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federal register

THURSDAY, JULY 8, 1976

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Documents normally scheduled on a day that will be a Federal holiday will be published the next work day following the holiday.

Comments on this trial program are invited. Comments should be submitted to the Director of the Federal Register, National Archives and Records Service, General Services Administration, Washington, D.C. 20408.

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S. 3625 ..... Pub. Law 94–332
To extend the expiration date of the Federal Energy Administration Act of 1974
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H.R. 13965 ..... Pub. Law 94–333
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H.R. 14114 ..... Pub. Law 94–334
To increase the temporary debt limit, and for other purposes
(June 30, 1976; 90 Stat. 793)

S. 2847 ..... Pub. Law 94–335
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(July 1, 1976; 90 Stat. 794)

S. 2945 ..... Pub. Law 94–336
An act to amend the Act of October 15, 1966 (80 Stat. 953; 20 USC 65a), relating to the National Museum of the Smithsonian Institution, so as to authorize additional appropriations to the Smithsonian Institution for carrying out the purposes of said Act
(July 1, 1976; 90 Stat. 795)

H.R. 5621 ..... Pub. Law 94–337
An act to authorize the Secretary of the Interior to establish the Valley Forge National Historical Park in the Commonwealth of Pennsylvania, and for other purposes
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(July 5, 1976; 90 Stat. 798)

S. 2853 ..... Pub. Law 94–339
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This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

Title 10—Energy

CHAPTER II—FEDERAL ENERGY ADMINISTRATION

PART 211—MANDATORY PETROLEUM ALLOCATION REGULATIONS

Emergency Amendment Adopting Special Rule No. 2 for Subpart A of Part 211

On June 15, 1976 FEA issued and submitted to the Congress two separate amendments which provided for the exemption of middle distillates from allocation and price controls. The amendments were accompanied by FEA's final "Findings and Views Concerning the Exemption of Middle Distillates from the Mandatory Petroleum Allocation and Price Regulations." The first amendment (Energy Action No. 3) related to the exemption of No. 2 heating oil and No. 2-D diesel fuel; the second amendment (Energy Action No. 4) provided for the exemption of No. 1 heating oil, No. 1-D diesel fuel and kerosene. Since neither of these amendments was disapproved by either House of Congress pursuant to the review procedures set forth in section 551 of the Energy Policy and Conservation Act, the amendments are effective today.

In its discussions with members of Congress regarding these amendments, and in response to concerns expressed by these members, FEA committed that it would take certain actions following the effectiveness of the exemption to assure first that no unwarranted price increases would occur once controls were removed and secondly that marketers would be protected during the transitional period following removal of controls as to their ability to obtain supplies. With respect to the safeguards against price increases, FEA informed the Congress that FEA would institute a monitoring system of middle distillate prices and, if prices for middle distillate exceeded by more than 2¢ per gallon FEA's estimate of what these prices would have been were controls still in place, would hold hearings within ten days to determine what appropriate remedial action should be taken and would take such action within ten days of the completion of the hearings. In this regard, FEA further stated that it would consider regional price increases separately, and that an unwarranted price increase in any one region of the country would also be sufficient to cause FEA to hold public hearings and take appropriate remedial actions.

In addition, FEA informed the Congress that a set-aside program administered by FEA's regional offices would be established before the end of July to operate to insure that no marketer would lose its supply source without adequate time to arrange a new supplier during the transitional period following removal of controls. In particular, marketers could be assigned as much as their currently authorized base period volumes from the FEA set aside for up to 90 days if required to permit them to make their own supply arrangements or for longer if required to preclude hardship to consumers.

Because FEA's new regional set-aside program cannot be operational before August 1, 1976, FEA believes that it is necessary to provide for an interim rule that insures that no marketer loses its source of supplies during the month of July while the further special procedures described above are still the subject of a rulemaking proceeding. Accordingly, FEA is hereby adopting a Special Rule No. 2 for Subpart A of Part 211. The Special Rule provides that notwithstanding the exemption of middle distillates from controls the state set-aside program for middle distillates would continue in effect in a modified form for the month of July so as to permit assignments by a State of up to 4 percent of a prime supplier's estimated portion of its total supply of middle distillates for the month of July which will be sold into the particular State's distribution system for consumption in the State. These volumes would be available for assignment to marketers that are able to demonstrate an inability to obtain adequate supplies of middle distillates after reasonable efforts in this regard as well as to remedy hardships to consumers.

