is excluded during its time of designation.

30. VOR Federal Airway 1660 (Appleton, Ohio, to Flat Rock, Va.). From the Appleton, Ohio, VOR via the intersection of the Appleton VOR 111° T and the Parkersburg, W. Va., VOR 321° T radials (site of Zanesville, Ohio, VOR); Parkersburg, VOR; Elkins, W. Va., VOR; Gordonsville, Va., VOR; to the Flat Rock, Va., VOR.

31. VOR Federal Airway 1662 (Wells, Nev., to Casper, Wyo.). From the Wells, Nev., VOR via the Malad City, Idaho, VOR; Big Piney, Wyo., VOR; to the Casper, Wyo., VOR.

32. VOR Federal Airway 1664 (Des Moines, Iowa, to Janesville, Wis.). From the Des Moines, Iowa, VOR via the Newton, Iowa, VOR; Dubuque, Iowa, VOR; to the Janesville, Wis., VOR.

33. VOR Federal Airway 1666 (Denver, Colo., to Hayes Center, Nebr.). From the Denver, Colo., VOR via the intersection of the Denver VOR 061° T and the Hayes Center, Nebr., VOR 277° T radials (Sterling, Colo., Intersection); to the Hayes Center VOR.

34. VOR Federal Airway 1668 (Rock River, Wyo., to Chadron, Nebr.). From the Rock River, Wyo., VOR to the Chadron, Nebr., VOR.

35. VOR Federal Airway 1670 (Johnstown, Pa., to Cambridge, N.Y.). From the Johnstown, Pa., VOR via the Tyrone, Pa., VOR; Philipsburg, Pa., VOR; Williamsport, Pa., VOR; Binghamton, N.Y., VOR; Rockdale, N.Y., VOR; Albany, N.Y., VOR; to the Cambridge, N.Y., VOR.

36. VOR Federal Airway 1672 (Selinsgrove, Pa., to Kennebunk, Maine.). From the Selinsgrove, Pa., VOR via the Wilkes-Barre, Pa., VOR; Huguenot, N.Y., VOR; intersection of the Wilton, Conn., VOR 295° T and Poughkeepsie, N.Y., VOR 236° T radials (Newburg, N.Y., Intersection); Poughkeepsie, VOR; intersection of the Poughkeepsie VOR 043° T and the Manchester, N.H., VOR 255° T radials (Greenfield, Mass., Intersection); Manchester, VOR; to the Kennebunk, Maine, VOR.

37. VOR Federal Airway 1674 (Cleveland, Ohio, to Binghamton, N.Y.). From the Cleveland, Ohio, VOR via the Jefferson, Ohio, VOR; Erie, Pa., VOR; intersection of the Erie VOR 079° T and the Wellsville, N.Y., VOR 277° T radials (site of the Jamestown, N.Y., VOR); Wellsville, VOR; intersection of the Wellsville, VOR 090° T and the Binghamton, N.Y., VOR 265° T radials (site of the Elmira, N.Y., VOR); to the Binghamton, VOR.

38. VOR Federal Airway 1676 (Chicago, Ill., to Windsor, Ont.). From the Northbrook, Ill., VOR via the South Bend, Ind., VOR; intersection of the South Bend VOR 075° T and the Windsor, Ont., VOR 261° T radials (site of the Litchfield, Mich., VOR); to the Windsor, VOR, excluding that portion outside the United States.

39. VOR Federal Airway 1678 (Chicago, Ill., to Peck, Mich.). From the Northbrook, Ill., VOR 10 mile wide airway to the intersection of the Northbrook VOR 078° T and the Chicago Heights, Ill., VOR 358° T radials; thence via the Pullman, Mich., VOR; intersection of the Pullman VOR 076° T and the Peck, Mich., VOR 251° T radials (site of the Lansing, Mich., VOR); to the Peck, VOR.

40. VOR Federal Airway 1680 (Fortuna, Calif., to Red Bluff, Calif.). From the Fortuna, Calif., VOR to the Red Bluff, Calif., VOR.

41. VOR Federal Airway 1682 (New York, N.Y., to Boston, Mass.). From the Idlewild, N.Y., VOR a 10 mile wide airway via the intersection of the Idlewild VOR 083° T and the Hampton, N.Y., VOR 239° T radials (Mastic, N.Y., Intersection); Hampton, N.Y., VOR; intersection of the Hampton VOR 059° T and the Providence, R.I., VOR 212° T radials (Plum Island, Conn., Intersection); Providence VOR; to the intersection of the Providence VOR 043° T and the Boston, Mass., VOR 133° T radials (Rockland, Mass., Intersection); thence to the Boston VOR.

42. VOR Federal Airway 1684 (Mason City, Iowa, to Dubuque, Iowa). From the Mason City, Iowa, VOR to the Dubuque, Iowa, VOR.

43. VOR Federal Airway 1686 (Bradford, Pa., to West Chester, Pa.). From the Bradford, Pa., VOR via the Selinsgrove, Pa., VOR; thence 10-mile wide airway to the Tower City, Pa., VOR; thence 8-mile wide airway to the intersection of the Tower City VOR 128° T and the Pottstown, Pa., VOR 286° T radials (Sanger, Pa., Intersection); thence to the West Chester, Pa., VOR.

44. VOR Federal Airway 1688 (Casper, Wyo., to Eau Claire, Wis.). From the Casper, Wyo., VOR via the Rapid City, S. Dak., VOR; intersection of the Rapid

City VOR 085° T and the Pierre, S. Dak., VOR 253° T radials (site of the Philip, S. Dak., VOR); Pierre VOR; Huron, S. Dak., VOR; Redwood Falls, Minn., VOR; intersection of the Redwood Falls VOR 083° T and the Eau Claire, Wis., VOR 258° T radials (site of the Farmington, Minn., VOR); to the Eau Claire VOR.

45. VOR Federal Airway 1690 (Milwaukee, Wis., to Salem, Mich.). From the Milwaukee, Wis., VOR via the intersection of the Milwaukee VOR 102° T and the Pullman, Mich., VOR 303° T radials (Sunfish, Wis., Intersection); Pullman VOR; to the Salem, Mich., VOR.

46. VOR Federal Airway 1692 (Medford, Oreg., to Burley, Idaho). From the Medford, Oreg., VOR via the Klamath Falls, Oreg., VOR; Lakeview, Oreg., VOR; Rome, Oreg., VOR; intersection of the Rome VOR 099° T and the Burley, Idaho, VOR 261° T radials; to the Burley VOR.

47. VOR Federal Airway 1694 (Muskegon, Mich., to Peck, Mich.). From the Muskegon, Mich., VOR to the Peck, Mich. VOR.

48. VOR Federal Airway 1696 (Buffalo, N.Y., to Stroudsburg, Pa.). From the Buffalo, N.Y., VOR via the Wellsville, N.Y., VOR; intersection of the Wellsville VOR 132° T and the Williamsport, Pa., VOR 307° T radials (site of the Stoneyfork, Pa., VOR); Williamsport, VOR; intersection of the Williamsport VOR 100° T and the Stroudsburg, Pa., VOR 299° T radials (Crystal Lake, Pa., Intersection); to the Stroudsburg, VOR.

49. VOR Federal Airway 1698 (Buffalo, N.Y., to Wilton, Conn.). From the Buffalo, N.Y., VOR via the intersection of the Buffalo VOR 098° T and the Binghamton, N.Y., VOR 300° T radials (site of the Geneseo, N.Y., VOR); Binghamton, VOR; to the Wilton, Conn., VOR.

50. VOR Federal Airway 1700 (Watertown, S. Dak., to Minneapolis, Minn.). From the Watertown, S. Dak., VOR to the Minneapolis, Minn., VOR.

51. VOR Federal Airway 1702 (Toronto, Ont., to Sparta, N.J.). From the U.S. Canadian Border via the intersection of the Toronto, Ont., VOR 141° T and the Buffalo, N.Y., VOR 312° T radials; Buffalo, VOR; intersection of the Buffalo VOR 124° T and the Wilkes-Barre, Pa., VOR 299° T radials (site of the Elmira, N.Y., VOR); Wilkes-Barre, VOR; to the Sparta, N.J., VOR.

52. VOR Federal Airway 1704 (Newberg, Oreg., to McCall, Idaho). From the Newberg, Oreg., VOR via the Redmond, Oreg., VOR; Baker, Oreg., VOR; to the McCall, Idaho, VOR.

53. VOR Federal Airway 1706 (Miles City, Mont., to Salem, Mich.). From the Miles City, Mont., VOR via the Dupree, S. Dak., VOR; Pierre, S. Dak., VOR; Sioux Falls, S. Dak., VOR; Mason City, Iowa, VOR; Rewey, Wis., VOR; intersection of the Rewey VOR 099° T and the Jamesville, Wis., VOR 294° T radials (New Glarus, Wis., Intersection); thence 10-mile wide airway to the Janesville, VOR; thence via the intersection of the Janesville VOR 080° T and the Pullman, Mich., VOR 282° T radials; Pullman, VOR; to the Salem, Mich., VOR.

54. VOR Federal Airway 1708 (Poughkeepsie, N.Y., to Norwich, Conn.). From

the Poughkeepsie, N.Y., VOR via the Hartford, Conn., VOR to the intersection of the Hartford VOR 101° T and the Boston, Mass., VOR 223° T radials (site of the Norwich, Conn., VOR).

55. VOR Federal Airway 1710 (The Dalles, Oreg., to Pendleton, Oreg.). From The Dalles, Oreg., VOR 10-mile wide airway via the intersection of The Dalles VOR 096° T and the Pendleton, Oreg., VOR 254° T radials; to the Pendleton, VOR.

56. VOR Federal Airway 1712 (Massena, N.Y., to Plattsburg, N.Y.). From the Massena, N.Y., VOR to the Plattsburg, N.Y., VOR.

57. VOR Federal Airway 1714 (Naperville, Ill., to Peck, Mich.). From the Naperville, Ill., VOR via the Keeler, Mich., VOR; intersection of the Keeler, VOR 061° T and Peck, Mich., VOR 251° T radials (site of the Lansing, Mich., VOR); to the Peck, VOR.

58. VOR Federal Airway 1716 (Seattle, Wash., to Ephrata, Wash.). From the Seattle, Wash., VOR via the Ellensburg, Wash., VOR; to the Ephrata, Wash., VOR.

59. VOR Federal Airway 1718 (Mullan Pass, Idaho, to Cut Bank, Mont.). From the Mullan Pass, Idaho, VOR to the Cut Bank, Mont., VOR.

60. VOR Federal Airway 1720 (Chattanooga, Tenn., to Charlotte, N.C.). From the Chattanooga, Tenn., VOR via the Spartanburg, S.C., VOR; to the Fort Mill, N.C., VOR.

61. VOR Federal Airway 1722 (Casper, Wyo., to Sioux Falls, S. Dak.). From the Casper, Wyo., VOR via the Smithwick, S. Dak., VOR; Winner, S. Dak., VOR; to the Sioux Falls, S. Dak., VOR.

62. VOR Federal Airway 1724 (Crazy Woman, Wyo., to Rapid City, S. Dak.). From the Crazy Woman, Wyo., VOR to the Rapid City, S. Dak., VOR.

63. VOR Federal Airway 1726 (Gunnison, Colo., to Hill City, Kans.). From the Gunnison, Colo., VOR via the intersection of the Kiowa, Colo., VOR 244° T and the Colorado Springs, Colo., VOR 276° T radials; Colorado Springs VOR; Hugo, Colo., VOR; to the Hill City, Kans., VOR.

64. VOR Federal Airway 1728 (San Luis Obispo, Calif., to Hector, Calif.). From the San Luis Obispo, Calif., VOR via the Gorman, Calif., VOR; Palmdale, Calif., VOR; to the Hector, Calif., VOR.

65. VOR Federal Airway 1730 (Thermal, Calif., to Prescott, Ariz.). From the Thermal, Calif., VOR via the Rice, Calif., VOR; to the Prescott, Ariz., VOR.

66. VOR Federal Airway 1732 (Linden, Calif., to Scottsbluff, Nebr.). From the Linden, Calif., VOR via the Mina, Nev., VOR; Current, Nev., VOR; intersection of the Delta, Utah, VOR 251° T and the Milford, Utah, VOR; 334° T radials; thence 10-mile wide airway to the Delta, Utah, VOR; thence via the intersection of the Delta VOR 054° T and the Myton, Utah, VOR 256° T radials; Myton VOR; Laramie, Wyo., VOR to the Scottsbluff, Nebr., VOR.

67. VOR Federal Airway 1734 (Salt Lake City, Utah, to Fort Bridger, Utah). From the Salt Lake City, Utah, VOR to the intersection of the Salt Lake City VOR 065° T and the Rock Springs, Wyo.,

VOR 259° T radials (site of the Fort Bridger, Utah, VOR).

68. VOR Federal Airway 1736 (Provo, Utah., to Fort Bridger, Utah.). From the Provo, Utah, VOR to the intersection of the Provo VOR 045° T and the Rock Springs, Wyo., VOR 259° T radials (site of the Fort Bridger, Utah, VOR).

69. VOR Federal Airway 1738 (Sacramento, Calif., to Reno, Nev.). From the Sacramento, Calif., VOR via the intersection of the Sacramento VOR 040° T and the Reno, Nev., VOR 257° T radials (Signal, Calif., Intersection); to the Reno, VOR.

70. VOR Federal Airway 1740 (Albany, N.Y., to Hartford, Conn.). From the Albany, N.Y., VOR to the Hartford, Conn., VOR.

71. VOR Federal Airway 1742 (Duluth, Minn., to Green Bay, Wis.). From the Duluth, Minn., VOR to the Green Bay, Wis., VOR.

72. VOR Federal Airway 1744 (Boise, Idaho, to Cherokee, Wyo.). From the Boise, Idaho, VOR via the Pocatello, Idaho, VOR; Big Piney, Wyo., VOR to the Cherokee, Wyo., VOR.

73. VOR Federal Airway 1746 (Texico, N. Mex., to Bridgeport, Tex.). From the Texico, N. Mex., VOR via 10-mile wide airway to the intersection of the Texico VOR 117° T and the Lubbock, Tex., VOR 008° T radials; thence via the Guthrie, Tex., VOR; to the Bridgeport, Tex., VOR.

D-1600 SERIES (SOUTH TO NORTH)

1. VOR Federal Airway 1603 (North Bend, Oreg., to Eugene, Oreg.). From the North Bend, Oreg., VOR to the Eugene, Oreg., VOR.

2. VOR Federal Airway 1605 (San Luis Obispo, Calif., to Red Bluff, Calif.). From the San Luis Obispo, Calif., VOR via the Paso Robles, Calif., VOR; Los Banos, Calif., VOR; thence 10-mile wide airway to the Oakland, Calif., VOR; thence via the intersection of the Oakland VOR 004° T and the Williams, Calif., VOR 191° T radials (Berryessa, Calif., Intersection); Williams, Calif., VOR; intersection of the Williams VOR 002° T and the Red Bluff, Calif., VOR 158° T radials (Jewel, Calif., Intersection); to the Red Bluff VOR.

3. VOR Federal Airway 1607 (Gaviota, Calif., to Point Reyes, Calif.). From the Gaviota, Calif., VOR 10-mile wide airway via the San Luis Obispo, Calif., VOR; the intersection of the San Luis Obispo VOR 313° T and the Big Sur, Calif., VOR 159° T radials; the Big Sur VOR; the intersection of the Big Sur VOR 330° T and the Point Reyes, Calif., VOR 155° T radials; to the Point Reyes, VOR.

4. VOR Federal Airway 1609 (Santa Barbara, Calif., to Ellensburg, Wash.). From the Santa Barbara, Calif., VOR via the Paso Robles, Calif., VOR; thence 10-mile wide airway via the intersection of the Paso Robles VOR 314° T and the Salinas, Calif., VOR 150° T radials; Salinas VOR; intersection of the Salinas VOR 338° T and the Oakland, Calif., VOR 149° T radials (site of the Agnew, Calif., VOR); Oakland VOR; Point Reyes, Calif., VOR; to the intersection of the Point Reyes VOR 352° T and the Red Bluff, Calif., VOR 202° T radials (Geyserville, Calif., Intersection); thence

via the Red Bluff, Calif., VOR; intersection of the Red Bluff VOR 034° T and the Lakeview, Oreg., VOR 202° T radials; Lakeview, Oreg., VOR; Redmond, Oreg., VOR; The Dalles, Oreg., VOR; intersection of the Dallas VOR 012° T radial and the Seattle, Wash., VOR 129° T radials; thence 10-mile wide airway to the Ellensburg, Wash., VOR.

5. VOR Federal Airway 1611 (Baker, Oreg., to Spokane, Wash.). From the Baker, Oreg., VOR via the Pendleton, Oreg., VOR; to the Spokane, Wash., VOR.

6. VOR Federal Airway 1613 (San Diego, Calif., to Las Vegas, Nev.). From the San Diego, Calif., VOR via the Thermal, Calif., VOR; Twenty Nine Palms, Calif., VOR; thence 10-mile wide airway to the intersection of the Twenty Nine Palms VOR 058° T and the Goffs, Calif., VOR 200° T radials; thence via the Goffs, VOR; to the Las Vegas, Nev., VOR.

7. VOR Federal Airway 1615 (McCall, Idaho, to Mullan Pass, Idaho). From the McCall, Idaho, VOR to the Mullan Pass, Idaho, VOR.

8. VOR Federal Airway 1617 (Yuma, Ariz., to Las Vegas, Nev.). From the Yuma, Ariz., VOR 10-mile wide airway to the intersection of the Yuma, VOR 351° T and the Gila Bend, Ariz., VOR 276° T radials; thence via the Blythe, Calif., VOR; Rice, Calif., VOR; Needles, Calif., VOR; to the Las Vegas, Nev., VOR.

9. VOR Federal Airway 1619 (Needles, Calif., to Mormon Mesa, Nev.). From the Needles, Calif., VOR to the Mormon Mesa, Nev., VOR.

10. VOR Federal Airway 1621 (Bonneville, Utah, to Burley, Idaho). From the Bonneville, Utah, VOR 10-mile wide airway to the intersection of the Bonneville VOR 354° T and the Burley, Idaho, VOR 176° T radials (site of the Lucin, Utah, VOR); thence to the Burley, VOR.

11. VOR Federal Airway 1623 (Ogden, Utah, to Burley, Idaho). From the Ogden, Utah, VOR to the Burley, Idaho, VOR.

12. VOR Federal Airway 1625 (San Simon, Ariz., to Salt Lake City, Utah). From the San Simon, Ariz., VOR via the Truth or Consequences, N. Mex., VOR; St. Johns, Ariz., VOR; Zuni, N. Mex., VOR; Farmington, N. Mex., VOR; Grand Junction, Colo., VOR; Myton, Utah, VOR; to the Salt Lake City, Utah, VOR.

13. VOR Federal Airway 1627 (Farmington, N. Mex., to Laramie, Wyo.). From the Farmington, N. Mex., VOR via the Gunnison, Colo., VOR; Kremmling, Colo., VOR; to the Laramie, Wyo., VOR.