The Special Rule is effective immediately because any delay in its effective date could potentially subject marketers to supply shortfalls if they were unable to arrange for a new supplier immediately following decontrol and thus could possibly cause supply shortages or the impairment of normal inventory build up in the particular regions or localities served by these marketers.

Section 7(1)(1)(B) of the Federal Energy Administration Act of 1974 (Pub. L. 93-275), as amended (the "FEAA"), provides for waiver of the requirements of that section as to time of notice and opportunity to comment prior to promulgation of regulations where strict compliance with such requirements is found to cause serious harm or injury to the public health, safety, or welfare. The FEA has determined, due to the potential for supply shortages to marketers outlined above, that strict compliance with the requirements of § 7(1)(1)(B) of the FEAA would thus cause serious harm and injury to the public welfare. Accordingly, these requirements must be waived and this Special Rule is made effective immediately, prior to opportunity to comment thereon.

The review provisions of section 7(c)(2) of the FEAA are hereby waived for a period of fourteen days, as provided for in that section, upon a finding that there is an emergency situation which requires immediate action. FEA is submitting the text of this emergency amendment concurrently with its issuance to the Administrator of the Environmental Protection Agency for his review.

Because this Special Rule is being issued on an emergency basis, an opportunity for oral presentation of views will not be possible prior to its promulgation. A public hearing on the Special Rule, however, will be held beginning at 9:30 a.m. on July 22, 1976, in Room 2105, 2000 M Street, NW, Washington, D.C., to receive comments from interested persons. Any person who has an interest in the subject of the hearing, or who is a representative of a group or class of persons which has an interest in the subject of the hearing, may make a written request for an opportunity to make oral presentation. Such a request should be directed to Executive Communications, FEA, and must be received before 4:30 p.m., e.s.t., July 14, 1976. Such a request may be hand delivered to Room 3309, Federal Building, 12th and Pennsylvania Avenue, NW, Washington, D.C., between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday. The person making the request should be prepared to describe the interest concerned; if appropriate, to state why he or she is a proper representative of a group or class of persons which has such an interest; and to give a concise summary of the proposed oral presentation and a phone number where he or she may be contacted through July 20, 1976. Each person selected to be heard will be so notified by the FEA before 5:30 p.m., July 16, 1976, and must submit 100 copies of his or her statement to the Office of Regulations Management, FEA, Room 2214 B, 2000 M Street, NW, Washington, D.C. before 4:30 p.m., e.s.t. on July 20, 1976.

The FEA reserves the right to select the persons to be heard at the hearing, to schedule their respective presentations, and to establish the procedures governing the conduct of the hearing. Each presentation may be limited, based on the number of persons requesting to be heard.

An FEA official will be designated to preside at the hearing. It will not be a judicial or evidentiary type hearing. Questions may be asked only by those conducting the hearing, and there will be no cross-examination of persons presenting statements. At the con-

clusion of all initial oral statements, each person who has made an oral statement will be given the opportunity, if he or she so desires, to make a rebuttal statement. The rebuttal statements will be given in the order in which the initial statements were made and will be subject to time limitations.

Any interested person may submit questions, to be asked of any person making a statement at the hearing, to Executive Communications, FEA, before 4:30 p.m., July 19, 1976. Any person who makes an oral statement and who wish to ask a question at the hearing may submit the question, in writing, to the presiding officer. The FEA or the presiding officer, if the question is submitted at the hearing, will determine whether the question is relevant and whether time limitations permit it to be presented for answer.

Any further procedural rules needed for the proper conduct of the hearing will be announced by the presiding officer.

A transcript of the hearing will be made and the entire record of the hearing, including the transcript, will be retained by the FEA and made available for inspection at the FEA Freedom of Information Office, Room 3116, Federal Building, 12th and Pennsylvania Avenue NW, Washington, D.C., between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday. Anyone may purchase a copy of the transcript from the reporter.

Interested persons are invited to submit data, views, or arguments with respect to the Special Rule to Executive Communications, Room 3309, Federal Energy Administration, Box HV, Washington,D.C. 20461.

Comments should be identified on the outside of the envelope and on documents submitted to Executive Communications, FEA, with the designation "Emergency Amendment—Special Rule No. 2." Fifteen copies should be submitted. All comments received by July 22, 1976, and all relevant information will be considered by FEA.

Any information or data considered by the person furnishing it to be confidential must be so identified and submitted in writing, one copy only. FEA reserves the right to determine the confidential status of the information or data and to treat it according to its determination.