14. VOR Federal Airway 1629 (Albuquerque, N. Mex., to Billings, Mont.). From the Albuquerque, N. Mex., VOR via the Farmington, N. Mex., VOR; Grand Junction, Colo., VOR; Rock Springs, Wyo., VOR; Boysen Reservoir, Wyo., VOR; to the Billings, Mont., VOR.

15. VOR Federal Airway 1631 (Corona, N. Mex., to Santa Fe, N. Mex.). From the Corona, N. Mex., VOR to the Santa Fe, N. Mex., VOR.

16. VOR Federal Airway 1633 (Pueblo, Colo., to Scottsbluff, Nebr.). From the Pueblo, Colo., VOR via the Hugo, Colo., VOR; Thurman, Colo., VOR; Akron, Colo., VOR; Sidney, Nebr., VOR; to the Scottsbluff, Nebr., VOR.

17. VOR Federal Airway 1635 (Las Vegas, N. Mex., to Rapid City, S. Dak.). From the Las Vegas, N. Mex., VOR via the Cimarron, N. Mex., VOR; Pueblo, Colo., VOR; Colorado Springs, Colo., VOR; intersection of the Colorado Springs VOR 347° T and the Denver, Colo., VOR 183° T radials (Parker, Colo., Intersection); thence 10-mile wide airway to the Denver, Colo., VOR; thence via the Cheyenne, Wyo., VOR; Scottsbluff, Nebr., VOR; Chadron, Nebr., VOR; Smithwick, S. Dak., VOR; to the Rapid City, S. Dak., VOR.

18. VOR Federal Airway 1637 (Dalhart, Tex., to Lamoni, Iowa). From the Dalhart, Tex., VOR via the Liberal, Kans., VOR; Hutchinson, Kans., VOR; thence 10-mile wide airway via the intersection of the Hutchison VOR 062° T and the Topeka, Kans., VOR 236° T radials (Wiley, Kans., Intersection); Topeka VOR; to the intersection of the Topeka VOR 030° T and the Lamoni, Iowa, VOR 229° T radials (site of the St. Joseph, Mo., VOR); thence to the Lamoni, Iowa, VOR.

19. VOR Federal Airway 1639 (Gage, Okla., to Garden City, Kans.). From the Gage, Okla., VOR to the Garden City, Kans., VOR.

20. VOR Federal Airway 1641 (Fort Worth, Tex., to Oklahoma City, Okla.). From the Bridgeport, Tex., VOR to the Oklahoma City, Okla., VOR.

21. VOR Federal Airway 1643 (Brownsville, Tex., to San Angelo, Tex.). From the Brownsville, Tex., VOR 10 mile wide airway via the intersection of the Brownsville VOR 339° T and the Alice, Tex., VOR 173° T radials; to the Alice VOR; thence via the intersection of the Alice VOR 334° T and the San Antonio, Tex., VOR 183° T radials (Tilden, Tex., Intersection); San Antonio VOR; Junction, Tex., VOR; to the San Angelo, Tex., VOR.

22. VOR Federal Airway 1645 (Las Vegas, N. Mex., to North Platte, Nebr.). From the Las Vegas, N. Mex., VOR via the Tobe, Colo., VOR; Lamar, Colo., VOR; intersection of the Lamar VOR 032° T and the Hayes Center, Nebr., VOR 209° T radials (site of the Goodland, Kansas, VOR); Hayes Center, VOR; to the North Platte, Nebr., VOR.

23. VOR Federal Airway 1647 (Neola, Iowa, to Mason City, Iowa). From the Neola, Iowa, VOR via the Fort Dodge, Iowa, VOR to the Mason City, Iowa, VOR.

24. VOR Federal Airway 1649 (Lufkin, Tex., to Fayetteville, Ark.). From the Lufkin, Tex., VOR via the Shreveport, La., VOR; Texarkana, Ark., VOR; Page, Okla., VOR; intersection of the Fayetteville, Ark., VOR 195° T and the Okmulgee, Okla., VOR 113° T radials; thence 10-mile wide airway to the Fayetteville, VOR.

25. VOR Federal Airway 1651 (Jackson, Miss., to Kansas City, Mo.). From the Jackson, Miss., VOR via the intersection of the Jackson VOR 311° T and the Pine Bluff, Ark., VOR 148° T radials (Jennie, Miss., Intersection); Pine Bluff, VOR; Little Rock, Ark., VOR; intersection of the Little Rock VOR 302° T and the Flippin, Ark., VOR 181° T radials (Roland, Ark., Intersection); Flippin,

VOR; Springfield, Mo., VOR; thence 10-mile wide airway via the Blue Springs, Mo., VOR to the Kansas City, Mo., VOR.

26. VOR Federal Airway 1653 (New Orleans, La., to St. Louis, Mo.). From the New Orleans, La., VOR via the Picayune, Miss., VOR; intersection of the Picayune VOR 021° T and the Meridian, Miss., VOR 205° T radials; Meridian, VOR; intersection of the Meridian VOR 040° T and the Tuscaloosa, Ala., VOR 239° T radials; Tuscaloosa, VOR; Birmingham, Ala., VOR; Muscle Shoals, Ala., VOR; intersection of the Muscle Shoals, VOR 002° T and the Nashville, Tenn., VOR 252° T radials; thence 10-mile wide airway to the Nashville, VOR; thence to the intersection of the Nashville VOR 338° T and the Evansville, Ind., VOR 144° T radials (site of the Central City, Ky., VOR); thence 10-mile wide airway to the Evansville, Ind., VOR; thence to the Troy, Ill., VOR.

27. VOR Federal Airway 1655 (Picayune, Miss., to McComb, Miss.). From the Picayune, Miss., VOR to the McComb, Miss., VOR.

28. VOR Federal Airway 1657 (Tiverton, Ohio, to Traverse City, Mich.). From the Tiverton, Ohio, VOR via the Attica, Ohio, VOR; Waterville, Ohio, VOR; intersection of the Waterville VOR 306° T and the Pullman, Mich., VOR 112° T radials (site of the Litchfield, Mich., VOR); Pullman, VOR; Muskegon, Mich., VOR; White Cloud, Mich., VOR; to the Traverse City, Mich., VOR.

29. VOR Federal Airway 1659 (Milwaukee, Wis., to Green Bay, Wis.). From the Milwaukee, Wis., VOR to the Green Bay, Wis., VOR.

30. VOR Federal Airway 1661 (Crestview, Fla., to Atlanta, Ga.). From the Crestview, Fla., VOR via the Montgomery, Ala., VOR; thence 10-mile wide airway to the intersection of the Montgomery VOR 028° T and the Atlanta, Ga., VOR 248° T radials; to the Atlanta, VOR.

31. VOR Federal Airway 1663 (Fort Wayne, Ind., to South Bend, Ind.). From the Fort Wayne, Ind., VOR via the Goshen, Ind., VOR; to the South Bend, Ind., VOR.

32. VOR Federal Airway 1665 (Tallahassee, Fla., to Macon, Ga.). From the Tallahassee, Fla., VOR via the Albany, Ga., VOR; to the Macon, Ga., VOR.

33. VOR Federal Airway 1667 (Charlottesville, N. C., to Lexington, Ky.). From the Fort Mill, S.C., VOR via the Tri-City, Tenn., VOR; to the Lexington, Ky., VOR.

34. VOR Federal Airway 1669 (Alma, Ga., to Florence, S.C.). From the Alma, Ga., VOR via the Allendale, S.C., VOR; intersection of the Allendale, VOR 057° T and the Florence, S.C., VOR 221° T radials; to the Florence, VOR.

35. VOR Federal Airway 1671 (Pittsburgh, Pa., to Windsor, Ont.). From the Pittsburgh, Pa., VOR via the Akron, Ohio, VOR; intersection of the Akron VOR 319° T and the Windsor, Ontario, VOR 121° T radials; to the Windsor, Ontario, VOR, excluding that portion outside the United States.

36. VOR Federal Airway 1673 (Greensboro, N.C., to Syracuse, N.Y.). From the Greensboro, N.C., VOR via the intersection of the Greensboro VOR 026° T and the Montebello, Va., VOR 189° T radials (site of the Lynchburg, Va., VOR); Montebello, VOR; Front Royal, Va., VOR; Martinsburg, W. Va., VOR; Philipsburg, Pa., VOR; intersection of the Philipsburg VOR 031° T and the Syracuse, N.Y., VOR 210° T radials (site of the Elmira, N.Y., VOR); to the Syracuse, VOR.

37. VOR Federal Airway 1675 (Charleston, S.C., to Spartanburg, S.C.). From the Charleston, S.C., VOR via the intersection of the Charleston VOR 300° T and the Columbia, S.C., VOR 153° T radials; Columbia, VOR; to the Spartanburg, S.C., VOR.

38. VOR Federal Airway 1677 (Wilmington, N.C., to Flat Rock, Va.). From the Wilmington, N.C., VOR via the intersection of the Wilmington VOR 352° T and the Rocky Mount, N.C., VOR 191° T radials (Kenansville, N.C., Intersection); thence 10-mile wide airway to the intersection of the Rocky Mount VOR 191° T and the Raleigh-Durham, N.C., VOR 116° T radials; thence to the Rocky Mount, N.C., VOR; intersection of the Rocky Mount VOR 019° T and the Flat Rock, Va., VOR 154° T radials; to the Flat Rock, VOR.

39. VOR Federal Airway 1679 (Washington, D.C., to Montreal, Quebec). From the Herndon, Va., VOR via the Harrisburg, Pa., VOR; Selinsgrove, Pa., VOR; Williamsport, Pa., VOR; Binghams, N.Y., VOR; Syracuse, N.Y., VOR; thence 10-mile wide airway to the intersection of the Syracuse VOR 007° T and the Massena, N.Y., VOR 230° T radials; thence to the Massena, N.Y., VOR; thence 10-mile wide airway via the Massena VOR 051° T radial to the U.S./Canadian border.

40. VOR Federal Airway 1681 (Washington, D.C., to New York, N.Y.). From the Washington, D.C., TVOR via the Baltimore, Md., VOR; thence 10-mile wide airway via the intersection of the Baltimore VOR 035° T and the New Castle, Del., VOR 257° T radials (Bel Aire, Md., Intersection); to the New Castle, VOR; thence to the Woodstown, N.J., VOR; thence 10-mile wide airway via the intersection of the Woodstown VOR 043° T and the Pottstown, Pa., VOR 104° T radials (Columbus, N.J., Intersection); to the Robbinsville, N.J., VOR.

41. VOR Federal Airway 1683 (Baltimore, Md., to Buffalo, N.Y.). From the Baltimore, Md., VOR via the Harrisburg, Pa., VOR; Philipsburg, Pa., VOR; Bradford, Pa., VOR; to the Buffalo, N.Y., VOR.

42. VOR Federal Airway 1685 (Salisbury, Md., to Syracuse, N.Y.). From the Salisbury, Md., VOR via 10 mile wide airway to the intersection of the Salisbury VOR 340° T and the Baltimore, Md., VOR 097° T radials (Price, Md., Intersection); thence via the New Castle, Del., VOR; West Chester, Pa., VOR; Pottstown, Pa., VOR; Allentown, Pa., VOR; Wilkes-Barre, Pa., VOR; intersection of the Wilkes-Barre VOR 354° T and the Syracuse, N.Y., VOR 151° T radials (Sidney, N.Y., Intersection); to the Syracuse, VOR.

43. VOR Federal Airway 1687 (New York, N.Y., to Syracuse, N.Y.). From the Sparta, N.J., VOR via the Huguenot, N.Y., VOR; intersection of the Huguenot VOR 340° T and the Rockdale, N.Y., VOR 144° T radials (site of the DeLancey, N.Y., VOR); Rockdale, VOR; intersection of the Rockdale VOR 327° T and the Syracuse, N.Y., VOR 117° T radials (Munnsville, N.Y., Intersection); to the Syracuse, VOR.

44. VOR Federal Airway 1689 (Albany, N.Y., to Massena, N.Y.). From the Albany, N.Y., VOR to the Massena, N.Y., VOR.

45. VOR Federal Airway 1691 (New York, N.Y., to Montreal, Quebec). From the Coyle, N.J., VOR 10-mile wide airway to the Idlewild, N.Y., VOR; thence via the intersection of the Idlewild VOR 042° T and the Wilton, Conn., VOR 185° T radials (Syosset, N.Y., Intersection); Wilton, VOR; Poughkeepsie, N.Y., VOR; intersection of the Poughkeepsie VOR 336° T and the Albany, N.Y., VOR 186° T radials (Catskill, N.Y., Intersection); Albany, VOR; thence 10-mile wide airway via the Plattsburg, N.Y., VOR, and the Plattsburg, VOR 341° T radial to the U.S./Canadian border.

46. VOR Federal Airway 1693 (Poughkeepsie, N.Y., to Burlington, Vt.). From the Poughkeepsie, N.Y., VOR via the Cambridge, N.Y., VOR; thence 10 mile wide airway to the Burlington, Vt., VOR.

47. VOR Federal Airway 1695 (Poughkeepsie, N.Y., to Presque Isle, Maine). From the Poughkeepsie, N.Y., VOR via the intersection of the Poughkeepsie VOR 043° T and the Concord, N.H., VOR 231° T radials (Greenfield, Mass., Intersection); Concord, VOR; Kennebunk, Maine, VOR; intersection of the Kennebunk VOR 033° T and the Bangor, Maine, VOR 232° T radials (site of the Augusta, Maine, VOR); Bangor, VOR; Millinocket, Maine, VOR; to the Presque Isle, Maine, VOR.

48. VOR Federal Airway 1697 (Nantucket, Mass., to Plattsburg, N.Y.). From the Nantucket, Mass., VOR via the intersection of the Nantucket VOR 339° T and the Boston, Mass., VOR 133° T radials (Haley, Mass., Intersection); Boston, VOR; Manchester, N.H., VOR; Concord, N.H., VOR; Burlington, Vt., VOR; thence 10-mile wide airway to the Plattsburg, N.Y., VOR.

49. VOR Federal Airway 1699 (Lakeland, Fla., to Cross City, Fla.). From the Lakeland, Fla., VOR via the intersection of the Lakeland VOR 331° T and the Cross City, Fla., VOR 150° T radials; to the Cross City, VOR.

50. VOR Federal Airway 1701 (Chattanooga, Tenn., to Nashville, Tenn.). From the Chattanooga, Tenn., VOR via the intersection of the Chattanooga VOR 313° T and the Crossville, Tenn., VOR 257° T radials; thence 10-mile wide airway to the Nashville, Tenn., VOR.

51. VOR Federal Airway 1703 (Dallas, Tex., to Ardmore, Okla.). From the Dallas, Tex., VOR via the intersection of the Dallas VOR 283° T and the Ardmore, Okla., 192° T radials (Fox, Tex., Intersection); to the Ardmore, VOR.

52. VOR Federal Airway 1705 (Fresno, Calif., to Lakeview, Oreg.). From the

Fresno, Calif., VOR via the Reno, Nev., VOR; to the Lakeview, Oreg., VOR.

53. VOR Federal Airway 1707 (Denver, Colo., to Laramie, Wyo.). From the Denver, Colo., VOR via the intersection of the Denver VOR 359° T and the Laramie, Wyo., VOR 131° T radials (Nunn, Colo., Intersection); to the Laramie, VOR.

54. VOR Federal Airway 1709 (Kiowa, Colo., to Crazy Woman, Wyo.). From the Kiowa, Colo., VOR via the intersection of the Kiowa VOR 005° T and the Cheyenne, Wyo., VOR 131° T radials; Cheyenne, VOR; intersection of the Cheyenne VOR 347° T and the Crazy Woman, Wyo., VOR 146° T radials (site of Douglas, Wyo., VOR); to the Crazy Woman, VOR.

55. VOR Federal Airway 1711 (Houston, Tex., to Dallas, Tex.). From the Houston, Tex., VOR via the Leona, Tex., VOR; to the Dallas, Tex., VOR.

56. VOR Federal Airway 1713 (Hill City, Kans., to Cheyenne, Wyo.). From the Hill City, Kans., VOR via the Akron, Colo., VOR; to the Cheyenne, Wyo., VOR.

57. VOR Federal Airway 1715 (Tobe, Colo., to Hugo, Colo.). From the Tobe, Colo., VOR to the Hugo, Colo., VOR.

58. VOR Federal Airway 1717 (Denver, Colo., to Sidney, Nebr.). From the Denver, Colo., VOR to the Sidney, Nebr., VOR.

59. VOR Federal Airway 1719 (Los Angeles, Calif., to Palmdale, Calif.). From the Los Angeles, Calif., VOR to the Palmdale, Calif., VOR.

60. VOR Federal Airway 1721 (Prescott, Ariz., to Malad City, Idaho). From the Prescott, Ariz., VOR via the Bryce Canyon, Utah, VOR; Delta, Utah, VOR; intersection of the Delta VOR 005° T and the Malad City, Idaho, VOR 179° T radials (Stanbury, Utah, Intersection); to the Malad City VOR.

61. VOR Federal Airway 1723 (Parkersburg, W. Va., to Pittsburgh, Pa.). From the Parkersburg, W. Va., VOR via the intersection of the Parkersburg VOR 037° T and the Pittsburgh, Pa., VOR 244° T radials (Glen Dale, Ohio, Intersection); to the Pittsburgh, VOR.

62. VOR Federal Airway 1725 (Tiverton, Ohio, to Wellsville, N.Y.). From the Tiverton, Ohio, VOR via the intersection of the Tiverton VOR 089° T and the Clarion, Pa., VOR 222° T radials (site of Imperial, Pa., VOR); Clarion, Pa., VOR; intersection of the Clarion VOR 048° T and the Bradford, Pa., VOR 222° T radials (site of the Fitzgerald, Pa., VOR); Bradford, VOR; to the Wellsville, N.Y., VOR.

63. VOR Federal Airway 1727 (Erie, Pa., to Buffalo, N.Y.). From the Erie, Pa., VOR via the intersection of the Erie VOR 058° T and the Buffalo, N.Y., VOR 227° T radials (site of the Dunkirk, N.Y., VOR); to the Buffalo, VOR.

64. VOR Federal Airway 1729 (Pittsburgh, Pa., to Erie, Pa.). From the Pittsburgh, Pa., VOR 10-mile wide airway, via the intersection of the Pittsburgh VOR 354° T and the Clarion, Pa., VOR 281° T radials; thence to the Erie, Pa., VOR.

65. VOR Federal Airway 1731 (Greensboro, N.C., to Gordonsville, Va.). From the Greensboro, N.C., VOR via the inter-

section of the Greensboro VOR 051° T and the Gordonsville, Va., VOR 207° T radials (site of the South Boston, Va., VOR); to the Gordonsville VOR.

66. VOR Federal Airway 1733 (New Castle, Del., to New Brunswick, N.J.). From the New Castle, Del., VOR 10-mile wide airway via the Yardley, Pa., VOR; to the intersection of the Yardley VOR 056° T and the Solberg, N.J., VOR 135° T radials (New Brunswick, N.J., Intersection).