This amendment has been reviewed in accordance with Executive Order 11821, issued November 27, 1974, and has been determined not to be of a nature that requires an evaluation of its inflationary impact pursuant to Executive Order 11821.

(Emergency Petroleum Allocation Act of 1973, Pub. L. 93-159, as amended by Pub. L. 94-163; Federal Energy Administration Act of 1974, Pub. L. 93-275, as amended by Pub. L. 94-332, E.O. 11790, 39 FR 23185.)

In consideration of the foregoing, Part 211, Chapter II of Title 10, Code of Federal Regulations, is amended as set forth below, effective immediately.

Issued in Washington, D.C., July 1, 1976.

MICHAEL F. BUTLER,
General Counsel.

The Appendix to Subpart A of Part 211 is amended by the addition of a Special Rule No. 2 to read as follows:

* * * * *

SPECIAL RULE NO. 2

1. *Scope.* This Special Rule provides for the continuation of the state set-aside program for middle distillates for the month of July 1976, as set forth below, notwithstanding the exemption of middle distillates from the Mandatory Petroleum Allocation Regulations effective July 1, 1976.

2. *Continuation of Middle Distillate State Set-Aside.* Notwithstanding the provisions of paragraphs (b)(5) and (6) of § 211.1, a state set-aside is hereby established for the month of July 1976 for middle distillates in accordance with the terms of § 211.17 and the further provisions of this Special Rule.

3. *State Set-Aside Percentage Level.* The state set-aside percentage level under paragraph (b)(2) of § 211.17 shall be four (4 percent) percent of a prime supplier's estimated portion of its total supply of middle distillates for the month of July 1976 which will be sold into the particular State's distribution system for consumption within that State.

4. *Eligible Recipients of State Set-Aside Volumes.* In addition for use to meet hardship and emergency requirements of wholesale purchaser-consumers and end users as provided in paragraph (a) of § 211.17, the state set-aside provided for by this Special Rule shall be utilized by a State office to meet the supply needs of a wholesale purchaser-reseller in cases where the wholesale purchaser-reseller has demonstrated that it will not be able to obtain with diligent efforts in the month of July 1976 what would have been its base period use of middle distillates under this subpart and Subpart G of this part for that month.

5. *Products Included Within Term Middle Distillates.* For purposes of this Special Rule the term middle distillates includes the following, all as defined in § 212.31 of this chapter: No. 1 heating oil, No. 1-D diesel fuel, No. 2 heating oil, No. 2-D diesel fuel and kerosene.

[FR Doc.76-19606 Filed 7-2-76;9:55 am]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 10492, Amdt. SFAR 26-9]

PART 21—CERTIFICATION PROCEDURES FOR PRODUCTS AND PARTS

Approval of Import Aircraft Engines, Propellers, Materials, Parts, and Appliances; Continuation

• The purpose of this amendment is to continue in effect the provisions of currently effective Special Federal Aviation Regulation No. 26 (SFAR 26), as amended by Amendments SFAR 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, and 26-8 until July 1, 1977. •

SFAR 26 provides for approvals on a selective basis of aircraft engines, propellers, materials, parts, and appliances manufactured in a foreign country with which the United States has an agreement for the acceptance of powered aircraft for export and import. SFAR 26 was adopted to provide these approvals on an interim basis pending appropriate amendments to those bilateral agreements where such amendments are in the mutual interest of the United States and the foreign country involved. The originally established termination date of March 1, 1972, for SFAR 26 was extended by Amendment SFAR 26-1 to September 1, 1972, by Amendment SFAR 26-2 to January 1, 1973, by Amendment SFAR 26-3 to July 1, 1973, by Amendment SFAR 26-4 to January 1, 1974, by Amendment SFAR 26-5 to July 1, 1974, by Amendment SFAR 26-6 to January 1, 1975, by Amendment SFAR 26-7 to July 1, 1975, and further extended by Amendment SFAR 26-8 to July 2, 1976.

At the present time the United States has entered into new bilateral agreements with the United Kingdom, Sweden, Belgium, Netherlands, Israel, Italy, Germany, France, and Australia, and the United States is continuing to negotiate amendments to the bilateral agreements which exist with a number of other foreign countries. However, the FAA is advised that the continuing negotiations will not be concluded by the July 2, 1976, termination date of SFAR 26. The reasons which justified the adoption of SFAR 26 still exist, and, in view of the pending negotiations, the FAA believes that it is in the public interest to extend the termination date of SFAR 26 from July 2, 1976, to July 1, 1977.