67. VOR Federal Airway 1735 (Norwich, Conn., to Putnam, Conn.). From the intersection of the Boston, Mass., VOR 223° T and the Putnam, Conn., VOR 195° T radials (site of the Norwich, Conn., VOR); to the Putnam, VOR.

68. VOR Federal Airway 1737 (Rosewood, Ohio, to Cleveland, Ohio). From the Rosewood, Ohio, VOR via the Attica, Ohio, VOR; to the Cleveland, Ohio, VOR.

69. VOR Federal Airway 1739 (Chattanooga, Tenn., to Cincinnati, Ohio). From the Des Moines, Iowa, VOR to the From the Chattanooga, Tenn., VOR via the Crossville, Tenn., VOR; Louisville, Ky., VOR; to the Cincinnati, Ohio, VOR.

70. VOR Federal Airway 1741 (Bowling Green, Ky., to Cincinnati, Ohio). From the Bowling Green, Ky., VOR via the intersection of the Bowling Green VOR 008° T and the Nabb, Ind., VOR 214° T radials (Irvington, Ky., Intersection); thence 10-mile wide airway to the Nabb, VOR; hence to the Cincinnati, Ohio, VOR.

71. VOR Federal Airway 1743 (Pulaski, Va., to Elkins, W. Va.). From the Pulaski, Va., VOR to the Elkins, W. Va., VOR.

72. VOR Federal Airway 1745 (Lamar, Colo., to Hill City, Kans.). From the Lamar, Colo., VOR to the Hill City, Kans., VOR.

Additional Intermediate Altitude Reporting Points

Junction City, Ga., Intersection (Intersection of the Macon, Ga., VOR 267° T and the Atlanta, Ga., VOR 179° T radials).

Montrose, Ga., Intersection (Intersection of the Alma, Ga., VOR 331° T and the Macon, Ga., VOR 103° T radials).

Elmira, N.Y., Intersection (Intersection of the Buffalo, N.Y., VOR 124° T and the Wellsville, N.Y., VOR 090° T radials).

Geneseo, N.Y., Intersection (Intersection of the Buffalo, N.Y., VOR 098° T and the Binghamton, N.Y., VOR 300° T radials).

Jamestown, N.Y., Intersection (Intersection of the Buffalo, N.Y., VOR 206° T and the Wellsville, N.Y., VOR 277° T radials).

Pinehurst, N.C., Intersection (Intersection of the Florence, S.C., VOR 001° T and the Raleigh, N.C., VOR 226° T radials).

Youngstown, Ohio, Intersection (Intersection of the Cleveland, Ohio, VOR 091° T and the Jefferson, Ohio, VOR 171° T radials).

Stony Fork, Pa., Intersection (Intersection of the Bradford, Pa., VOR 095° T and the Williamsport, Pa., VOR 307° T radials).

PROPOSED RULE MAKING

Vance, S.C., Intersection (Intersection of the Florence, S.C., VOR 221° T and the Allendale, S.C., VOR 057° T radials).

Nottley, Tenn., Intersection (Intersection of the Knoxville, Tenn., VOR 181° T and the Chattanooga, Tenn., VOR 088° T radials).

Parsons, Tenn., Intersection (Intersection of the Nashville, Tenn., VOR 253° T and the Muscle Shoals, Ala., VOR 334° T radials).

Springfield, Va., Intersection (Intersection of the Herndon, Va., VOR 145° T and the Linden, Va., VOR 095° T radials).

Proposed Positive Control Route Segments

CFR 601.8001—*Positive Control Route Segments.* The portions of VOR Federal Airways described in this subpart between 17,000 and 22,000 feet (mean sea level) inclusive, including all controlled airspace embraced within them, are designated as positive control route segments.

VOR Federal Airway No. 1508. The portion of VOR Federal Airway No. 1508 from the Naperville, Ill., VOR to the Waterville, Ohio, VOR.

VOR Federal Airway No. 1510. The portion of VOR Federal Airway No. 1510 from the Sacramento, Calif., VOR to the Monmouth, N.J., Intersection.

VOR Federal Airway No. 1512. The portion of VOR Federal Airway No. 1512 from the Kremling, Colo., VOR to the Grand Island, Nebr., VOR; also the portion of VOR Federal Airway No. 1512 from the Des Moines, Iowa, VOR to the Naperville, Ill., VOR.

VOR Federal Airway No. 1516. The portion of VOR Federal Airway No. 1516 from the Hanksville, Utah, VOR to the Kremling, Colo., VOR.

VOR Federal Airway No. 1518. The portion of VOR Federal Airway No. 1518 from the Goshen, Ind., VOR to the Herndon, Va., VOR.

VOR Federal Airway No. 1520. The portion of VOR Federal Airway No. 1520 from the Peotone, Ill., VOR to the Herndon, Va., VOR.

VOR Federal Airway No. 1522. The portion of VOR Federal Airway No. 1522 from the intersection of the Los Angeles, Calif., VOR 057° T and the Long Beach, Calif., VOR 024° T radials to the Hanksville, Utah, VOR; also the portion of VOR Federal Airway No. 1522 from the Lamar, Colo., VOR to the Tower City, Pa., VOR.

VOR Federal Airway No. 1524. The portion of VOR Federal Airway No. 1524 from the Ontario, Calif., VOR to the Lamar, Colo., VOR.

VOR Federal Airway No. 1646. The portion of VOR Federal Airway No. 1646 from the Kansas City, Mo., VOR to the Indianapolis, Ind., VOR.

VOR Federal Airway No. 1654. The portion of VOR Federal Airway No. 1654 from the Williams, Calif., VOR to the Reno, Nev., VOR.

ANNEX I—OFF-SHORE EXCLUSIONS

EAST COAST

Victor 1503

1. Biscayne Bay, Fla., to Vero Beach, Fla., via West Palm Beach, Fla.

2. Charleston, S.C., to Wilmington, N.C.

3. Norfolk, Va., to Salisbury, Md., via Cape Charles, Va.

4. Coyle, N.J., to Riverhead, N.Y., via Woolf Intersection.

5. Boston, Mass., to Kennebunk, Maine.

Victor 1505

1. Biscayne Bay, Fla., to Vero Beach, Fla.

2. Daytona Beach, Fla., to Jacksonville, Fla.

3. Jacksonville, Fla., to Charleston, S.C.

Victor 1507

1. Key West, Fla., to Miami, Fla.

2. Jacksonville, Fla., to Savannah, Ga.

Victor 1509

1. Jacksonville, Fla., to Savannah, Ga.

Victor 1511

1. Key West, Fla., to Fort Myers, Fla.

Victor 1513

1. Biscayne Bay, Fla., to Vero Beach, Fla.

2. Daytona Beach, Fla., to Jacksonville, Fla.

Victor 1515

1. Key West, Fla., to Miami, Fla.

2. Daytona Beach, Fla., to Jacksonville, Fla.

Victor 1519—St. Petersburg, Fla., to Cross City, Fla.

Victor 1521—St. Petersburg, Fla., to Tallahassee, Fla.

Victor 1510—Idlewild, N.Y., to Nantucket, Mass.

Victor 1540—Coyle, N.J., to Riverhead, N.Y., via Woolf Intersection.

Victor 1682—Idlewild, N.Y., to Hampton, N.Y., via Mastic, N.Y., Intersection.

Victor 1697—Nantucket, Mass., to Boston, Mass.

WEST COAST

Victor 1557—San Diego, Calif., to Los Angeles, Calif.

Victor 1559—Los Angeles, Calif., to Fillmore, Calif.

Victor 1607—Gaviota, Calif., to Point Reyes, Calif.

Victor 1555—San Francisco, Calif., to Ukiah, Calif.

Victor 1559—Fortuna, Calif., to Newport, Oreg.

The portions of the following airways, terminating at the Los Angeles, Calif., VOR, which extend west of the VOR are excluded: Victor 1719, 1522, 1547, 1549, 1524, 1530, 1532 and 1536.

The portion of the following airway, terminating at the San Diego, Calif., VOR, which extends west of the VOR is excluded: Victor 1613.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. All communications received within ninety days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal

Aviation Agency officials may be made by contacting the Chief, Airspace Utilization Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on July 7, 1960.

CHARLES W. CARMODY,

Chief, Airspace Utilization Division.

[F.R. Doc. 60-6526; Filed, July 13, 1960; 8:48 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 60-NY-69]

FEDERAL AIRWAYS AND CONTROL AREAS

Revocation of Federal Airway, and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499) notice is hereby given that the Federal Aviation Agency is considering amendments to Parts 600 and 601 of the regulations of the Administrator, the substance of which is stated below.

Blue Federal airway No. 15 presently extends from Akron, Ohio, to Hubbard, Ohio. The Federal Aviation Agency has under consideration revoking this airway. The Federal Aviation Agency IFR peak-day air traffic survey for the period July 1, 1958, through June 30, 1959, and an air traffic survey conducted on April 1, 1960, showed no aircraft movements on Blue 15. On the basis of these surveys, it appears that the retention of this airway and its associated control areas is unjustified as an assignment of airspace and that the revocation thereof would be in the public interest. In addition, § 601.4615 relating to reporting points would be revoked.

If these actions are taken, Blue Federal airway No. 15, its associated control areas and § 601.4615 relating to reporting points would be revoked.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional

Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on July 8, 1960.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 60-6505; Filed, July 13, 1960;
8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-LA-47]

FEDERAL AIRWAYS AND CONTROL AREAS

Modification and Revocation of Federal Airways and Associated Control Areas; Designation, Modification and Revocation of Control Area Extensions

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 601 and §§ 600.6006, 600.6025, 600.6027, 600.6110, 600.6111, 600.6137, 600.6230, 601.6027, 601.1193, 601.6110, 601.6111, 601.6137, 601.6230 and 601.7001 of the regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration the following actions:

1. VOR Federal airway No. 27 extends in part from San Luis Obispo, Calif., via Paso Robles, Calif., and Salinas, Calif., to Point Reyes, Calif., with west alternates from Paso Robles to Salinas and from Salinas to Point Reyes. It is proposed to realign this segment of Victor 27 from the San Luis Obispo VOR via the intersection of the San Luis Obispo VOR 308° and the Big Sur, Calif., VOR 157° True radials; the Big Sur VOR (latitude 36°10'53" N., longitude 121°38'31" W.); the intersection of the Big Sur VOR 325° and the Point Reyes, Calif., VOR 161° True radials; to the Point Reyes, VOR excluding that portion below 5,000 feet MSL which would coincide with the San Francisco, Calif., Warning Area (W-283), and excluding the portion which would coincide with the Hunter-Liggett, Calif., Restricted Area (R-285). It is

also proposed to revoke the west alternates to Victor 27 and their associated control areas between Paso Robles and Salinas and between Salinas and Point Reyes.

2. VOR Federal airway No. 25 extends in part from Paso Robles, Calif., via Agnew, Calif., to Point Reyes, Calif. It is proposed to realign this segment of Victor 25 from the Paso Robles VOR via the intersection of the Paso Robles VOR 317° and the Salinas, Calif., VOR 147° True radials; Salinas VOR, including an east alternate from the Paso Robles VOR to the Salinas VOR via the intersection of the Paso Robles VOR 332° and the Salinas VOR 131° True radials; intersection of the Salinas VOR 310° and the Woodside, Calif., VOR 158° True radials; the Woodside VOR (latitude 37°23'34" N., longitude 122°16'51" W.); the San Francisco, Calif., terminal VOR; intersection of the San Francisco terminal VOR 304° and the Point Reyes, Calif., VOR 161° True radials; to the Point Reyes VOR, excluding the portions which would coincide with the Camp Roberts, Calif., Restricted Area (R-415) and the Fort Ord, Calif., Restricted Area (R-284). The control areas associated with this airway are so designated that they would automatically conform to the modified airway. Accordingly, no action relating to control areas would be necessary.

3. VOR Federal airway No. 230 extends from Salinas, Calif., to Fresno, Calif. It is proposed to extend this airway and its associated control areas westward from the Salinas VOR to the intersection of the Salinas VOR 281° and the Big Sur, Calif., VOR 325° True radials, excluding the portion which would coincide with the Fort Ord, Calif., Restricted Area (R-284) and the portion below 5,000' which would coincide with the San Francisco, Calif., Warning Area (W-283).

4. VOR Federal airway No. 111 extends from the Salinas, Calif., VOR via the Salinas VOR 041° True radial to its intersection with the enroute radial of VOR Federal airway No. 107. It is proposed to extend this airway and its associated control areas southward from the Salinas VOR direct to the Big Sur, Calif., VOR, excluding the portion which would coincide with the Fort Ord, Calif., Restricted Area (R-284).

5. VOR Federal airway No. 137 extends in part from Salinas, Calif., to Oakland, Calif. It is proposed to revoke this segment of Victor 137 and its associated control areas.

6. VOR Federal airway No. 110 extends from the intersection of the Agnew, Calif., VOR 218° and the Salinas, Calif., VOR 319° True radials via the Agnew VOR to the intersection of the Agnew VOR 038° and the Modesto, Calif., VOR 273° True radials. It is proposed to revoke this airway and its associated control areas.

7. VOR Federal airway No. 6 extends in part from the intersection of the Salinas, Calif., VOR 319° and the Oakland, Calif., VOR 221° True radials to the Oakland, Calif., VOR. It is proposed to redesignate this segment of Victor 6 from the intersection of the Oakland

VOR 221° and the Point Reyes, Calif., VOR 161° True radials to the Oakland VOR. The control areas associated with this airway are so designated that they would automatically conform to the modified airway. Accordingly, no action relating to control areas would be necessary.

8. The Monterey, Calif., control area extension (§ 601.1193) is designated as follows: The area bounded by a line 5 miles southeast of and parallel to the 241° True radial of the Salinas omnirange extending from the western boundary of VOR Federal airway No. 27 to a point at latitude 36°27'30" N., longitude 121°52'30" W., thence to a point 3 nautical miles offshore and 5 statute miles southeast of the southwest course of the Moffett, Calif., NAS radio range; thence in a northeasterly direction parallel to the southwest course of the Moffett NAS radio range to the western boundary of VOR Federal airway No. 27; thence southeasterly along the western boundary of VOR Federal airway No. 27 to the point of beginning, excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Fort Ord Restricted Area (R-284) during this restricted area's time of designation. It is proposed to redesignate this control area extension as the area bounded on the north by VOR Federal airway No. 230, on the east by VOR Federal airway No. 111, on the south by a line south of, 5 miles from, and parallel to the Salinas, Calif., VOR 239° True radial, and on the west by VOR Federal airway No. 27, excluding the portion which would coincide with the Fort Ord, Calif., Restricted Area (R-284).

9. The Oakland, Calif., control area extension (§ 601.1165) is designated as follows: The area southeast of Oakland bounded on the southwest by VOR Federal airway No. 137, on the southeast by VOR Federal airway No. 110 and on the north by VOR Federal airway No. 28. It is proposed to revoke this control area extension.

10. It is proposed to designate the San Jose, Calif., control area extension to include the area bounded on the northeast by VOR Federal airway No. 107, on the southeast by VOR Federal airway No. 111, on the south by VOR Federal airway No. 230, on the southwest by VOR Federal airway No. 27 and on the northwest by the southeastern boundary of the San Francisco, Calif., control area extension (§ 601.1113).

11. The following Domestic VOR reporting points would be designated: Big Sur, Calif., VOR. Point Ano intersection (the intersection of the Point Reyes, Calif., VOR 161° and the Woodside, Calif., 203° True radials). Woodside, Calif., VOR.

12. The Stinson Beach, Calif., Domestic VOR reporting point would be redesignated as follows: Stinson Beach Intersection: The intersection of the Point Reyes, Calif., VOR 161° and the San Francisco TVOR 304° True radials.

13. The following Domestic VOR reporting points would be revoked:

Benito, Calif., Intersection.
Campbell, Calif., Intersection.

Davenport, Calif., Intersection.
Mount Hamilton, Calif., Intersection.
Saratoga, Calif., Intersection.

To accomplish items 1 and 3 above, it would be necessary to modify the San Francisco, Calif., Warning Area (W-283) by establishing a ceiling of 5,000 feet MSL on that portion which would coincide with the proposed alignment of Victor 27 and Victor 230. This modification will be proposed separately in accordance with established non-rule making procedures.

The modification of airways proposed herein would improve air traffic management by providing an additional airway between Los Angeles, Calif., and San Francisco, Calif., and would provide better navigational guidance along the airways by the utilization of additional navigational facilities. Realignment of Victor 25 would reroute traffic around NAS Moffett and San Jose and would result in more expeditious movement of traffic at these airports. Designation of an east alternate to Victor 25 would expedite the movement of local traffic between Monterey and Paso Robles. Victor 111 and 230 would be used for transition between Victor 25 and Victor 27. With the realignment of Victor 27, it would be necessary to redescribe and realign Victor 6 from Oakland westward to Victor 27. When Victor 25 and 27 are realigned, the above segments of Victor 110 and 137 and the Agnew, Calif., VOR would no longer be required for air traffic management purposes. These segments of airways would be revoked and the VOR would be decommissioned. Realignment of Victor 25 and 27, redesignation of Victor 111 and 230 and revocation of Victor 110 and 137 would require redesignation of the Monterey control area extension. The San Jose control area extension would be designated in order to retain control area which would otherwise be relocated by the realignment of associated airways. The Oakland control area extension would be revoked because it is encompassed within control areas associated with airways. Revocation of the Oakland control area extension, redesignation of the Monterey control area extension and designation of the San Jose control area extension would result in a slight increase in control area. Realignment of Victor 27 as proposed would result in a conflict with the San Francisco Warning Area W-283. This conflict would be resolved by placing a 5000' MSL ceiling on the portion of the warning area involved and a floor on the portion of VOR Federal airway No. 27 which would overlie the warning area.

If these actions are taken, the Federal airways and control areas described below would be designated, modified or revoked as follows:

1. The segment of VOR Federal airway No. 27 under consideration would be redesignated from the San Luis Obispo, Calif., VOR via the intersection of the San Luis Obispo VOR 308° and the Big Sur, Calif., VOR 157° True radials; the Big Sur VOR; intersection of the Big Sur VOR 325° and the Point Reyes,

Calif., VOR 161° True radials; to the Point Reyes VOR, excluding that portion below 5,000 feet MSL which would coincide with the San Francisco, Calif., Warning Area (W-283), and excluding the portion which would coincide with the Hunter-Liggett, Calif., Restricted Area (R-285).

2. The segment of VOR Federal airway No. 25 under consideration, would be redesignated from the Paso Robles, Calif., VOR via the intersection of the Paso Robles VOR 317° and the Salinas, Calif., VOR 147° True radials; the Salinas VOR, including an east alternate from the Paso Robles VOR to the Salinas VOR via the intersection of the Paso Robles VOR 332° and the Salinas VOR 131° True radials; intersection of the Salinas VOR 310° and the Woodside, Calif., VOR 158° True radials; the Woodside VOR; the San Francisco, Calif., terminal VOR; intersection of the San Francisco terminal VOR 304° and the Point Reyes, Calif., VOR 161° True radials; to the Point Reyes VOR, excluding the portions which would coincide with the Camp Roberts, Calif., Restricted Area (R-415) and the Fort Ord, Calif., Restricted Area (R-284).

3. The segment of VOR Federal airway No. 230 under consideration and its associated control areas would be designated from the intersection of the Big Sur, Calif., VOR 325° and the Salinas, Calif., VOR 281° True radials to the Salinas VOR, excluding the portion which would coincide with the Fort Ord, Calif., Restricted Area (R-284) and the portion below 5,000 feet MSL which would coincide with the San Francisco, Calif., Warning Area (W-283).

4. The segment of VOR Federal airway No. 111 under consideration and its associated control areas would be designated from the Big Sur, Calif., VOR direct to the Salinas, Calif., VOR, excluding the portion which would coincide with the Fort Ord, Calif., Restricted Area (R-284).

5. The segment of VOR Federal airway No. 137 from the Salinas, Calif., VOR to the Oakland, Calif., VOR and its associated control areas would be revoked.

6. VOR Federal airway No. 110 and its associated control areas would be revoked.

7. The segment of VOR Federal airway No. 6 under consideration would be redesignated from the intersection of the Oakland, Calif., VOR 221° and the Point Reyes, Calif., VOR 161° True radials to the Oakland VOR.

8. The Monterey, Calif., control area extension (§ 601.1193) would be redesignated as the area bounded on the north by VOR Federal airway No. 230, on the east by VOR Federal airway No. 111, on the south by a line south of, 5 miles from and parallel to the Salinas, Calif., VOR 239° True radial, and on the west by VOR Federal airway No. 27, excluding the portion which would coincide with the Fort Ord, Calif., Restricted Area (R-284).

9. The Oakland, Calif., control area extension (§ 601.1165) would be revoked.

10. The San Jose, Calif., control area extension would be designated as the area bounded on the northeast by VOR Federal airway No. 107, on the southeast by VOR Federal airway No. 111, on the south by VOR Federal airway No. 230, on the southwest by VOR Federal airway No. 27 and on the northwest by the San Francisco, Calif., control area extension (§ 601.1113).

11. The following Domestic VOR reporting points would be designated: Big Sur, Calif., VOR. Point Ano Intersection: The intersection of the Point Reyes, Calif., VOR 161° True and the Woodside, Calif., 203° True radials. Woodside, Calif., VOR.

12. The Stinson Beach, Calif., Domestic VOR reporting point would be redesignated as follows: Stinson Beach Intersection: The intersection of the Point Reyes, Calif., VOR 161° True and the San Francisco TVOR 304° True radials.

13. The following Domestic VOR reporting points would be revoked:

Benito, Calif., Intersection.
Campbell, Calif., Intersection.
Davenport, Calif., Intersection.
Mount Hamilton, Calif., Intersection.
Saratoga, Calif., Intersection.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Field Division, Federal Aviation Agency, 5651 West Manchester Avenue, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Field Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Field Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on July 7, 1960.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 60-6504; Filed, July 13, 1960; 8:45 a.m.]

[14 CFR Parts 600, 608]

[Airspace Docket No. 60-NY-57]

FEDERAL AIRWAYS AND RESTRICTED AREAS**Designation of Restricted Area/Military Climb Corridor Modification of Federal Airways**

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6003, 600.6039, 600.6471 and 608.27 of the regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency has under consideration the designation of a Restricted Area/Military Climb Corridor at Dow AFB, Bangor, Maine. The military climb corridor, designated as a restricted area, would be used by the high-speed, high-rate-of-climb Century Series air defense aircraft while departing from the airbase on active air defense missions. The restricted area would provide protection for high-speed air defense aircraft and other users of the airspace during the climb phase of the air defense aircraft mission. The proposed restricted area/military climb corridor would extend along the 312° True radial of the Dow AFB TACAN (latitude 44°48'45" N., longitude 68°50'29" W.), from 8.2 statute miles northwest of the TACAN to 35.2 statute miles northwest of the TACAN having a width of 2 statute miles at the beginning and a width of 5 statute miles at the outer extremity. The lower altitude limits in graduated steps would extend from 2,200 feet MSL to 19,200 feet MSL. The upper altitude limits would extend from 15,200 feet MSL to 27,000 feet MSL. The controlling agency would be the Dow AFB Approach Control. The controlling agency would authorize aircraft to operate within the climb corridor when not in use by active air defense aircraft.

Concurrently with the proposed designation of the Restricted Area/Military Climb Corridor at Dow AFB, the Federal Aviation Agency is considering modification of the following designated VOR Federal airway segment; Victor 3 from Bangor to Houlton, Maine, Victor 39 from Augusta, Maine, to Millinocket, Maine, and Victor 471 from Bangor to Millinocket. It is proposed to realign these airway segments as follows: Victor 3 from the Bangor VOR to the Houlton VOR via the intersection of the Bangor VOR 039° and the Houlton 203° True radials; Victor 39 from Augusta VOR via the intersection of the Augusta VOR 020° and the Millinocket VOR 233° True radials, to the Millinocket VOR; Victor 471 from the Bangor VOR direct to the Millinocket VOR. These modifications would permit optimum use of altitudes on the airway segments for arrival, departure and en route aircraft while the climb corridor is in use. The control areas associated with Victor 3, Victor 39 and Victor 471 are so designated that they would automatically conform to the modified airways. Accordingly, no

amendment to such control areas would be necessary.

If these actions are taken, the Bangor, Maine (Dow AFB) Restricted Area/Military Climb Corridor (R-4) (Lewiston Chart) would be designated as follows:

Description. That area centered on the 312° True radial of the Dow AFB TACAN, beginning 8.2 statute miles northwest of the TACAN and extending 35.2 statute miles northwest of the TACAN, having a width of 2 statute miles at the beginning and 5 statute miles at the outer extremity.

Designated altitudes.

2,200' MSL to 15,200' MSL from 8.2 statute miles northwest of the TACAN to 9.2 statute miles northwest of the TACAN.

2,200' MSL to 24,200' MSL from 9.2 to 10.2 statute miles northwest of the TACAN.

2,200' MSL to 27,000' MSL from 10.2 to 13.2 statute miles northwest of the TACAN.

6,200' MSL to 27,000' MSL from 13.2 to 18.2 statute miles northwest of the TACAN.

10,200' MSL to 27,000' MSL from 18.2 to 23.2 statute miles northwest of the TACAN.

15,200' MSL to 27,000' MSL from 23.2 to 28.2 statute miles northwest of the TACAN.

19,200' MSL to 27,000' MSL from 28.2 to 35.2 statute miles northwest of the TACAN.

Time of use. Continuous.

Controlling Agency. Dow AFB, Maine, Approach Control.

The segment of VOR Federal airway No. 3 from Bangor, Maine, to Houlton, Maine, would be redesignated via the intersection of the Bangor VOR 039° and the Houlton VOR 203° True radials. The segment of VOR Federal airway No. 39 from Augusta, Maine, to Millinocket, Maine, would be redesignated via the intersection of the Augusta VOR 020° and the Millinocket VOR 233° True radials. The segment of VOR Federal airway No. 471 from Bangor, Maine, to Millinocket, Maine, would be redesignated direct station to station.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on July 7, 1960.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 60-6507; Filed, July 13, 1960; 8:46 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 60-WA-35]

CONTROL AREAS**Modification of Control Area Extension**

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.1285 of the regulations of the Administrator, the substance of which is stated below.

The present Shreveport, La., control area extension is designated as the airspace within a 40-nautical mile radius of the Barksdale Air Force Base, Shreveport, La., including the airspace northeast of Shreveport bounded on the west by VOR Federal airway No. 13, on the north by VOR Federal airway No. 16 south, on the northeast by a line extending through points of latitude 33°01'00" N., longitude 93°05'00" W., and latitude 33°30'00" N., longitude 93°33'00" W., and on the south and east by VOR Federal airway No. 69; the airspace northwest of Shreveport bounded on the east by VOR Federal airway No. 13, on the northwest by VOR Federal airway No. 289 and on the south by VOR Federal airway No. 114 north. The Federal Aviation Agency has under consideration modifying this control area extension by adding controlled area southeast of Barksdale AFB to provide protection for aircraft arriving the AFB using the 151° True radial of the TVOR, the 123° and 154° True radials of the TACAN and to provide protection for aircraft departing the AFB using the 103°, 118° and the 133° True radials of the TVOR.

If this action is taken, the Shreveport control area extension would be redesignated within the area bounded by a line beginning at a point on the southern boundary of VOR Federal airway No. 278 at latitude 33°26'20" N., longitude 93°29'30" W.; thence southeast to a point on the southern boundary of VOR Federal airway No. 18 at latitude 32°27'50" N., longitude 92°33'00" W.; thence east along the southern boundary of Victor 18 to intersect a line 5 miles southeast of, and parallel to, the 237° True radial of the Monroe, La., VOR; thence southwest via this line to its intersection with the northeast boundary of VOR Federal airway No. 114; thence northwestward along the northeastern boundary of Victor 114 to its intersection with the eastern boundary of VOR Federal airway No. 289; thence northward along the eastern boundary of Victor 289 to its intersection with the southern boundary of Victor 278; thence eastward

along the southern boundary of Victor 278 to the point of beginning.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Field Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Field Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Field Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on July 7, 1960.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 60-6500; Filed, July 13, 1960;
8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 60-NY-4]

CONTROL ZONES

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.2004 of the regulations of the Administrator, the substance of which is stated below.

The Bangor, Maine, control zone is presently designated within a 5-mile radius of the Dow AFB, within 2 miles either side of the northwest course of the Bangor radio range extending from the radio range station to the East Corinth fan marker, within 2 miles either side of a line bearing 314° True extending from Dow AFB to a point 15 miles northwest of the Air Force Base, and within 2 miles either side of a line bearing 356° True extending from Dow AFB to a point 10 miles north of the Bangor VOR and within 2 miles either side of the extended centerline of Run-

way 15/33 extending to a point 10 miles southeast of the end of the runway.

The Federal Aviation Agency has under consideration the following modifications to the Bangor control zone:

1. Revoke the control zone extension based on a line bearing 356° True from the Dow AFB. The instrument procedures based on the 356° True bearing of the radio range have been canceled; therefore, this control zone extension is no longer required.

2. Modify the extension based on the northwest course of the Bangor radio range to terminate 12 miles northwest of the radio range station. This modification would shorten this extension and still provide sufficient protection for aircraft executing instrument approaches based on the Bangor radio range northwest course.

3. Revoke the extension based on the 314° True bearing from the Dow AFB and designate an extension within 2 miles either side of the 136° True bearing from the Dow radio beacon to extend from the 5-mile radius zone to the radio beacon. The Bangor radio beacon standard ADF instrument approach is being revised to eliminate any requirement based on this approach for control zone extension northwest of the radio beacon.

4. Designate an extension based on the 321° True radial of the relocated Bangor VOR extending from the 5-mile radius zone to 12 miles northwest of the VOR. This extension would provide protection for aircraft executing instrument approaches based on the Bangor VOR.

If these actions are taken, the Bangor, Maine, control zone would be designated within the 5-mile radius of the Dow AFB (latitude 44°48'20" N., longitude 68°49'32" W.), within 2 miles either side of the extended centerline of Runway 15/33 extending to a point 10 miles southeast of the end of the runway, within 2 miles either side of the 136° True bearing from the Bangor radio beacon extending from the 5-mile radius zone to the radio beacon, within 2 miles either side of the 321° True radial of the Bangor VOR extending from the 5-mile radius zone to 12 miles northwest of the VOR and within 2 miles either side of the northwest course of the Bangor radio range extending from the 5-mile radius zone to 12 miles northwest of the radio range station.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation

Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C. on July 7, 1960.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 60-6506; Filed, July 13, 1960;
8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 60-WA-169]

CONTROL ZONES

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.2202 of the regulations of the Administrator, the substance of which is stated below.

The Philadelphia, Pa., control zone (§ 601.2202), is presently designated within a 5-mile radius of the North Philadelphia Airport extending 2 miles either side of the northeast course of the North Philadelphia radio range to 10 miles northeast of the radio range station. The Federal Aviation Agency has under consideration modification of this control zone. A review of the published instrument approach procedures for the North Philadelphia Airport indicates that an additional extension of the zone to the northeast is required to provide protection for aircraft executing VOR standard instrument approaches based on the North Philadelphia VOR, and that the present northeast extension based on the radio range should be increased in length. The control zone would be further modified to exclude that portion which coincides with the Willow Grove, Pa., control zone. In addition, the name would be changed to the North Philadelphia, Pa., control zone in order to more accurately denote its geographical location.

If this action is taken, the North Philadelphia, Pa., control zone would be designated within a 5-mile radius of the North Philadelphia Airport (latitude 40°04'45" N., longitude 75°00'35" W.); within 2 miles either side of the North Philadelphia VOR 039° True radial, extending from the 5-mile radius zone to 12 miles northeast of the VOR; and

within 2 miles either side of the north-east course of the North Philadelphia radio range, extending from the 5-mile radius zone to 12 miles northeast of the radio range, excluding the portion which would coincide with the Willow Grove, Pa., control zone.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Division, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued at Washington, D.C., on July 7, 1960.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 60-6502; Filed, July 13, 1960;
8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 60-WA-170]

CONTROL ZONES

Modification and Designation

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 601 and § 601.2246 of the regulations of the Administrator, the substance of which is stated below.

The Oklahoma City, Okla., control zone is designated within a 5-mile radius of Will Rogers Municipal Airport including extensions to the north, south, west and northwest; within a 5-mile radius of Tulakes Airport including an extension to the southwest; within a 5-mile radius of Tinker Air Force Base including extensions to the north and south, and including an extension between Will Rogers Municipal Airport and Tinker

AFB. The Federal Aviation Agency has under consideration modification of this control zone by redesignating it into two separate control zones, one to include Will Rogers Municipal Airport and Tulakes Airport, and the other to include Tinker AFB. In addition, the south and northwest control zone extensions serving Will Rogers Municipal Airport would be reduced in length. The north control zone extension serving Tinker AFB would be reduced in length and width. The south control zone extension serving Tinker AFB would be reduced in width, however, it would be increased in length by approximately 3 miles. The control zone extension between Will Rogers Municipal Airport and Tinker AFB would be revoked.

The instrument approach procedure to Will Rogers Municipal Airport from the east and to Tinker AFB from the west have been cancelled. The remaining standard instrument approach procedures to airports in the Oklahoma City area are being revised to reduce control zone requirements in this area. The modifications proposed herein would provide protection for aircraft executing standard instrument approaches to Will Rogers Municipal Airport, Tinker AFB and Tulakes Airport. In addition, the Tinker AFB portion of this control zone would be designated as the Tinker AFB control zone to more accurately denote its geographical location and to take advantage of the local weather reporting service separately available at Tinker AFB.

If these actions are taken, the Oklahoma City, Okla., control zone and the Tinker AFB control zone would be designated as follows:

Oklahoma City, Okla., control zone. Within a 5-mile radius of Will Rogers Municipal Airport (latitude 35°23'43" N., longitude 97°36'31" W.), including the area 2 miles either side of the north course of the ILS localizer, extending from the 5-mile radius zone to 5 miles north of the Tulakes nondirectional radio beacon; within 2 miles either side of the south course of the ILS localizer extending from the 5-mile radius zone to the outer marker; within 2 miles either side of the west course of the Oklahoma City radio range extending from the 5-mile radius zone to the Mustang fan marker; within 2 miles either side of the 107° True radial of the Oklahoma City VOR extending from the 5-mile radius zone to the VOR; within a 5-mile radius of Tulakes Airport (latitude 35°31'45" N., longitude 97°38'30" W.), including the area within 2 miles either side of the 050° True radial of the Oklahoma City VOR, extending from the 5-mile radius zone to the VOR.

Tinker Air Force Base, Okla., control zone. Within a 5-mile radius of Tinker AFB (latitude 35°25'37" N., longitude 97°23'11" W.), including the airspace from 2 miles west of the 360° True radial of the Tinker AFB VOR to 2 miles east of the 006° True radial of the Tinker AFB TACAN (latitude 35°24'58" N., longitude 97°23'07" W.), extending from the 5-mile radius zone to the Spencer fan marker, and from 2 miles west of the 180° True radial of the Tinker AFB VOR to 2 miles east of the 175°

True radial of the Tinker AFB TACAN extending from the 5-mile radius zone to 12 miles south of the VOR.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Field Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Field Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Field Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on July 7, 1960.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 60-6501; Filed, July 13, 1960;
8:45 a.m.]

[14 CFR Part 601]

[Airspace Docket No. 60-KC-33]

CONTROL ZONES AND CONTROL AREAS

Modification of Control Zone and Control Area Extension

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 601.2336 and 601.1338 of the regulations of the Administrator, the substance of which is stated below.

The Green Bay, Wis., control zone is presently designated within a 5-mile radius of the Austin-Straubel Airport, and within 2 miles either side of the 322° True radial of the Green Bay VOR extending from the 5-mile radius zone to a point 10 miles northwest of the VOR. The Green Bay, Wis., control area extension is presently designated within a 15-mile radius of the Green Bay VOR and within 5 miles either side of the 322° True radial of the VOR extending from the VOR to 20 miles northwest. The

Federal Aviation Agency has under consideration the following modifications:

1. Redesignating the northwest control zone extension 2 miles either side of the 146° True radial of the VOR extending from the 5-mile radius zone to the VOR. The instrument approach procedure based on the VOR has been revised to eliminate the requirement for control zone extension northwest of the VOR.

2. Designate a control zone extension within 2 miles either side of the 059° True bearing from the Austin-Straubel radio beacon (latitude 44°26'27" N., longitude 88°14'24" W.), extending from the 5-mile radius zone to the radio beacon to provide protection for aircraft executing the presently prescribed ADF standard instrument approach.

3. Redesignate the present control area extension within a 15-mile radius of the Austin-Straubel Airport; within 5 miles either side of the Green Bay VOR 326° True radial extending from the 15-mile radius area to 15 miles northwest of the VOR; and within 5 miles either side of the 239° True bearing from the Green Bay radio beacon, extending from the 15-mile radius area to 15 miles southwest of the radio beacon. This would center the control area on the Austin-Straubel Airport rather than on the Green Bay, VORTAC, thereby more adequately serving Austin-Straubel Airport IFR operations.

If this action is taken, the Green Bay, Wis., control zone would be designated within a 5-mile radius of the Austin-Straubel Airport (latitude 44°29'17" N., longitude 88°07'50" W.); within 2 miles either side of the 146° True radial of the Green Bay VOR, extending from the 5-mile radius zone to the VOR; and within 2 miles either side of the 059° True bearing from the Green Bay radio beacon, extending from the 5-mile radius zone to the radio beacon. The Green Bay, Wis., control area extension would be designated within a 15-mile radius of the Austin-Straubel Airport; within 5 miles either side of the 326° True radial of the Green Bay VOR, extending from the 15-mile radius area to 15 miles northwest of the VOR; and within 5 miles either side of the 239° True bearing from the Green Bay radio beacon, extending from the 15-mile radius area to 15 miles southwest of the radio beacon.