Since this amendment continues in effect the provisions of a currently effective Special Federal Aviation Regulation and imposes no additional burden on any person, I find that notice and public procedure hereon are unnecessary and it may be made effective in less than 30 days.

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

In consideration of the foregoing, effective July 2, 1976, the last paragraph of Special Federal Aviation Regulation No. 26, published in the FEDERAL REGISTER (35 FR 12748) on August 12, 1970, as amended by Amendments SFAR 26-1, SFAR 26-2, SFAR 26-3, SFAR 26-4, SFAR 26-5, SFAR 26-6, SFAR 26-7, and SFAR 26-8 published in the Federal Register (37 FR 4325, 37 FR 16789, 37 FR 28276, 38 FR 17491, 38 FR 35441, 39 FR 25228, 40 FR 2576, and 40 FR 28603) on March 2, 1972, August 19, 1972, December 22, 1972, July 2, 1973, December 28, 1973, July 9, 1974, January 14, 1975, and July 8, 1975, respectively, is further amended by striking out the words "July 2, 1976" and inserting the words "July 1, 1977" in place thereof.

Issued in Washington, D.C., on June 30, 1976.

JOHN L. MCLUCAS,
Administrator.

[FR Doc.76-19595 Filed 7-7-76;8:45 am]

[Docket No. 13182; Amdt. No. 37-39]

PART 37—TECHNICAL STANDARD ORDER AUTHORIZATIONS

Deletion of Certain Technical Standard Orders—Termination of Authorizations

• The purpose of this amendment to Part 37 of the Federal Aviation Regulations is to delete § 37.128 *Position light flashers (air-carrier aircraft)—TSO-C18c,* § 37.134 *Technical Standard Order C24: "Landing Flares",* § 37.166 *Portable aircraft emergency communications equipment (for air carrier aircraft)—TSO-C61a,* and § 37.194 *Position light flashers, single-circuit (for non-air-carrier aircraft)—TSO-C33,* and to terminate the authority to mark as TSO approved articles manufactured under these TSO's or their earlier versions. •

On August 31, 1973, the Federal Aviation Administration issued a Notice of Proposed Rule Making (Notice 73-24; 38 FR 25450) that proposed to delete TSO-C18c, -C24, -C33,, and -C61a. Based on further review by the FAA, it was determined that Notice 73-24 did not provide adequate information with respect to the subject matter covered in the notice. In particular, Notice 73-24 did not specifically propose any action with respect to TSO-C18, -C18a, -C18b, and -C61 (earlier versions of TSO-C18c and TSO-C61a); however, the standards contained in these older TSO's continue to apply to certain manufacturers of articles covered by the TSO's. In addition, Notice 73-24 did not clearly indicate that the TSO authorizations issued to manufacturers for the equipment covered by the TSO's would be terminated. Therefore, on November 28, 1975, a supplemental Notice of Proposed Rule Making was issued (Notice 73-24A; 40 FR 57222) which proposed to delete TSO-C18a, -C24, -C33, and -C61a and to terminate the authority to mark as TSO approved articles manufactured under these TSO's or their earlier versions. Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all comments received in response to both notices. This amendment is the same as that proposed in Notice 73-24A except for a clarifying change of a non-substantive nature to proposed § 37.3(c). The reasons for the amendment are the same as those in Notice 73-24 and Notice 73-24A.

The FAA received 5 public comments in response to Notice 73-24 and one public comment in response to Notice 73-24A. Four of the commentators on Notice 73-24 expressed approval of the proposal. The FAA's disposition of the other comments is discussed below.

One commentator objected to the proposed deletion of § 37.194 *Position light flashers, single-circuit (for non-air-carrier aircraft)*—TSO-C33. The commentator stated that flashing position lights are more conspicuous at night than are steady burning position lights, provide better coverage around the aircraft than do anticollision light systems, and enable an aircraft to be more easily tracked. The commentator further stated that the requirements concerning flashing position lights that were in effect before Parts 3 and 4b of the Civil Air Regulations were amended by Amendments 3-1 and 4b-4, respectively, which became effective on April 1, 1957, should be readopted. The FAA disagrees with the commentator. Amendments 3-1 and 4b-4 deleted the requirements for the installation of flashing position lights in view of the fact that the amendments were adding requirements concerning flashing anticollision lights. The FAA believes that when position lights are used with anticollision lights, steady position lights provide important directional and altitude information whereas flashing position lights contribute very little to increased conspicuity or to information on direction and altitude.