Interested persons may submit such written data, views or arguments as they

may desire. Communications should be submitted in triplicate to the Chief, Air Traffic Management Field Division, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Management Field Division Chief, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Air Traffic Management Field Division Chief.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on July 7, 1960.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 60-6503; Filed, July 13, 1960;
8:45 a.m.]

[14 CFR Part 602]

[Airspace Docket No. 60-WA-171]

CODED JET ROUTES

Establishment

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 602 of the regulations of the Administrator, the substance of which is stated below.

The Federal Aviation Agency is considering the establishment of VOR/

VORTAC Jet Route No. 101 from Houston, Tex., to Chicago, Ill., via the Lufkin, Tex., VOR; Shreveport, La., VORTAC; Flippin, Ark., VOR; St. Louis, Mo., VORTAC; Springfield, Ill., VOR; intersection of the Springfield VOR 036° and the Joliet, Ill., VORTAC 205° True radials; Joliet VORTAC; to the Northbrook, Ill., VOR. The establishment of this jet route will facilitate flight planning and air traffic management by providing a single jet route for air traffic between Houston and Chicago.

If this action is taken, VOR/VORTAC jet route No. 101 would be established from Houston, Tex., to Chicago, Ill., via Lufkin, Tex., Shreveport, La., Flippin, Ark., St. Louis, Mo., Springfield, Ill., intersection of the Springfield VOR 036° and the Joliet, Ill., VORTAC 205° True radials, Joliet, Ill., to Northbrook, Ill.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. All communications received within forty-five days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Utilization Division. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

Issued in Washington, D.C., on July 7, 1960.

CHARLES W. CARMODY,
Chief, Airspace Utilization Division.

[F.R. Doc. 60-6499; Filed, July 13, 1960;
8:45 a.m.]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

ALASKA

Notice of Proposed Withdrawal and Reservation of Lands

The Federal Aviation Agency has filed an application, Serial Number A. 050813 for the withdrawal of the lands described below, from all forms of appropriation under the public land laws including the mining and mineral leasing laws. The applicant desires the land for use as the King Salmon Outer Marker Air Navigation aid facility.

For a period of 60 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior, Anchorage Operation Office, Cordova Building, Anchorage, Alaska.

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

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

The lands involved in the application are:

KING SALMON AREA

SEWARD MERIDIAN

T. 17 S., R. 45 W., Sec. 6: N $\frac{1}{2}$ SE $\frac{1}{4}$ NE $\frac{1}{4}$ NW $\frac{1}{4}$.

Containing 5 acres.

L. T. MAIN,
Operations Supervisor.

[F.R. Doc. 60-6520; Filed, July 13, 1960;
8:47 a.m.]

[BLM 051062]

ARKANSAS

Notice of Proposed Withdrawal and Reservation of Minerals

JULY 8, 1960.

The Forest Service, Department of Agriculture, has filed an application for the withdrawal of the lands, within the Ouachita National Forest, hereafter described, from the United States Mining and Mineral Leasing Laws, subject to valid existing rights.

The land is in the Dutch Creek Mountain Scenic Area and the withdrawal from mineral entry is needed so that it may remain in public ownership for the enjoyment of our people and for scientific purposes.

For a period of 30 days from the date of publication of this notice, persons having cause may present their objections in writing to the undersigned of-

ficial of the Bureau of Land Management, Department of the Interior, Washington 25, D.C.

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

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

The land involved in the application is:

FIFTH PRINCIPAL MERIDIAN, ARKANSAS

T. 3 N., R. 26 W.,

Sec. 1, S $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$, W $\frac{1}{2}$ SW $\frac{1}{4}$ SE $\frac{1}{4}$,

Sec. 2, SE $\frac{1}{4}$ NE $\frac{1}{4}$, E $\frac{1}{2}$ NE $\frac{1}{4}$ SE $\frac{1}{4}$.

The area described contains 320.50 acres.

H. K. SCHOLL,

Manager,

Eastern States Land Office.

[F.R. Doc. 60-6510; Filed, July 13, 1960;
8:46 a.m.]

CALIFORNIA

Notice of Proposed Withdrawal and Reservation of Lands

JULY 6, 1960.

The Bureau of Sport Fisheries and Wildlife, United States Department of the Interior, has filed an application, Serial Number Sacramento 062537, for the withdrawal of the lands described below, from all forms of appropriation under the public land laws including the mining laws but not the mineral leasing laws, nor the disposal of materials under the Materials Act of July 31, 1947 (61 Stat. 681; 43 U.S.C. 1185), as amended, subject to valid existing rights. The management, use and disposal of the forest and range resources will continue under the administration of the Bureau of Land Management in accordance with applicable laws and regulations. The applicant desires the land be reserved in public ownership under the jurisdiction of the Department of the Interior for use by the Department of Fish and Game, State of California, as the Weitchpec Fishing Access for the preservation of recreational values and access to the water of the Klamath River.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the undersigned officer of the Bureau of Land Management, Department of the Interior.

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

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

The lands involved in the application are:

HUMBOLDT MERIDIAN

T. 9 N., R. 4 E.,
Sec. 1: Lot 1.

The area described aggregates 40.00 acres in Humboldt County.

WALTER E. BECK,
Manager, Land Office,
Sacramento.

[F.R. Doc. 60-6511; Filed, July 13, 1960;
8:46 a.m.]

Fish and Wildlife Service

ADMINISTRATION; PERSONNEL

Delegations of Authority

The regulations issued herein are based on the authority of the Director, Bureau of Commercial Fisheries, to issue such regulations. The requirements herein set forth apply as a portion of the directives system of the Bureau of Commercial Fisheries. Such material follows the format of the Bureau's manual and is to be included therein. Material that relates solely to internal management has not been included.

SERIES 2000—ADMINISTRATION

TITLE 2300—PERSONNEL

Chapter 2310—Policy and Delegations of Authority

2311.2 *General delegation.* The Assistant Director, Chief, Division of Administration, and Regional and Area Directors and such others as are specified in this delegation are severally authorized, unless specifically excepted, to the extent stated in each case, or in Sec. 2311.6, Limitations, to exercise the authority of the Director with respect to the administrative matters listed herein.

2311.3 *Personnel management.* To the extent stated below, exercise the authority of the Director (Secretary's Order No. 2803, amendment No. 1, dated December 22, 1958) with respect to personnel management, including but not limited to (1) appointments, (2) changes, (3) position classification, pay and wage administration, (4) separations, (5) designation of persons to administer oaths, (6) travel and transportation expenses incident to transfer, appointment or death, and (7) designation of employees who are authorized to enforce the Federal laws administered by the Bureau of Commercial Fisheries and who may administer oaths, affirmations, and affidavits in connection with such duties.

A. The following are the specific delegations for personnel management:

(1) *Headquarters Office.* Assistant Director, Chief, Division of Administration, all of the authority stated herein.

(2) *Regional office, Region 1.* Regional Director, all of the authority stated with respect to classified positions through Grade GS-13 and all ungraded positions.

(3) *Regional offices, Regions 2-5, inclusive.* Regional Directors, all of the authority stated herein with respect to classified positions through Grade GS-12 and all ungraded positions.

(4) *Area offices.* Area Directors, all of the authority stated herein with respect to classified positions through Grade GS-12 and all ungraded positions.

B. The authority delegated herein does not include:

(1) Authority to grant allowances to employees stationed in foreign areas.

(2) Authority to approve basic labor agreements, or amendments, or terminations of such agreements negotiated between the Bureau or an organizational element thereof and labor organizations representing employees of the Bureau.

(3) Authority to approve actions involving positions as follows:

(a) Positions for which the President or the Secretary alone has appointing authority by statute or Executive order. This includes appointments under section 710 of the Defense Production Act of 1950 (50 U.S.C. App. 2160).

(b) Associate, deputy, and assistant heads of bureaus or equivalent.

(c) Schedule C positions.

(d) Positions for which the rate of pay is equal to that for Grade GS-16 or above.

(e) Positions as provided for under Public Law 313, 80th Congress, as amended (373 DM 1.3G).

(f) Principal officers reporting directly to the heads or assistant heads of bureaus or offices.

(g) Chiefs of field installations in grade GS-14 and above, Regional and Assistant Regional or Area Directors.

(h) Any position designated by the Secretary or the Administrative Assistant Secretary.

(i) Consultants and experts as covered by 379 DM 17.

(j) Hearing examiners.

(k) Positions requiring the incumbent to be headquartered in foreign countries.

2311.4 *Evacuation of employees' families.* Designate or approve the zones from which the immediate families of civilian employees should be evacuated for military or other causes which create imminent danger to life or property, or adverse living conditions seriously affecting the health, safety, or accommodations of such families; and the payment of travel and transportation expenses to locations designated by the said employees or, if such be impossible or impracticable, to locations designated by their immediate families, pursuant to subsection (d) of Section 1 of the Act of August 2, 1946, as amended (5 U.S.C. 73b-1d), (Secretary's Order No. 2634, dated May 17, 1951): *Provided*, That no evacuation shall be authorized or approved for military purposes without orders from the military authorities in charge of the area or place where the families are living: *Provided further*, That no evacuation shall be authorized or approved for nonmilitary purposes unless such action is fully justified by the circumstances including, but not

limited to, fires, floods, epidemics, earthquakes, or circumstances considered "acts of God."

2311.5 *Redelegation.* A. The foregoing authorities may be redelegated, in writing, as specified.

(1) The Chief, Division of Administration, may redelegate to the Chief, Branch of Personnel Management, the authorities contained in section 2311.3 with authority to redelegate to the Assistant Personnel Officer (Compensation and Labor Relations) authority for position classification, pay and wage administration.

(2) Regional and Area Directors may redelegate:

(a) To their Assistant Regional Directors and their Chiefs, Division of Administrative Services, and the Area Director may redelegate to the Administrative Officer, California Area, authorities contained in section 2311.3 with authority to redelegate to the Regional or Area Personnel Officer.

(b) To station chiefs and program leaders all of the authority stated herein with respect to temporary positions with employment tenures not exceeding six months for which the use of Form DI-353, Notice of Short-term Employment, is authorized.

(3) The Regional Director, Region 1, is authorized to redelegate the authority contained in section 2311.3 to:

(a) The Director of Personnel, Consolidated Administrative Services, Department of the Interior, Portland, Oregon, with authority to that official to redelegate his authority to members of his staff.

(b) The Program Director, Marine Mammal Resources, with authority to redelegate to the General Manager, Pribilof Islands, with authority to redelegate to the Manager, St. Paul Island, and Manager, St. George Island, all of the authority stated herein with respect to resident Aleut natives and nonresident Aleut natives enrolled for duty on the islands.

(4) The Area Director, California Area, is authorized to redelegate the authority contained in section 2311.3 to the Director of Personnel, Consolidated Administrative Services, Department of the Interior, Portland, Oregon, with authority to that official to redelegate his authority to members of his staff.

B. The foregoing authority may not be further redelegated.

2311.6 *Limitations.* The foregoing authorities shall be exercised in strict conformity with applicable statutory requirements, policies, and administrative procedures, and subject to availability of funds.

2311.7 *Revocation.* Director's Order No. 3, revised, dated May 15, 1959 (24 F.R. 4565), is hereby rescinded.

(Commissioner's Order No. 3 (22 F.R. 8126))

DONALD L. MCKERNAN,
Director.

[F.R. Doc. 60-6548; Filed, July 13, 1960; 8:51 a.m.]

Office of the Secretary
OUTER CONTINENTAL SHELF;
ATLANTIC COAST AREA
Geological and Geophysical
Explorations

Notice is hereby given that the Department of the Interior has received applications from private corporations for authorization, pursuant to section 11 of the Outer Continental Shelf Lands Act of August 7, 1953 (67 Stat. 469), to conduct geological and geophysical explorations in that part of the outer Continental Shelf seaward of the Atlantic Coast States north of Florida. Section 11 of the said Act provides as follows:

SEC. 11. *Geological and Geophysical Explorations.* Any agency of the United States and any person authorized by the Secretary may conduct geological and geophysical explorations in the outer Continental Shelf, which do not interfere with or endanger actual operations under any lease maintained or granted pursuant to this Act, and which are not unduly harmful to aquatic life in such area.

It is proposed to issue a general authorization by publication in the FEDERAL REGISTER, in form as set forth below. Interested persons may submit written comments, suggestions, or objections with respect to the proposed authorization to the Director, United States Geological Survey, Washington 25, D.C., within thirty days of the date of publication of this notice in the FEDERAL REGISTER.

Dated: July 1, 1960.

ELMER F. BENNETT,
Under Secretary of the Interior.

Applications have been received for the conduct of geological and geophysical explorations in that part of the outer Continental Shelf off the Atlantic Coast.

Notice is hereby given that any person, as defined in section 2(d) of the Outer Continental Shelf Lands Act of August 7, 1953 (67 Stat. 462) is hereby authorized to conduct geological and geophysical explorations in that part of the outer Continental Shelf seaward of the submerged lands of any State bordering on the Atlantic Coast (except Florida) upon condition (1) that he obtain a permit for such operations from the Regional Oil and Gas Supervisor of the United States Geological Survey, Washington 25, D.C., (2) that his operations shall be confined to such area or areas as may be designated in the permit, and (3) that for the protection and conservation of aquatic life he files with the said Regional Oil and Gas Supervisor his stipulation agreeing to comply with such requirements governing the methods of and restrictions upon geological and geophysical explorations in the designated area or areas as are acceptable to the Regional Oil and Gas Supervisor.

This general authorization to conduct geological and geophysical explorations does not include the right to conduct core or other exploratory drilling and is subject to termination upon not less than 60 days' notice published in the FEDERAL REGISTER. The authorization may be terminated as to any person upon reasonable notice. Any party conducting this type of exploration obtains no preference to an oil gas lease.

[F.R. Doc. 60-6512; Filed, July 13, 1960; 8:46 a.m.]

DEPARTMENT OF THE TREASURY

Office of the Secretary

[AA 643.3]

BICYCLES FROM CZECHOSLOVAKIA
Determination of Sales at Less Than
Fair Value

JULY 7, 1960.

A complaint was received that bicycles from Czechoslovakia were being sold in the United States at less than fair value within the meaning of the Antidumping Act of 1921.

I hereby determine that bicycles from Czechoslovakia are being, and are likely to be, sold at less than fair value within the meaning of section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(a)).

The United States Tariff Commission is being advised of this determination.

Statement of reasons. In computing purchase price, deductions were made for ocean freight, insurance, and inland freight.

It was determined that the proper fair value comparison is between purchase price and either home market price or constructed value.

It was found that purchase price is lower than either home market price or constructed value.

This determination and the statement of reasons therefor are published pursuant to section 201(c) of the Antidumping Act, 1921, as amended (19 U.S.C. 160(c)).

[SEAL] A. GILMORE FLUES,
Acting Secretary of the Treasury.

[F.R. Doc. 60-6533; Filed, July 13, 1960; 8:49 a.m.]

[Treasury Department Order 187]

ACTING COMMISSIONER OF THE
PUBLIC DEBT

Delegation of Authority

By virtue of authority vested in me as Secretary of the Treasury, including the authority in Reorganization Plan No. 26 of 1950, Donald M. Merritt, Assistant Commissioner of the Public Debt, is hereby designated, effective as of the close of business on July 14, to serve as Acting Commissioner of the Public Debt.

Dated: July 11, 1960.

[SEAL] JULIAN B. BAIRD,
Acting Secretary of the Treasury.

[F.R. Doc. 60-6532; Filed, July 13, 1960; 8:49 a.m.]

DEPARTMENT OF AGRICULTURE

Commodity Stabilization Service and
Commodity Credit Corporation
CERTAIN COMMODITY CREDIT
CORPORATION ACTIVITIES

Delegations of Authority

In order to provide for the execution of sight drafts in connection with

Commodity Credit Corporation transactions, a delegation of authority is provided below, pursuant to authority vested in me by the bylaws of Commodity Credit Corporation.

The authority herein delegated shall be exercised in conformity with the bylaws, regulations and programs of Commodity Credit Corporation, and the policies adopted by the Board of Directors of the Corporation.

The Director or Acting Director of the Cotton Products and Export Operations Office at New York, New York, may sign Commodity Credit Corporation sight drafts issued in disbursement of capital funds of Commodity Credit Corporation.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b)

Issued this 8th day of July 1960.

FOREST W. BEALL,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 60-6549; Filed, July 13, 1960; 8:51 a.m.]

DEPARTMENT OF COMMERCE

Federal Maritime Board

[Docket No. S-114]

GULF & SOUTH AMERICAN
STEAMSHIP CO., INC.

Notice of Hearing

Notice is hereby given that, pursuant to section 606(1) of the Merchant Marine Act, 1936, as amended, and at the request of Gulf & South American Steamship Co., Inc., a public hearing will be held concerning the findings of the Federal Maritime Board with respect to applicable foreign-flag competition utilized in determining operating-differential subsidy rates for maintenance "upkeep" and repairs and hull and machinery insurance for calendar year 1959 covering the service of Gulf & South American Steamship Co., Inc., on Trade Route No. 31.

The hearing will be conducted in accordance with the Board's rules of practice and procedure (46 CFR Part 201), by an examiner of the Board's Office of Hearing Examiners, at a time and place to be determined and announced by the Chief Examiner, and a recommended decision will be issued.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies) desiring to intervene in the proceeding, must file written notification thereof, in triplicate, with the Secretary, Federal Maritime Board, Washington 25, D.C., by the close of business on July 29, 1960, and should file petitions for leave to intervene in accordance with Rule 5(n) of the above rules (46 CFR 201.74).

By order of the Federal Maritime Board.

JAMES L. PIMPER,
Secretary.

JULY 11, 1960.

[F.R. Doc. 60-6534; Filed, July 13, 1960; 8:49 a.m.]

DEPARTMENT OF HEALTH, EDU-
CATION, AND WELFARE

Social Security Administration
THE NETHERLANDS

Finding Regarding Foreign Social
Insurance and Pension System

Section 202(t)(2) of the Social Security Act (42 U.S.C. 402(t)(2)) authorizes and requires the Secretary of Health, Education, and Welfare to find whether a foreign country has in effect a social insurance or pension system which is of general application in such country and under which periodic benefits, or the actuarial equivalent thereof, are paid on account of old age, retirement or death; and whether individuals who are citizens of the United States but not citizens of such foreign country and who qualify for such benefits are permitted to receive such benefits or the actuarial equivalent thereof while outside such foreign country without regard to the duration of the absence.

Pursuant to authority duly vested in him by the Secretary of Health, Education, and Welfare, the Commissioner of Social Security has considered evidence presented by the Netherlands relating to the social insurance or pension system of such country, from which evidence it appears that the Netherlands has a social insurance or pension system of general application which pays periodic benefits or the actuarial equivalent thereof on account of old-age, retirement or death, but that under such system qualified citizens of the United States who are not citizens of the Netherlands and who leave the Netherlands are not permitted to receive such benefits or equivalent while outside that country without regard to the duration of their absence.

Accordingly, it is hereby determined and found that the Netherlands does not have in effect a social insurance or pension system which meets the requirements of section 202(t)(2) of the Social Security Act (42 U.S.C. 402(t)(2)).

[SEAL] W. L. MITCHELL,
Commissioner of Social Security.

Approved: June 30, 1960.

ARTHUR S. FLEMMING,
Secretary of Health, Education,
and Welfare.

[F.R. Doc. 60-6528; Filed, July 13, 1960; 8:48 a.m.]

URUGUAY

Finding Regarding Foreign Social
Insurance and Pension Systems

Section 202(t)(2) of the Social Security Act (42 U.S.C. 402(t)(2)) authorizes and requires the Secretary of Health, Education, and Welfare to find whether a foreign country has in effect a social insurance or pension system which is of general application in such country and under which periodic benefits, or the actuarial equivalent thereof, are paid on account of old age, retire-

ment, or death; and whether individuals who are citizens of the United States but not citizens of such foreign country and who qualify for such benefits are permitted to receive such benefits or the actuarial equivalent thereof while outside such foreign country without regard to the duration of the absence.

Pursuant to authority duly vested in him by the Secretary of Health, Education, and Welfare, the Commissioner of Social Security has considered evidence relating to the social insurance or pension system of Uruguay from which evidence it appears that Uruguay has a social insurance system which pays periodic benefits, or the actuarial equivalent thereof, on account of old age, retirement, or death, but that under such system qualified citizens of the United States who are not citizens of Uruguay and who leave Uruguay are not permitted to receive such benefits or equivalent while outside that country without regard to the duration of their absence.

Accordingly, it is hereby determined and found that Uruguay does not have in effect a social insurance or pension system which meets the requirements of section 202(t)(2) of the Social Security Act (42 U.S.C. 402(t)(2)).

[SEAL] W. L. MITCHELL,
Commissioner of Social Security.

Approved: July 8, 1960.

ARTHUR S. FLEMMING,
Secretary of Health, Education,
and Welfare.

[F.R. Doc. 60-6562; Filed, July 13, 1960;
8:54 a.m.]

Office of the Secretary

STATEMENT OF ORGANIZATION AND DELEGATION OF AUTHORITY

Surplus Property Utilization Program

1. Sections 2-249.20 and 2-249.30 of Part 2 of the Statement of Organization and Delegation of Authority are hereby amended by striking out the term "Regional Property Coordinator" wherever the same appears, both in the headings and the text of such sections, and substituting therefor the term "Regional Representative."

2. Section 2-249.30(h) of Part 2 of the Statement of Organization and Delegation of Authority is hereby further amended to read as follows:

(h) Each Regional Representative, with respect to the States within the jurisdiction of his region, is authorized, consistent with the policies and procedures set forth in applicable regulations of the Department, to approve State plans of operation and amendments thereto submitted by State Agencies for Surplus Property: *Provided, however,* That such authority shall not include the authority to disapprove a State plan, in whole or in part.

Dated: July 8, 1960.

[SEAL] ARTHUR S. FLEMMING,
Secretary.

[F.R. Doc. 60-6561; Filed, July 13, 1960;
8:54 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-129]

WEST VIRGINIA UNIVERSITY

Issuance of Facility License Amendment

Please take notice that the Atomic Energy Commission has issued Amendment No. 2, set forth below, to License No. R-58. The amendment authorizes West Virginia University to operate its nuclear reactor Model AGN-211, Serial No. 103 with a maximum of 0.36 percent excess reactivity loaded in the reactor with the experimental facilities empty and a maximum of 0.56 percent excess reactivity in the reactor with moderator or fuel in the experimental facilities, provided that the excess reactivity shall be determined at the temperature at which the reactor temperature switch is set. Previously, the license authorized operation of the reactor with a maximum of 0.35 percent excess reactivity loaded in the reactor with the experimental facilities empty and a maximum of 0.55 percent excess reactivity in the reactor with moderator or fuel in the experimental facilities. The Hazards Evaluation Branch of the Division of Licensing and Regulation has reviewed the proposed changes and concluded that operation of the reactor in accordance with the amended license will not present any substantial changes in the hazards to the health and safety of the public from those presented by the previously approved operation of the reactor. Accordingly, the Commission has found that prior public notice of proposed issuance of this amendment is not necessary in the public interest. The Commission has found that operation of the reactor in accordance with the terms and conditions of the license, as amended, will not present any undue hazard to the health and safety of the public and will not be inimical to the common defense and security.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of the issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within thirty days after issuance of the license amendment. Petitions for leave to intervene and requests for a formal hearing shall be filed by mailing a copy to the Office of the Secretary, Atomic Energy Commission, Washington 25, D.C., or by delivery of a copy in person to the Office of the Secretary, Germantown, Maryland, or the AEC's Public Document Room, 1717 H Street NW., Washington, D.C. For further details see the application for license amendment submitted by West Virginia University on file at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C.

Dated at Germantown, Md., this 7th day of July 1960.

For the Atomic Energy Commission.

R. L. KIRK,
Deputy Director, Division of
Licensing and Regulation.

[License No. R-58; Amdt. 2]

Paragraph 4.B.(1) of License No. R-58, as amended, is hereby amended to read as follows:

4.B.(1) A maximum of 0.36 percent excess reactivity may be loaded in the reactor with the experimental facilities empty and a maximum of 0.56 percent excess reactivity may be loaded in the reactor with moderator or fuel in the experimental facilities. The excess reactivity loadings shall be determined at the temperature at which the reactor temperature switch is set.

This amendment is effective as of the date of issuance.

Date of issuance: July 7, 1960.

For the Atomic Energy Commission.

R. L. KIRK,
Deputy Director, Division of
Licensing and Regulation.

[F.R. Doc. 60-6494; Filed, July 13, 1960;
8:45 a.m.]

CIVIL AERONAUTICS BOARD

[Docket 11216]

LINEAS AERAS DE NICARAGUA, S.A.

Notice of Hearing

Notice is hereby given that the hearing to be held in the above-entitled proceeding is assigned to begin on August 3, 1960, at 10:00 a.m. e.d.s.t., in Room 725, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before Examiner Ferdinand D. Moran.

Dated at Washington, D.C., July 11, 1960.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 60-6551; Filed, July 13 1960;
8:51 a.m.]

[Docket 11278 etc.; Order No. E-15521]

NEW YORK-SAN JUAN CARGO RATES

Order of Investigation and Suspension

In the matter of New York-San Juan cargo rates investigation, Dockets 11278 et al., and Dockets 11520, 11522, and 11523.

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 8th day of July, 1960.

Allied Air Freight International Corp., in Docket 11520, and Transportation Corporation of America d/b/a Trans Caribbean Airways, in Docket 11522, have requested investigation and suspension of revised cargo rates filed and published on behalf of Pan American World Airways, Inc., on 62d Revised Page 38 and on 25th Revised Page 40-C of R. C. Lounsbury, Agent, Local and Joint International Air Cargo Tariff No. CS-8, C.A.B. No. 118. These revised pages, as well as subsequently filed 26th Revised Page 40-C of the same tariff, have all been rejected for failure to comply with the provisions of section 403 of the Federal Aviation Act of 1958 and the Board's regulations published as Part 221 of Title 14 of the Code of Federal Regulations. The complaint in Docket 11520 and that portion of the complaint

in Docket 11520 which is directed to rates filed for Pan American, require no further consideration and will be dismissed on the procedural basis that the tariff material complained of has been rejected on other grounds.

Allied Air Freight, in Docket 11520, and Trans Caribbean, in Docket 11523, have each also requested investigation and suspension of revised cargo rates filed and published on the 13th Revised Page 6, 8th Revised Page 9, and 12th Revised Page 10 of Riddle Airlines, Inc. Local and Joint International Air Cargo Tariff No. 1, C.A.B. No. 7, to become effective July 9, 1960. The 12th Revised Page 10 of Riddle's filing has also been rejected and it is unnecessary to consider further the complaints as directed to the revisions there proposed; that portion of the complaints will also be dismissed on the procedural basis.

This leaves for consideration on the merits only those portions of the complaints directed to the revisions proposed on 13th Revised Page 6 and on 8th Revised Page 9 of Riddle's filing. We conclude that the revision on 8th Revised Page 9, which merely adds Commodity Group No. 75, need not be investigated since the rates for that group were on the rejected 12th Revised Page 10 and no rates are now filed for the Group No. 75.

The 13th Revised Page 6 proposes significant reductions in the general commodity rates and charges between San Juan and New York and Philadelphia. For example, the rate for shipments in minimum weights of 100 pounds would be reduced from \$16.00 per hundred to \$15.00 per hundred and a new southbound "directional" rate of \$11.00 per hundred would be added for shipments in minimum weights of 3300 pounds whereas the present rate for such a shipment is \$15.00 per hundred. These revisions should be investigated with the proceeding previously instituted designated Docket 11278. Furthermore, Pan American caused revisions to be filed and published in R. C. Lounsbury, Agent, Local and Joint Air Cargo Tariff No. C-NS-4, C.A.B. No. 298, on 6th Revised Page 22, 3d Revised Page 64, and 3d Revised Page 68, which became effective May 25, 1960, and which reduced general commodity rates between Baltimore, Philadelphia, and Washington, on the one hand, and San Juan, on the other; these revisions should also be investigated with Docket 11278.

Pending hearing and decision on the lawfulness of the tariff revisions filed by Riddle and of which investigation is herein instituted, the Board concludes it should suspend the operation of such tariff provisions and defer the use thereof. In 1959, the general commodity rate for shipments in minimum weights of 100 pounds in the New York-San Juan market was \$20.00 per hundred pounds and the rate for shipments in minimum weights of 3300 pounds in the same market was \$17.00 per hundred. In less than nine months the air carriers offering cargo service between the mainland and Puerto Rico have filed a series of revisions to their rates and charges culminating in the latest proposals. Allied Air Freight alleges that recent events demonstrate

there now exist "the substantial beginnings of a dangerous rate war" and Trans Caribbean alleges that there is a "destructive cargo rate war."

The Board officially notices the passenger tariff proposals in these markets as are more fully discussed in the several orders issued recently in Docket 9523 et al.¹ There is no basis for concluding that operating costs for cargo traffic are declining at such a pace as to warrant further significant reductions in cargo rates at this time. The outward manifestations of a cargo "rate war" in progress are evident. Under all the circumstances we conclude that suspension action is appropriate. Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 204(a), 404, and 1002 thereof, and section 6(d) of the Administrative Procedure Act: *It is ordered:*

1. That the investigation designated Docket 11278 et al. is modified and expanded to determine also whether the general commodity rates and provisions applicable between Baltimore, Philadelphia, and Washington, on the one hand, and San Juan, on the other, as filed and published on 6th Revised Page 22, on 3d Revised Page 64, and on 3d Revised Page 68 to R. C. Lounsbury, Agent, Local and Joint Air Cargo Tariff No. C-NS-4, C.A.B. No. 298, including all revisions or reissues thereof, are or will be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, and, if found to be unlawful, to determine and prescribe the lawful rates or charges thereafter to be demanded, charged, collected, or received.

2. That the investigation designated Docket 11278 et al. is further modified and expanded to determine also whether the general commodity rates and provisions applicable between New York and Philadelphia, on the one hand, and Arecibo, Mayaguez, Ponce, Ramey Field, and San Juan, on the other, as filed and published on 13th Revised Page 6 to Riddle Airlines, Inc. Local and Joint International Air Cargo Tariff No. 1, C.A.B. No. 7, including all revisions or reissues thereof, are or will be unjust or unreasonable, or unjustly discriminatory, or unduly preferential, or unduly prejudicial, and, if found to be unlawful, to determine and prescribe the lawful rates or charges thereafter to be demanded, charged, collected, or received.

3. That, pending hearing and decision on the lawfulness thereof, the rates and provisions between Arecibo, Mayaguez, Ponce, Ramey Field, and San Juan, P.R., on the one hand, and New York, N.Y., and Philadelphia, Pa., on the other, on 13th Revised Page 6 to Riddle Airlines, Inc. Local and Joint International Air Cargo Tariff, C.A.B. No. 7, are suspended and their use deferred to and including October 6, 1960.

4. That the complaint by Allied Air Freight International Corp. in Docket 11520 is dismissed except to the extent the relief requested is granted herein.

¹ We defer for later ruling Riddle's Motion to Consolidate Dockets 9523 et al. and 11278 et al. incorporated in its submittal on June 30, 1960, in these proceedings.

5. That the complaint by Transportation Corporation of America d/b/a Trans Caribbean Airways in Docket 11522 is dismissed and the complaint by Trans Caribbean in Docket 11523 is dismissed except to the extent the relief requested in Docket 11523 is granted herein.

6. That copies of this order be served upon Allied Air Freight International Corp., Transportation Corporation of America d/b/a Trans Caribbean Airways, The Commonwealth of Puerto Rico, Eastern Air Lines, Inc., Pan American World Airways, Inc., and Riddle Airlines, Inc., and a copy shall be filed with Riddle Airlines, Inc. Local and Joint International Air Cargo Tariff No. 1, C.A.B. No. 7.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] ROBERT C. LESTER,
Secretary.

[F.R. Doc. 60-6552; Filed, July 13, 1960;
8:51 a.m.]

[Docket 8148; Order No. E-15524]

WASHINGTON-BALTIMORE ADEQUACY OF SERVICE INVESTIGATION

Order for Oral Argument

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 8th day of July 1960.

By Order E-15162, dated April 29, 1960, the Board ordered additional air service in a number of Baltimore markets. Petitions for reconsideration and answers thereto have been filed by various parties. In view of the important and controversial matters raised in those documents, and in view of the fact that only two of the five Board Members who participated in the original decision are still with the Board, we have decided to hear oral argument on certain of the issues before ruling on the various pleadings now before us. Oral argument will be limited solely to the following issues:

1. Is there any legal deficiency in terms of notice or evidence with respect to the ten-a-day standard adopted by the Board for purposes of this proceeding? If so, what other standard, if any, may properly be adopted on the basis of the existing record?

2. Is there any legal deficiency in the method by which the Board has determined the quantity of traffic available in the various Baltimore markets?

3. Did the Board properly find that the burden is upon the carriers to demonstrate lack of economic feasibility for improved services?

4. Is there any legal defect in the standards or method used by the Board in selecting particular carriers to provide the additional services found required?

In order to hear argument on these issues and to rule on the petitions for reconsideration and other pleadings now before us, we find that it is in the public interest to stay the effectiveness of the Board's decision in this proceeding until

September 30, 1960: *Accordingly, it is ordered:*

1. That oral argument on the matters set forth above be held on July 28, 1960, at 10:00 a.m., in Room 1027, Universal Building, Florida and Connecticut Avenues NW., Washington, D.C.

2. That the effectiveness of Board Order E-15162, April 29, 1960, be and hereby is stayed until September 30, 1960: *Provided, however,* That Paragraph 6 of said order shall be effective on July 28, 1960, and the 20-day period specified therein shall commence on that date.

By the Civil Aeronautics Board.

[SEAL] ROBERT C. LESTER,
Secretary.

[F.R. Doc. 60-6553; Filed, July 13, 1960;
8:51 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 13379, 13380; FCC 60M-1169]

THE BIBLE INSTITUTE OF LOS ANGELES, INC. (KBBI), AND BENJAMIN C. BROWN

Order Continuing Hearing

In re applications of the Bible Institute of Los Angeles, Incorporated (KBBI), Los Angeles, California, Docket No. 13379, File No. BMPH-5311; Benjamin C. Brown, Oceanside, California, Docket No. 13380, File No. BPH-2687; for construction permits (FM).

The Hearing Examiner having before him a request, filed by The Bible Institute of Los Angeles, Incorporated (KBBI), on July 1, 1960, that various dates in the above-captioned proceeding be continued; and

It appearing that all of the other parties to the proceeding have consented to the continuances requested but that some of the dates requested conflict with the Examiner's own calendar;

It is ordered, This 6th day of July 1960, that the Request for Continuance is granted to the extent indicated below:

Exchange date continued from July 5, 1960, to July 19, 1960;

Pre-Hearing Conference continued from July 12, 1960, to July 28, 1960;

Freeze of cases continued from July 19, 1960, to September 1, 1960;

Hearing date continued from July 21, 1960, to September 8, 1960;

Further Hearing date continued from July 28, 1960, to September 14, 1960.

Released: July 8, 1960.

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

[F.R. Doc. 60-6535; Filed, July 13, 1960;
8:50 a.m.]

[Docket No. 13547; FCC 60M-1178]

BUNKIE BROADCASTING CO.

Order Continuing Hearing

In re application of Charles T. Hook, tr/as Bunkie Broadcasting Co., Bunkie,

Louisiana, Docket No. 13547, File No. BP-11214; for construction permit.

The Hearing Examiner having under consideration a motion filed June 16, 1960, by the applicant herein requesting that the date for the evidentiary hearing in the above-entitled proceeding be continued from July 29, 1960, to a date approximately 90 days later; and

It appearing that the reason for the requested continuance of the hearing date is the fact that additional time is needed in order to enable the applicant to obtain the information necessary to respond to the issues in this proceeding; and

It further appearing that there are no objections to the granting of the motion for the requested extension of time and good cause for the granting of the motion having been shown;

It is ordered, This the 6th day of July 1960, that the motion is granted and the date for the evidentiary hearing is continued from Friday, July 29, 1960, to Monday, October 24, 1960.

Released: July 8, 1960.

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

[F.R. Doc. 60-6536; Filed, July 13, 1960;
8:50 a.m.]

[Docket No. 13484; FCC 60M-1156]

**CANANDAIGUA BROADCASTING
CO., INC.**

Order Continuing Hearing

In re application of Canandaigua Broadcasting Company, Inc., Canandaigua, New York, Docket No. 13484, File No. BP-13031; for construction permit.

It is ordered, This 6th day of July 1960, due to the illness of the presiding Hearing Examiner, that hearing in the above-entitled proceeding, scheduled to commence on July 8, 1960, is hereby continued to July 18, 1960, at 9:00 a.m.

Released: July 7, 1960.

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

[F.R. Doc. 60-6538; Filed, July 13, 1960;
8:50 a.m.]

[Docket No. 13547; FCC 60M-1177]

BUNKIE BROADCASTING CO.

Order Scheduling Prehearing Conference

In re application of Charles T. Hook, tr/as Bunkie Broadcasting Co., Bunkie, Louisiana, Docket No. 13547, File No. BP-11214; for construction permit.

A prehearing conference in the above-entitled proceeding will be held on Monday, September 12, 1960, beginning at 10:00 a.m. in the offices of the Commission, Washington, D.C. This conference is called pursuant to the provisions of § 1.111 of the Commission's rules and the matters to be considered are those specified in that section of the rules.

The attention of the applicant is invited to the requirements of § 1.140 of the Commission's rules, the essential parts of which are set forth in the last paragraph of the Commission's order of June 1, 1960, released June 3, 1960, designating the above-entitled application for hearing.

It is so ordered, This the 6th day of July 1960.

Released: July 8, 1960.