Another commentator objected to the deletion of § 37.166 *Portable aircraft emergency communications equipment (for air carrier aircraft)—TSO-C61a* on the grounds that 1) some equipment that was manufactured under TSO-C61a also met the performance standards of TSO-C91 and there is no justification for making such equipment obsolete; and 2) some equipment previously manufactured under TSO-C61a that also met the requirements of TSO-C91 was marked with both TSO numbers and the TSO-C61a number would be obsolete. The commentator apparently misinterpreted the proposed amendment. Although TSO-C91 supersedes TSO-C61a with respect to minimum performance standards for emergency locator transmitters, a transmitter originally approved under TSO-C61a that meets the applicable requirements of TSO-C91 (§ 37.200) would remain approved for use under § 91.52. With respect to the commentator's statement concerning articles marked with both TSO numbers, the FAA will no longer monitor compliance with the standards set forth in TSO-C61a. Therefore, a newly manufactured article should not be marked as indicating FAA approval that the article complies with TSO-C61a.

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

In consideration of the foregoing, Part 37 of the Federal Aviation Regulations is amended as follows, effective August 6, 1976.

1. By revising the heading of § 37.3 and adding a new § 37.3(c) to read as follows:

§ 37.3 TSO marking and privileges.

* * * * *

(c) Notwithstanding paragraphs (a) and (b) of this section, after August 6, 1976, no person may identify or mark an article with any of the following TSO numbers:

(1) TSO-C18, -C18a, -C18b, or -C18c.
(2) TSO-C24.
(3) TSO-C33.
(4) TSO-C61 or -C61a.

2. By deleting and marking "[Reserved]" §§ 37.128, 37.134, 37.166, and 37.194.

§ 37.128 [Reserved]
§ 37.134 [Reserved]
§ 37.166 [Reserved]
§ 37.194 [Reserved]

Issued in Washington, D.C., on June 30, 1976.

J. A. FERRARESE,
Acting Director,
Flight Standards Service.

[FR Doc.76-19594 Filed 7-7-76;8:45 am]

[Docket No. 76-CE-11-AD; Amdt. 39-2662]

PART 39—AIRWORTHINESS DIRECTIVES

Beech Models 35, 35R, A35 and B35 and Pine Air Model Super-V Airplanes

Amendment 39-2536 (41 FR 9298), AD 76-05-04, applicable to Beech Models 35, 35R, A35 and B35 and Pine Air Model Super-V airplanes, is an Airworthiness Directive (AD) which requires repetitive visual and dye penetrant inspections of the stabilizer attach fitting for cracks, and if cracked, the replacement thereof along with attaching hardware. The AD also authorizes discontinuance of the above-mentioned inspections when an improved P/N 35-650044-1 stabilizer attach fitting has been installed.

Subsequent to the issuance of AD 76-05-04, the manufacturer has developed a new P/N 35-405130-3 stabilizer attach fitting made from aluminum casting which is an acceptable alternate replacement to P/Ns 35-405130 and 35-650044-1 fittings. Economic incentive exists for owners and operators to install the new P/N 35-405130-3 fitting. Accordingly, Paragraphs C and D of AD 76-05-04 are being revised to include the new part number. In addition, the applicability statement of AD 76-05-04 is being amended to correctly state the ending serial number of Pine Air Super-V airplanes namely SV-XXX-D-2680.

Since this amendment is in part relieving in nature, provides clarification and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and the amendment shall become effective in less than thirty (30) days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator 14 CFR 11.89 (31 FR 13697), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-2536, AD 76-05-04, is revised in the following respects:

1. In the applicability statement change the ending serial number of Pine Air Model Super-V airplanes from "XXX-D2680" to "SV-XXX-D-2680".

2. Change Paragraph C so that it now reads as follows:

"C) If as a result of any inspection required herein, a stabilizer attach fitting is found cracked, prior to further flight, replace it with a new or airworthy P/N 35-405130, P/N 35-650044-1 or P/N 35-405130-3 stabilizer attach fitting."

3. Change Paragraph D so that it now reads as follows:

"D) When P/N 35-650044-1 or P/N 35-405130-3 stabilizer attach fitting has been installed the requirements of this AD no longer apply."

While the effective date of this amendment is July 12, 1976, the effective date for determining compliance with AD 76-05-04 remains March 12, 1976.

(Sections 313(a), 601 and 603 of the Federal Aviation Act of 1958 [49 U.S.C. 1354(a), 1421 and 1423], and of Section 6(c) of the Department of Transportation Act [49 U.S.C. 1655(c)]).

Issued in Kansas City, Missouri, on June 25, 1976.

JOHN R. WALLS,
Acting Director, Central Region.

[FR Doc.76-19495 Filed 7-6-76;8:45 am]

[Docket No. 76-NW-12-AD; Amendment 39-2667]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing 737 Series Airplanes

Amendment 39-2630 (40 FR 22343), AD 76-11-05, requires inspection of the elevator tab inboard hinge support structure on Boeing 737 series airplanes. Paragraph F of the AD permits airplanes having cracked elevator tab inboard hinge support structure, which requires replacement, to be flown in accordance with FAR 21.197 and 21.199 provided the limits specified in Boeing Operation Manual Bulletin 76-2 are observed. After issuing Amendment 39-2630, Boeing Operation Manual Bulletin 76-2, dated May 13, 1976, has been revised to provide new initial buffet curves and amplify the temporary operating instructions. Therefore, the AD is being amended to include the new revision and incorporate the words "or later FAA approved revisions" so that future revisions will automatically apply.

Since this amendment consists of an editorial change only and imposes no additional burden on any person, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 FR 13697), section 39.13 of the Federal Aviation Regulations, Amendment 39-2630 (40 FR 22343), AD 76-11-05 is amended by striking out the words "Boeing Operator's Manual Bulletin 76-2 dated May 13, 1976" from paragraph F and inserting the words "Boeing Operation Manual Bulletin 76-2, dated June 23, 1976, or later FAA approved revisions" in place thereof.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1).

All persons affected by this directive, who have not already received these documents from the manufacturer, may obtain copies upon request to Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124. The documents may also be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington.

This amendment becomes effective July 20, 1976.

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

The incorporation by reference provisions in the document were approved by the Director of the Federal Register on June 19, 1967.

Issued in Seattle, Washington, June 29, 1976.

C. B. WALK, Jr.,
Director,
Northwest Region.

[FR Doc.76-19599 Filed 7-7-76;8:45 am]

[Docket No. 76-NW-14-AD; Amendment 39-2666]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing 727 Series Airplanes

Amendment 39-2648 (41 FR 25997) AD 76-13-01 requires external/internal visual inspections of lower fuselage body skin and stringers for corrosion and/or cracking on Boeing Model 727 series airplanes. After issuing Amendment 39-2648, the FAA has become aware of an editorial oversight in paragraph B.2 which would require airplanes to be inspected within less than six months from the effective date of the AD. This was not intended, and therefore, the paragraph has been revised accordingly.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 FR 13697), section 39.13 of the Federal Aviation Regulations, Amendment 39-2648 (40 F.R. ——), AD 76-13-01 is amended by striking out the words "unless accomplished within the last six (6) months," from paragraph B.2.

The manufacturer's specifications and procedures identified and described in this directive are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1).

All persons affected by this directive, who have not already received these documents from the manufacturer, may obtain copies upon request to Boeing Commercial Airplane Company, P.O. Box 3707, Seattle, Washington 98124. The documents may also be examined at FAA Northwest Region, 9010 East Marginal Way South, Seattle, Washington.

This amendment becomes effective July 20, 1976.

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

The incorporation by reference provisions in the document were approved by the Director of the Federal Register on June 19, 1967.

Issued in Seattle, Washington, June 29, 1976.

C. B. WALK, Jr.,
Director,
Northwest Region.

[FR Doc.76-19600 Filed 7-7-76;8:45 am]

[Airspace Docket No. 76-WE-17]

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

Alteration of Control Zone

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the description of the Fresno, California (Chandler Municipal Airport) control zone.

The Chandler Municipal Airport Control Tower is presently operating from 0700 to 2300 hours local time daily. The hours of operation will be reduced to 0700 to 2230 hours local time daily effective July 15, 1976. The Chandler Municipal Airport control zone is dependent upon the tower for required weather reporting and communications with airport traffic. Thus the control zone will have to be discontinued during the hours the tower is closed. To make this possible, a change is required in the designation of the control zone to allow part time operation.

Since this alteration is minor in nature, involves no change in airspace boundaries, and imposes no additional burden on any person, compliance with the notice and public procedures provisions of the Administrative Procedures Act is unnecessary.