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

[F.R. Doc. 60-6537; Filed, July 13, 1960;
8:50 a.m.]

[Docket Nos. 12433-12435; FCC 60M-1189]

E. ANTHONY & SONS, INC., ET AL.

Order Scheduling Hearing

In re applications of E. Anthony & Sons, Inc., New Bedford, Massachusetts, Docket No. 12433, File No. BPCT-2233; Eastern States Broadcasting Corp., New Bedford, Massachusetts, Docket No. 12434, File No. BPCT-2252; New England Television Company, Inc., New Bedford, Massachusetts, Docket No. 12435, File No. BPCT-2425; for construction permits for new television broadcast stations (Channel 6).

It is ordered, This 8th day of July 1960, that a hearing is scheduled for Thursday, July 14, 1960, at 2 p.m., in the offices of the Commission, Washington, D.C.

Released: July 11, 1960.

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

[F.R. Doc. 60-6539; Filed, July 13, 1960;
8:50 a.m.]

[Docket Nos. 13624-13626; FCC 60M-1183]

**FREDERICK COUNTY BROADCASTERS
ET AL.**

Order Scheduling Hearing

In re applications of Ralph D. Epperson and Earlene S. Epperson, d/b as Frederick County Broadcasters, Winchester, Virginia, Docket No. 13624, File No. BP-12531; Town Radio, Inc., Shippenburg, Pennsylvania, Docket No. 13625, File No. BP-13240; Jesse J. Goodman, Berryville, Virginia, Docket No. 13626, File No. BP-13860; for construction permits.

It is ordered, This 7th day of July 1960, that David I. Kraushaar will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on September 14, 1960, in Washington, D.C.

Released: July 8, 1960.

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

[F.R. Doc. 60-6541; Filed, July 13, 1960;
8:50 a.m.]

[Docket Nos. 13622, 13623; FCC 60M-1180]

ELEVEN TEN BROADCASTING CORP.

Order Scheduling Hearing

In re applications of 'Eleven Ten Broadcasting Corporation, Pasadena, California, for renewal of license of standard broadcast station KRLA & Aux., Docket No. 13622, File No. BR-1189; for license to cover construction permit (BP-11700), Docket No. 13623, File No. BL-7701.

It is ordered, This 7th day of July 1960, that Thomas H. Donahue will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on September 26, 1960, in Washington, D.C.

Released: July 8, 1960.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 60-6540; Filed, July 13, 1960; 8:50 a.m.]

[Docket No. 13589; FCC 60M-1152]

MERCURY BROADCASTING

Order Setting Prehearing Conference

In re application of Rex O. Stevenson, Jack E. Falvey, Harry Saxe, Jr., and Robert Pommer, d/b as Mercury Broadcasting (a joint venture), Colorado Springs, Colorado, Docket No. 13589, File No. BP-12449; requests 790 kc, 500 w, DA, Day; for construction permit.

It is ordered, This 6th day of July 1960, on the Examiner's own motion, that all parties, or their counsel, who desire to participate in the above-captioned proceeding are directed to appear for a prehearing conference pursuant to the provisions of § 1.111 of the Commission's rules, at the offices of the Commission in Washington, D.C. at 10:00 a.m., July 21, 1960.

Released: July 6, 1960.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 60-6543; Filed, July 13, 1960; 8:50 a.m.]

[Docket Nos. 13540-13546; FCC 60M-1185]

**MACON BROADCASTING CO.
(WNEX) ET AL.**

Order Continuing Hearing Conference

In re applications of Macon Broadcasting Company (WNEX) Macon, Georgia, Docket No. 13540, File No. BP-12261; Johnston Broadcasting Company (WJLD), (George Johnston, Jr., and Rose Hood Johnston, Partners) Home-wood, Alabama, Docket No. 13541, File No. BP-12559; E. H. Eiland, Jr., Union Springs, Alabama, Docket No. 13542, File No. BP-12776; Yetta G. Samford, C. S. Shealy and Aileen M. Samford, Executrix of the Estate of Thomas D. Samford, Jr., Deceased, Miles H. Ferguson and John E. Smollon, d/b as Opelika-Auburn Broadcasting Company

(WJHO), Opelika, Alabama, Docket No. 13543, File No. BP-12911; John F. Pidcock and Roy F. Zess, d/b as Radio Station WMGA (WMGA), Moultrie, Georgia, Docket No. 13544, File No. BP-12998; Newnan Broadcasting Company (WCOH), Newnan, Georgia, Docket No. 13545, File No. BP-13133; Elberton Broadcasting Company (WSGC), Elberton, Georgia, Docket No. 13546, File No. BP-13405; for construction permits.

It is ordered, This 8th day of July 1960, due to the illness of the presiding Hearing Examiner, that the prehearing conference, scheduled for July 13, 1960, is hereby continued to July 22, 1960, at 9:00 a.m.

Released: July 8, 1960.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 60-6542; Filed, July 13, 1960; 8:50 a.m.]

[Docket Nos. 13627-13629; FCC 60M-1181]

M. EARLENE STEBBINS ET AL.

Order Scheduling Hearing

In re applications of M. Earlene Stebbins, Skokie, Illinois, Docket No. 13627, File No. BPH-2828; WHFC, Inc. (WEHS), Chicago, Illinois, Docket No. 13628, File No. BPH-2870; Gale Broadcasting Company, Inc., (WFMT), Chicago, Illinois, Docket No. 13629, File No. BPH-2920; for construction permits (FM).

It is ordered, This 7th day of July 1960, that Charles J. Frederiek will preside at the hearing in the above-entitled proceeding which is hereby scheduled to commence on September 14, 1960, in Washington, D.C.

Released: July 8, 1960.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 60-6544; Filed, July 13, 1960; 8:50 a.m.]

[Docket Nos. 13442-13444; FCC 60M-1170]

**WASHINGTON STATE UNIVERSITY
AND THE FIRST PRESBYTERIAN
CHURCH OF SEATTLE, WASH.**

Order Continuing Hearing

In re applications of Washington State University, Pullman, Washington, for renewal of license of Station KWSC (& Aux.), Docket No. 13442, File No. BR-58; for modification of license of Station KWSC, Docket No. 13443, File No. BML-1789; The First Presbyterian Church of Seattle, Washington, Seattle, Washington, for renewal of license of Station KWT, Docket No. 13444, File No. BR-64.

The Hearing Examiner having under consideration a Petition for Postponement of Hearing and Exchange Dates filed June 27, 1960, by Washington State University; and

It appearing that as previously agreed upon, the applicants have exchanged their preliminary engineering exhibits

and that, as a result of this exchange and an informal engineering conference, it has become apparent that to eliminate areas of disagreement between and to make possible the preparation of necessary additional engineering material by the applicants' engineering consultants, additional time will be required—more time than is available under the presently arranged schedule for the submission of final engineering exhibits; and

It further appearing that counsel for the First Presbyterian Church of Seattle, Washington and the Chief of the Commission's Broadcast Bureau have not objected to a grant of the subject petition, that good cause for a grant thereof has been shown and that rearrangement of the current schedule in the manner set forth hereinafter will be conducive to the orderly dispatch of the Commission's business;

It is ordered, This 6th day of July 1960, that the following shall govern the future course of this proceeding:

- Exchange of final engineering and lay exhibits: September 1, 1960.
- Notification of witnesses desired for cross-examination: September 8, 1960.
- Commencement of Hearing: September 15, 1960, in the Commission's offices, Washington, D.C. at 10:00 a.m.

Released: July 8, 1960.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 60-6545; Filed, July 13, 1960; 8:50 a.m.]

[Docket No. 13414; FCC 60M-1155]

**WDUL TELEVISION CORP.
(WHYZ-TV)**

Memorandum of Rulings

In re application of WDUL Television Corp. (WHYZ-TV), Duluth, Minnesota, Docket No. 13414, File No. BMPCT-5375; for modification of construction permit.

At today's prehearing conference it was ordered that a further prehearing conference be scheduled for Tuesday, September 13, 1960, at 2 p.m., and that the hearing be rescheduled from July 18 to Tuesday, September 27, 1960, at 10 a.m., in the offices of the Commission, Washington, D.C.

Dated: July 6, 1960.

Released: July 7, 1960.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] BEN F. WAPLE,
Acting Secretary.

[F.R. Doc. 60-6546; Filed, July 13, 1960; 8:51 a.m.]

[Docket Nos. 13211, 13212; FCC 60M-1154]

**ZEPHYR BROADCASTING CORP. AND
MYRON A. RECK (WTRR)**

Order Continuing Hearing

In re applications of Zephyr Broadcasting Corp., Zephyrhills, Florida, Docket No. 13211, File No. BP-12291; Myron A. Reck (WTRR), Sanford, Flor-

ida, Docket No. 13212, File No. BP-12900; for construction permits.

Upon the Hearing Examiner's own motion, due to his absence from the office on military leave, the hearing in this proceeding now scheduled for July 19, 1960, should be continued.

Accordingly, it is ordered, That the hearing now scheduled be, and the same is hereby continued to July 25, 1960, 10:00 a.m., in the Commission Offices, Washington, D.C.

Dated: July 5, 1960.

Released: July 8, 1960.

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

[F.R. Doc. 60-6547; Filed, July 13, 1960;
8:51 a.m.]

GENERAL SERVICES ADMINISTRATION

[Delegation of Authority No. 382]

ADMINISTRATOR, FEDERAL AVIATION AGENCY

Delegation of Authority With Respect to Leases of Real Property for Air Route Traffic Control Centers at Fremont, Calif., Hampton, Ga., Hilliard, Fla., Oberlin, Ohio, San Antonio, Tex., and Indianapolis, Ind.

1. Pursuant to authority vested in me by the Federal Property and Administrative Services Act of 1949, as amended, I hereby authorize the Administrator, Federal Aviation Agency, to perform, except as provided herein, all lease and space management functions with respect to the leases listed below which provide special-purpose facilities:

Location	Lease No.	Date of lease
Fremont, Calif.....	GS-09B-2701	Nov. 19, 1958
Hampton, Ga.....	GS-01B-4956	Jan. 15, 1960
Hilliard, Fla.....	GS-01B-4955	May 21, 1959
Oberlin, Ohio.....	GS-05B-6262	Dec. 30, 1958
San Antonio, Tex.....	GS-07B-3629	Nov. 25, 1957
Indianapolis, Ind.....	GS-05B-7027	June 24, 1959

2. The authority hereby delegated shall not permit the extension of the initial firm term of these leases without the prior written approval of the Administrator of General Services.

3. The authority hereby delegated does not include the authority to exercise any of the purchase options vested in the Government in the leases unless Federal Aviation Agency has express statutory authority and appropriations available to purchase the property.

4. The Administrator, Federal Aviation Agency, may redelegate this authority to any officer or employee of that Agency.

5. The authority hereby delegated shall be exercised in accordance with all applicable laws and regulations in effect on the date of such exercise.

6. Semi-annual reports of action taken pursuant to this delegation of authority shall be furnished to the General Services Administration for review.

7. This delegation of authority is effective immediately.

Dated: July 7, 1960.

FRANKLIN FLOETE,
Administrator.

[F.R. Doc. 60-6508; Filed, July 13, 1960;
8:46 a.m.]

OFFICE OF CIVIL AND DEFENSE MOBILIZATION

CHARLES J. HEDLUND

Appointee's Statement of Business Interests

The following statement lists the names of concerns required by subsection 710(b) (6) of the Defense Production Act of 1950, as amended.

I am a director of the following corporation:

Esso Tankers, Inc.

On August 1, 1960 I expect to be appointed a Director and Vice-President of Esso Standard Italiana.

I am a stockholder of the following companies:

American Cyanamid.
Badische Anilin und Sodafabrik.
Colgate Palmolive.
Farbenfabriken Bayer.
Phillips Lamp.
Standard Oil Co. (N.J.).
Southern Co.

This amends statement published August 13, 1959 (24 F.R. 6601).

Dated: June 21, 1960.

CHARLES J. HEDLUND.

[F.R. Doc. 60-6495; Filed, July 13, 1960;
8:45 a.m.]

C. F. OGDEN

Appointee's Statement of Business Interests

The following statement lists the names of concerns required by subsection 710(b) (6) of the Defense Production Act of 1950, as amended.

Domestic stocks

Aeroquip Corp.
American Airlines, Inc.
Aluminum, Ltd.
The Detroit Edison Co.
Dow Chemical Co.
Fundamental Investors, Inc.
General Dynamics.
General Electric Co.
Glenn L. Martin Co.
McLouth Steel.
Parke Davis & Co.
Phillips Petroleum Rayonier, Inc.
Republic Steel Corp.
Sperry Rand Corp.
Texas Gas Transmission.

Canadian Stocks

Britalta Petroleum, Ltd.
New Athona Mines, Ltd.

Scurry Rainbow Oil, Ltd.
Rayrock Mines, Ltd.
Sarnoll, Ltd.

This amends statement published January 28, 1960 (25 F.R. 740).

Dated: June 16, 1960.

C. F. OGDEN.

[F.R. Doc. 60-6496; Filed, July 13, 1960;
8:45 a.m.]

HAWAII

Notice of Major Disaster

Pursuant to the authority vested in me by the President under Executive Order 10427 of January 16, 1953, Executive Order 10737 of October 29, 1957, Executive Order 10773 of July 1, 1958, and Executive Order 10782 of September 6, 1958 (18 F.R. 407, 22 F.R. 8799, 23 F.R. 5061, and 23 F.R. 6971); by virtue of the Act of September 30, 1950, entitled "An Act to authorize Federal assistance to States and local governments in major disasters, and for other purposes" (42 U.S.C. 1855-1855g), as amended; and in furtherance of a declaration by the President in his letter to me dated May 25, 1960, reading in part as follows:

I hereby determine the damage in the various areas of the State of Hawaii, adversely affected by tidal waves, beginning on or about May 23, 1960, to be of sufficient severity and magnitude to warrant Federal disaster assistance to supplement State and local efforts.

I do hereby determine the following areas in the State of Hawaii to have been adversely affected by the catastrophe declared a major disaster by the President in his declaration of May 25, 1960:

The counties of:
Hawaii.
MauI.

Dated: July 5, 1960.

LEO A. HOEGH,
Director.

[F.R. Doc. 60-6497; Filed, July 13, 1960;
8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 1-4015]

CONSOLIDATED DEVELOPMENT CORP.

Order Summarily Suspending Trading

JULY 8, 1960.

In the matter of trading on the American Stock Exchange in the Common Stock, par value 20 cents per share of Consolidated Development Corporation (formerly known as Consolidated Cuban Petroleum Corporation), File No. 1-4015.

The common stock, par value 20 cents per share of Consolidated Development Corporation (formerly known as Consolidated Cuban Petroleum Corporation), being listed and registered on the American Stock Exchange, a national securities exchange; and

The Commission being of the opinion that the public interest requires the summary suspension of trading in such security on such Exchange and that such action is necessary and appropriate for the protection of investors; and

The Commission being of the opinion further that such suspension is necessary in order to prevent fraudulent, deceptive or manipulative acts or practices, with the result that it will be unlawful under section 15(c) (2) of the Securities Exchange Act of 1934 and the Commission's Rule 15c2-2 thereunder for any broker or dealer to make use of the mails or of any means or instrumentality of interstate commerce to effect any transaction in, or to induce or attempt to induce the purchase or sale of such security, otherwise than on a national securities exchange;

It is ordered, Pursuant to section 19(a) (4) of the Securities Exchange Act of 1934 that trading in said security on the American Stock Exchange be summarily suspended in order to prevent fraudulent, deceptive or manipulative acts or practices, this order to be effective for a period of ten (10) days, July 11, 1960, to July 20, 1960, both dates inclusive.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 60-6515; Filed, July 13, 1960; 8:47 a.m.]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 30-II-16]

MANAGER, DISASTER LOAN FIELD OFFICE, ENDWELL, NEW YORK

Delegations Relating to Disaster Loan Making

I. Pursuant to the authority delegated to the Regional Director by Delegation No. 30 (Revision 6) (25 F.R. 1706) there is hereby delegated to the Manager of the Disaster Loan Field Office, Endwell, New York, the authority:

A. Financial Assistance.

1. To approve direct and participation disaster loans.
2. To disburse approved disaster loans.
3. To enter into disaster loan participation agreements with banks.
4. To execute disaster loan authorizations for Washington approved disaster loans and for disaster loans approved under delegated authority, said execution to read as follows:

(Name), Administrator,

By _____

(Name)

Manager, Disaster Loan Field Office.

5. To cancel, reinstate, modify, and amend authorizations for disaster loans.
6. To extend the disbursement period on disaster loan authorizations or undischursed portions of disaster loans.

B. Correspondence. To sign all non-policy-making correspondence relating to disaster lending functions except Congressional correspondence and corre-

spondence which includes a decision that an applicant is ineligible for disaster loan assistance.

II. The authority delegated herein may not be redelegated.

III. All authority delegated herein may be exercised by any SBA employee designated as Acting Manager, Disaster Loan Field Office.

Effective Date: June 24, 1960.

ARTHUR E. LONG,
Regional Director.

[F.R. Doc. 60-6516; Filed, July 13, 1960; 8:47 a.m.]

[Declaration of Disaster Area 286]

NEW YORK

Declaration of Disaster Area

Whereas, it has been reported that during the month of April, 1960, because of the effects of certain disasters, damage resulted to residences and business property located in certain areas in the State of New York;

Whereas, the Small Business Administration has investigated and has received other reports of investigations of conditions in the areas affected;

Whereas, after reading and evaluating reports of such conditions, I find that the conditions in such areas constitute a catastrophe within the purview of the Small Business Act.

Now, therefore, as Administrator of the Small Business Administration, I hereby determine that:

1. Applications for disaster loans under the provisions of section 7(b) of the Small Business Act may be received and considered by the Offices below indicated from persons or firms whose property situated in the following County (including any areas adjacent to said County) suffered damage or destruction as a result of the catastrophe hereinafter referred to:

County: Otsego (flood occurring on or about April 4, 1960).

Offices: Small Business Administration Regional Office, 42 Broadway, New York 4, N.Y. Small Business Administration Branch Office, Chimes Building, Room 904, 500 South Salina Street, Syracuse, N.Y.

2. No special field offices will be established at this time.

3. Applications for disaster loans under the authority of this Declaration will not be accepted subsequent to January 31, 1961.

Dated: July 1, 1960.

PHILIP McCALLUM,
Administrator.

[F.R. Doc. 60-6517; Filed, July 13, 1960; 8:47 a.m.]

DEPARTMENT OF LABOR

Wage and Hour Division

LEARNER EMPLOYMENT CERTIFICATES

Issuance to Various Industries

Notice is hereby given that pursuant to section 14 of the Fair Labor Stand-

ards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of learners (29 CFR Part 522), and Administrative Order No. 524 (24 F.R. 9274) the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, occupations, wage rates, number or proportion of learners, learning periods, and the principal product manufactured by the employer for certificates issued under general learner regulations (§§ 522.1 to 522.11) are as indicated below. Conditions provided in certificates issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.20 to 522.24, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Bay Slacks, Inc., Bay Minette, Ala.; effective 7-1-60 to 6-30-61 (men's dress slacks).