In consideration of the foregoing Part 71 of the Federal Aviation Regulations is amended effective 0901 GMT, July 15, 1976, as herein set forth.

For § 71.171 (41 FR 355) the description of the Fresno, California (Chandler Municipal Airport) control zone is amended in part as follows:

§ 71.171 [Amended]

Delete all after " * * * excluding the portion within the Fresno (Fresno Air Terminal) control zone." and add "This control zone shall be effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual."

(Sec. 307(a) of the Federal Aviation Act of 1958, as amended [49 U.S.C. 1348(a)], and of Sec. 6(c) of the Department of Transportation Act [49 U.S.C. 1655(c)]).

Issued in Los Angeles, California on June 25, 1976.

W. R. FREHSE,
Acting Director,
Western Region.

[FR Doc.76-19494 Filed 7-6-76;8:45 am]

[Airspace Docket No. 76-EA-16]

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

Alteration of Federal Airway Segments

On April 8, 1976, a Notice of Proposed Rule Making (NPRM) was published in the FEDERAL REGISTER (41 FR 14898) stating that the Federal Aviation Administration (FAA) was considering an amendment to Part 71 of the Federal Aviation Regulations that would (1) rename an airway and (2) alter two airways in the vicinity of Elkins, W. Va., and Front Royal, Va.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. We received one response to the NPRM in which the commentator posed no objection to the proposal.

In consideration of the foregoing, Part 71 o fthe Federal Aviation Regulations is amended, effective 0901 G.m.t. September 9, 1976, as set forth below.

§ 71.123 [Amended]

§ 71.123 (41 FR 307) is amended as follows:

In V-144 "to Linden, Va." is deleted and "Linden, Va.; to INT Linden 104° and Casanova, Va., 348° radials." is substituted therefor.

In V-174 "Linden, Va.; INT Linden 104° and Casanova, Va., 348° radials." is deleted and "to Front Royal, Va." is substituted therefor.

In V-286 "INT Linden, Va., 273° and Casanova, Va., 284° radials via Casanova;" is deleted and "Elkins, W. Va., via Casanova, Va.;" is substituted therefor.

(Sec. 307(a) of the Federal Aviation Act of 1958 [49 U.S.C. 1348(a)] and Sec. 6(c) of the Department of Transportation Act [49 U.S.C. 1655(c)]).

Issued in Washington, D.C., on June 30, 1976.

WILLIAM E. BROADWATER,
Chief, Airspace and Air Traffic Rules Division.

[FR Doc.76-19493 Filed 7-7-76;8:45 am]

[Airspace Docket No. 76-RM-8]

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

Alteration of Control Zone and Transition Area

On May 27, 1976, a Notice of Proposed Rule Making was published in the FEDERAL REGISTER (41 FR 21650) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the control zone and transition area at Pueblo, Colorado.

Interested persons were given 30 days in which to submit written comments, suggestions or objections. No objections have been received and the proposed amendment is hereby adopted without change.

Effective date: This amendment shall be effective 0901 GMT, September 9, 1976.

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

Issued in Aurora, Colorado, on June 29, 1976.

M. M. MARTIN,
Director, Rocky Mountain Region.

In § 71.171 (41 FR 355) the description of the Pueblo, Colorado, control zone is amended to read:

§ 71.171 [Amended]

PUEBLO, COLORADO

Within a 6 mile radius of Pueblo Memorial Airport (latitude 38°17'30" N., longitude 104°30'00" W.); within 2 miles each side of the Pueblo ILS localizer west course extending from the 6 mile radius zone to the LOM; within 4 miles each side of the Pueblo VORTAC 077° radial, extending from the 6 mile radius zone to 9.5 miles east of the VORTAC.

In § 71.181 (41 FR 440) the description of the Pueblo, Colorado transition area is amended to read:

§ 71.181 [Amended]

PUEBLO, COLORADO

That airspace extending upward from 700 feet above the surface within a 25 mile radius of Pueblo Memorial Airport (latitude 38°17'30" N., longitude 104°30'00" W.), within an arc of a 33 mile radius circle of Pueblo Memorial Airport clockwise between the 088° and 133° bearings from the airport; that airspace extending upward from 1,200 feet above the surface bounded on the north by latitude 38°30'00" N., on the east by V169, on the south by V210, on the west by a line from 37°38'00" N., 105°00'00" W. to 38°16'00" N., 105°10'00" W. to 38°30'00" N., 105°09'00" W.; that airspace extending upward from 13,700 feet MSL bounded by a line beginning at 38°16'00" N., 105°10'00" W. to 37°38'00" N., 105°00'00" W. to 37°34'00" N., 105°12'00" W. to 38°10'00" N., 105°33'00" W. to point of beginning; that airspace extending upward from 11,700 feet MSL bounded by a line beginning at 38°16'00" N., 105°10'00" W. to 38°10'00" N., 105°33'00" W. to 38°41'00" N., 105°33'00" W. to 38°36'00" N., 105°08'00" W. to 38°30'00" N., 105°09'00" W. to point of beginning.