Carwood Manufacturing Co., Division of Chadbourn Gotham, Inc., Winder, Ga.; effective 6-28-60 to 6-27-61 (men's and boys' cotton work pants and shirts).

Greenway Manufacturing Co., Waynesburg, Pa.; effective 6-21-60 to 6-20-61 (boys' and infants' cotton polo shirts).

Industrial Garment Manufacturing Co., Route 2, Palestine, Tex.; effective 7-9-60 to 7-8-61 (men's cotton work pants).

Kent Uniforms, Inc., Burkesville, Ky.; effective 6-30-60 to 6-29-61 (nurses' and waitresses' uniforms).

Marshall Clothing Manufacturing Co., Inc., 115 East Main Street, Butler, Ind.; effective 6-28-60 to 6-27-61 (jackets, baseball and softball uniforms).

Maxwell Garment Co., Inc., 145 Maxwell Avenue, Greenwood, S.C.; effective 6-27-60 to 6-26-61 (men's shirts).

Princess Peggy, Inc., 1001 Southwest Adams Street, Peoria, Ill.; effective 6-27-60 to 6-26-61 (women's cotton house dresses).

Siceloff Manufacturing Co., Inc., East Second Avenue and Pugh Street, Lexington, N.C.; effective 6-26-60 to 6-25-61 (men's and boys' single pants, overalls; women's and children's sportswear and outerwear).

Henry I. Siegel Co., Inc., Gleason, Tenn.; effective 6-23-60 to 6-22-61 (men's and boys' single pants).

Sweet-Orr & Co., Inc., 68 First Street SW., Pulaski, Va.; effective 6-24-60 to 6-23-61 (men's and boys' pants).

Williamson-Dickie Manufacturing Co., Eagle Pass, Tex.; effective 7-1-60 to 6-30-61 (denim dungarees and jackets).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Columbus Manufacturing Co., Inc., Tabor City, N.C.; effective 6-24-60 to 6-23-61; 10 learners (boys' sport shirts).

Dodger Gym, Inc., Humboldt, Iowa; effective 6-23-60 to 6-22-61; 10 learners (men's gym pants, gym suits; women's blouses).

Gilda Blouse Co., R.D. No. 1, Bethlehem, Pa.; effective 6-23-60 to 6-22-61; five learners (ladies' dresses, blouses).

Gross Galesburg Co., 154 North Main Street, Canton, Ill.; effective 6-23-60 to 6-22-61; 10 learners (work jackets, one piece suits).

J B C Company of Madera, Madera, Pa.; effective 6-30-60 to 6-29-61; 10 learners (men's and boys' dress trousers).

Jo-Jac Shirt Co., Inc., Puiaski, Tenn.; effective 6-20-60 to 6-19-61; 13 learners (boys' sport shirts).

Tunxis Sportswear Manufacturing Co., Inc., 82 Union Street, New London, Conn.; effective 6-20-60 to 6-19-61; 7 learners (girls' outerwear).

Washington Garment Co., 900 East Fifth Street, Washington, N.C.; effective 6-23-60 to 6-22-61; 10 learners (children's dresses).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Blue Bell, Inc., Arab, Ala.; effective 6-1-60 to 11-30-60; 50 learners (replacement certificate) (boys' and men's denim dungarees).

Booneville Manufacturing Corp., Booneville, Miss.; effective 6-23-60 to 12-22-60; 100 learners (boys' and men's jackets).

Cluett, Peabody and Co. Inc., 1221 West Third Street, Williamsport, Pa.; effective 6-20-60 to 12-7-60; 50 learners (sport shirts).

Jean's Sportswear, Inc., Leonardtown, Md.; effective 6-22-60 to 12-21-60; 75 learners (infants' wear).

Karen Sportswear, RD No. 2, Shickshinny, Pa.; effective 6-20-60 to 12-19-60; 10 learners (women's dresses).

Boris Smoler and Sons, Inc., 507 Jefferson, La Porte, Ind.; effective 6-21-60 to 12-20-60; 15 learners (dresses).

Boris Smoler and Sons, Inc., 600-620 Crawford Avenue, Elkhart, Ind.; effective 6-21-60 to 12-20-60; 20 learners (dresses).

Cigar Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.80 to 522.85, as amended).

Bayuk Cigars Inc., Second and Washington, Steelton, Pa.; effective 6-29-60 to 6-28-61; 10 percent of the total number of factory production workers for normal labor turnover purposes.

Hosiery Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.40 to 522.44, as amended).

Bisher Hosiery Mills, Inc., Denton, N.C.; effective 6-25-60 to 6-24-61; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Pittsboro Seamless Knitting Division, Pittsboro, N.C.; effective 7-6-60 to 7-5-61; 5 percent of the total number of factory production workers for normal labor turnover purposes (seamless).

Pittsboro Seamless Knitting Division, Pittsboro, N.C.; effective 6-22-60 to 12-21-60; 15 learners for plant expansion purposes (seamless).

Stanly Knitting Mills, Inc., Oakboro, N.C.; effective 6-20-60 to 12-19-60; 15 learners for plant expansion purposes (full-fashioned, seamless).

The Wilma Hosiery Mill, Inc., Spruce Pine, N.C.; effective 6-22-60 to 6-21-61; five learners for normal labor turnover purposes (seamless).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.30 to 522.35, as amended).

Bluemont Knitting Mills, Inc., East Virginia Street, Galax, Va.; effective 6-23-60 to 6-22-61; 5 percent of the total number of factory production workers for normal labor turnover purposes (knit shirts, pajamas).

Bluemont Knitting Mills, Inc., East Virginia Street, Galax, Va.; effective 6-23-60 to

12-22-60; 15 learners for plant expansion purposes (knit shirts, pajamas).

Shoe Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.50 to 522.55, as amended).

Donn's Originals, Corpus Christi, Tex.; effective 6-23-60 to 6-22-61; 6 learners for normal labor turnover purposes (suedine moccasins for men, women and children).

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.11, as amended).

Belfast Canning Co., Belfast, Maine; effective 6-28-60 to 12-27-60; 10 percent of the total number of factory production workers for normal labor turnover purposes in the occupation of sardine packer for a learning period of 160 hours at the rates of at least 85 cents an hour for the first 80 hours and not less than 90 cents an hour for the remaining 80 hours (sardines).

Wolverine Hat & Cap Manufacturing Co., Inc., Reform, Ala.; effective 6-28-60 to 12-27-60; 5 learners for normal labor turnover purposes in the occupation of sewing machine operator for a learning period of 240 hours at the rate of 90 cents an hour (caps and other sports headwear).

The following learner certificates were issued in Puerto Rico to the companies hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed, are as indicated.

Angela Manufacturing Co., Inc., Guayama, P.R.; effective 5-16-60 to 9-30-60; 27 learners for plant expansion purposes in the occupations of: (1) sewing machine operators for a learning period of 480 hours at the rates of 70 cents an hour for the first 320 hours and 78 cents an hour for the remaining 160 hours; (2) final inspection of fully assembled garments for a learning period of 160 hours at the rate of 70 cents an hour (replacement certificate) (brassieres).

Linda Bra, Inc., Aguas Buenas, P.R.; effective 6-20-60 to 12-19-60; 50 learners for plant expansion purposes in the occupation of sewing machine operators for a learning period of 480 hours at the rates of 70 cents an hour for the first 320 hours and 78 cents an hour for the remaining 160 hours (brasieres).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9.

Signed at Washington, D.C., this 30th day of June 1960.

ROSE G. ROSOFKY,
Authorized Representative of the
Administrator.

[F.R. Doc. 60-6513; Filed, July 13, 1960; 8:46 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 347]

MOTOR CARRIER TRANSFER PROCEEDINGS

JULY 11, 1960.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

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

No. MC-FC 63261. By order of July 7, 1960, the Transfer Board approved the transfer to Albert R. Davis, Dongola, Illinois, of Certificate No. MC 41832 issued June 13, 1941, in the name of Montie E. Davis and Albert R. Davis, a partnership, doing business as Davis Brothers, Dongola, Illinois, authorizing the transportation, over regular routes, of caskets, vaults, undertakers' supplies, hardware, seeds, furniture, building materials, agricultural implements, and automobile parts, between St. Louis, Mo., and Dongola, Ill.; casket boxes, motors, automobile and tractor parts, and agricultural machinery, from Dongola, Ill., to St. Louis, Mo.; feed, wrapping paper, paper bags, sweeping compound, seeds, and furniture, from St. Louis, Mo., to Anna, Ill. Albert R. Davis, Dongola, Ill., for applicants.

No. MC-FC 63291. By order of July 7, 1960, the Transfer Board approved the transfer to Ernest A. Kroessler, Trucking Corp., Brooklyn, N.Y., of Certificate in No. MC 17061, issued February 18, 1941, to Ernest A. Kroessler, Brooklyn, N.Y., authorizing the transportation of: Steel wool and soap products, between points in the New York, N.Y., Commercial Zone, as defined by the Commission in 1 M.C.C. 665; and between points in said zone, on the one hand, and, on the other, Newark, N.J. Daniel Turchin, 5558 Kings Highway, Brooklyn 3, N.Y., for applicants.

No. MC-FC 63376. By order of July 7, 1960, the Transfer Board approved the transfer to O. K. Transfer & Storage Co., Inc., 2615-25th Avenue, Gulfport, Mississippi, of a Corrected Certificate in No. MC 65088 issued January 30, 1950, to Mrs. Frances Fayard, doing business as O. K. Transfer & Storage Company, 2615 25th Avenue, Gulfport, Mississippi, which authorizes the transportation of general commodities, except household goods, as defined by the Commission, commodities in bulk, and other specified commodities, between Gulfport, Miss., on the one hand, and, on the other, New Orleans, La., Mobile and Bayou Labatre, Ala., and points

in Mississippi within 15 miles of Gulfport, and between points in Gulfport, Miss., and meat and packing-house products, between Gulfport, Miss., on the one hand, and, on the other, points in Mississippi within 185 miles of Gulfport.

No. MC-FC 63386. By order of July 7, 1960, the Transfer Board approved the transfer to Raymond H. Puffer, Brattleboro, Vermont, of a portion of Certificate No. MC 24677 issued April 4, 1950, in the name of Sandy Hill Haulage Co., Inc., Paterson, New Jersey, authorizing the transportation of general commodities, except lumber, those of unusual value, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment, over irregular routes, between New York, N.Y., on the one hand, and, on the other, points in Passaic, Bergen, Essex, and Hudson Counties, New Jersey. Bert Collins, 140 Cedar Street, New York, N.Y., for applicants.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 60-6522; Filed, July 13, 1960;
8:47 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

JULY 11, 1960.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 36374: *Screened gravel—Dickason Pit, Ind., to Shelbyville, Ill.* Filed by Illinois Freight Association, Agent (No. 104); for interested rail car-

riers. Rates on screened gravel, in carloads from Dickason Pit, Ind., to Shelbyville, Ind.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 132 to Chicago & Eastern Illinois Railroad tariff I.C.C. 144.

FSA No. 36375: *Cement—Tulsa, Okla., to southern territory.* Filed by Southwestern Freight Bureau, Agent (No. B-7840), for interested rail carriers. Rates on cement and related articles, in carloads, as described in the application from Tulsa, Okla., to points in southern territory, also Mississippi River crossings, Memphis, Tenn., and south and to Louisville, Ky.

Grounds for relief: Market competition.

Tariff: Supplement 1 to Southwestern Freight Bureau tariff I.C.C. 4360.

FSA No. 36376: *Clay—Southern points to Ohio, Illinois, Indiana, and Kentucky.* Filed by O. W. South, Jr., Agent (SFA No. A3980), for interested rail carriers. Rates on clay, kaolin or pyrophyllite, in carloads, as described in the application from specified points in Alabama, Florida, Georgia, North Carolina and South Carolina to points in Ohio, Illinois, Indiana and Kentucky on the lines of the NYC and PRR.

Grounds for relief: Short-line distance formula and grouping.

Tariff: Supplement 48 to Southern Freight Association tariff I.C.C. S-40.

FSA No. 36377: *Substituted service—NYNH&H for North Braddock Motor Lines, Inc.* Filed by The New York, New Haven and Hartford Railroad Company (No. 217), for interested carriers. Rates on property loaded in highway trailers and transported on railroad flat cars between Harlem River, N.Y., on the one hand, and Boston, Mass., New Haven,

Conn., and Providence, R.I., on the other, on traffic originating at or destined to such points or points beyond as described in the application.

Grounds for relief: Motor-truck competition.

FSA No. 36378: *Fine coal—Alabama to Yates, McManus and Mitchell, Ga.* Filed by O. W. South, Jr., Agent (SFA No. A3983), for interested rail carriers. Rates on fine coal, in carloads from L&N RR, AC RR, and St. L.S.F. mines in Alabama to Yates, McManus and Mitchell, Ga.

Grounds for relief: Grouping.
Tariff: Supplement 41 to Southern Freight Association tariff I.C.C. S-39.

FSA No. 36379: *Screened gravel—Dickason Pit, Ind., to Illinois points.* Filed by Illinois Freight Association Agent (No. 105), for and on behalf of the Chicago & Eastern Illinois Railroad Company. Rates on screened gravel, in carloads from Dickason Pit, Ind., to Loogootee, St. James and St. Peter, Ill.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 133 to Chicago & Eastern Illinois Railroad tariff I.C.C. 144.

FSA No. 36380: *Sand and gravel—Dickason Pit, Ind., to Pittwood, Ill.* Filed by Illinois Freight Association, Agent (No. 106), for interested rail carrier. Rates on sand and gravel, in carloads from Dickason Pit, Ind., to Pittwood, Ill.

Grounds for relief: Motor-truck competition.

Tariff: Supplement 133 to Chicago & Eastern Illinois Railroad tariff I.C.C. 144.

By the Commission.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 60-6521; Filed, July 13, 1960;
8:47 a.m.]

CUMULATIVE CODIFICATION GUIDE—JULY

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during July.

3 CFR	Page	5 CFR	Page	7 CFR—Continued	Page
PROCLAMATIONS:		6	6235, 6416, 6553	936	6328, 6618
November 5, 1906	6566	202	6317	937	6347
3257	6572	209	6317	953	6260, 6328, 6459
3354	6233	325	6162	959	6347
3355	6414	6 CFR		961	6261
EXECUTIVE ORDERS:		421	6161, 6317, 6497	964	6459
September 4, 1902	6566	427	6235	968	6169
July 1, 1908	6566	443	6500	975	6618
November 12, 1911	6434	464	6323, 6504	992	6261
April 17, 1926	6435	474	6161	995	6619
4257	6566	485	6326, 6553	1016	6348
7986	6566	7 CFR		1029	6350
8884	6566	51	6236	1101	6415
9526	6566	354	6504	PROPOSED RULES:	
10322	6433	711	6505	51	6292, 6362, 6572, 6576, 6581
10810	6414	722	6326, 6327	904	6336, 6520
10865	6510	728	6236, 6509	932	6294
10881	6414	730	6327, 6553	980	6364
4 CFR		811	6617	990	6336, 6520
30	6234	922	6259, 6347, 6459	994	6483
34	6234	928	6162	996	6336, 6520
35	6234	934	6260, 6553	999	6336, 6520
52	6234			1019	6336, 6520

8 CFR	Page
214-----	6431
9 CFR	
72-----	6554
97-----	6509
131-----	6178, 6460
180-----	6554
10 CFR	
4-----	6510
10-----	6510
40-----	6427
PROPOSED RULES:	
30-----	6302
14 CFR	
45-----	6262
47-----	6262
203-----	6262
241-----	6613
244-----	6263
289-----	6613
507-----	6178, 6462, 6516
514-----	6266
600-----	6266, 6416-6418, 6462, 6516, 6517
601-----	6178-6180, 6266, 6417-6420, 6462, 6463, 6517, 6518
602-----	6180
608-----	6328
609-----	6420, 6424, 6615
610-----	6267
PROPOSED RULES:	
60-----	6634
507-----	6213, 6214, 6438
514-----	6367
600-----	6303, 6438, 6635, 6648, 6649, 6651
601-----	6214-6216, 6330, 6438-6441, 6635, 6648, 6649, 6651-6653
602-----	6442, 6654
608-----	6584, 6651
15 CFR	
50-----	6463
371-----	6355
379-----	6355
399-----	6428
16 CFR	
13-----	6180-6183, 6328, 6329, 6355-6359, 6464
17 CFR	
2-----	6518
3-----	6518
4-----	6518
5-----	6518
6-----	6518
7-----	6518
8-----	6518
9-----	6518
10-----	6518
11-----	6518
239-----	6431
PROPOSED RULES:	
230-----	6443
270-----	6443

18 CFR	Page
PROPOSED RULES:	
141-----	6212
19 CFR	
8-----	6620
PROPOSED RULES:	
1-----	6483
19-----	6572
20 CFR	
404-----	6465
PROPOSED RULES:	
602-----	6442
604-----	6442
21 CFR	
51-----	6468
120-----	6620
121-----	6431, 6469, 6620
130-----	6519
PROPOSED RULES:	
3-----	6633
9-----	6301
19-----	6301
120-----	6520, 6634
121-----	6302, 6335, 6484, 6633
22 CFR	
41-----	6432
24 CFR	
237-----	6329
292a-----	6554
25 CFR	
221-----	6621
PROPOSED RULES:	
131-----	6332
163-----	6362
26 (1954) CFR	
1-----	6183, 6555, 6621
170-----	6184
194-----	6270
201-----	6428
213-----	6469
240-----	6184
250-----	6196
251-----	6204
302-----	6469
27 CFR	
PROPOSED RULES:	
5-----	6292
29 CFR	
1401-----	6209
30 CFR	
33-----	6473
32 CFR	
206-----	6564
208-----	6564
606-----	6476
32A CFR	
OCDM (Ch. I):	
DMO IV-1-----	6632

33 CFR	Page
202-----	6235
203-----	6432
36 CFR	
3-----	6360
212-----	6360
38 CFR	
13-----	6285
39 CFR	
24-----	6330
33-----	6330
48-----	6330
168-----	6210
41 CFR	
9-1-----	6289
42 CFR	
35-----	6331
43 CFR	
PUBLIC LAND ORDERS:	
861-----	6432
2136-----	6210
2137-----	6290
2138-----	6360
2139-----	6360
2140-----	6432
2141-----	6433
2142-----	6433
2143-----	6433
2144-----	6433
2145-----	6434
2146-----	6434
2147-----	6435
2148-----	6435
2149-----	6435
2150-----	6566
2151-----	6566
2152-----	6566
2153-----	6566
2154-----	6567
2155-----	6567
45 CFR	
12-----	6622
13-----	6622
46 CFR	
10-----	6436
171-----	6632
47 CFR	
2-----	6436
3-----	6568
12-----	6290
PROPOSED RULES:	
3-----	6369
17-----	6304
49 CFR	
72-----	6624
73-----	6624
74-----	6627
75-----	6627
77-----	6627
78-----	6628
95-----	6291, 6361
143-----	6629