[FR Doc.76-19596 Filed 7-7-76;8:45 am]

[Airspace Docket No. 76-WA-4]

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

Alteration of the Denver, Colorado Terminal Control Area

On May 6, 1976, a Notice of Proposed Rule Making (NPRM) was published in the FEDERAL REGISTER (41 FR 18683) stating that the Federal Aviation Administration (FAA) was considering an amendment to Part 71 of the Federal Aviation Regulations that would center the Denver, Colo., Terminal Control Area (TCA) on the Denver-Stapleton distance measuring equipment (DME) and redefine certain lateral boundaries and floor altitudes of the TCA.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments. No objections were received. Comments from the Air Transport Association of America (ATA) and the Aircraft Owners and Pilots Association (AOPA) generally favored the proposals. However, the AOPA recommended that the floor of the rectangular area (8 miles east to west and 1½ miles north to south) 8 miles south of the Stapleton International Airport be raised to 8,000 feet MSL rather than 7,500 feet MSL as proposed in the notice. The floor of this area will remain at 7,500 feet MSL as proposed since this airspace is needed for traffic patterns at the Arapahoe and Buckley Air National Guard Airports, and for approaches and missed approaches for Runways 14/32 and 8/26 at Buckley Air National Guard Airport. The AOPA recommended also that the TCA boundaries identifiable by VORTAC or DME measurements be charted as such on the terminal area chart. The FAA agrees with the AOPA recommendation and such boundaries will be so identified on the Denver TCA chart.

In consideration of the foregoing, § 71.401(b) (41 FR 639) of the Federal Aviation Regulations is amended, effective 0901 GMT, August 12, 1976, by amending the description of the Denver, Colo., Group II Terminal Control Area to read as follows:

DENVER, COLO., TERMINAL CONTROL AREA, PRIMARY AIRPORT

Denver-Stapleton International (latitude 39°45'55" N., longitude 104°52'46" W.).
Denver-Stapleton distance measuring equipment (DME) antenna (latitude 39°45'15" N., longitude 104°51'43" W.).

BOUNDARIES

Area A.—That airspace extending upward from the surface to and including 11,000 feet MSL within an area bounded by a line beginning at the Denver VORTAC (latitude 39°51'39" N., longitude 104°45'08" W.) thence south via the Denver VORTAC 180° radial to and west along Colfax Avenue to and south along a line 2.5-miles east of and parallel to the extended centerline of Stapleton International Airport Runway 17R/35L to and west along a line of 6.5-miles south of and parallel to the extended centerline of Stapleton International Airport Runway 26L/8R to and clockwise along a 10-mile radius arc of Stapleton International Airport DME antenna to and south along the 360° radial of the Denver VORTAC to the point of beginning and that airspace north of Denver between the 10- and 11-mile radius arcs of the Stapleton International Airport DME antenna bounded on the east by the Denver VORTAC 360° radial and on the west by a line 6-miles west of and parallel to the extended centerline of Stapleton International Airport Runway 17R/35L, excluding Prohibited Area P-26.

Area B.—That airspace extending upward from 7,000 feet MSL to and including 11,000 feet MSL bounded on the north by the Denver VORTAC 093° radial, on the west by Denver VORTAC 180° radial, on the south by Colfax Avenue, on the east by a 15-mile radius arc of Stapleton International Airport DME antenna.

Area C.—That airspace extending upward from 8,000 feet MSL to and including 11,000 feet MSL within a 15-mile radius of Stapleton International Airport DME antenna, excluding Areas A, B, and G, and that area between the south boundary of Area G and the 10-mile radius arc of Stapleton International Airport DME antenna.

Area D.—That airspace extending upward from 8,400 feet MSL to and including 11,000 feet MSL between the 15-mile and 20-mile radius circles centered on Stapleton International DME antenna bounded on the north by the southern boundary of Area F and on the southwest by a line 2.5-miles southwest of and parallel to the extended centerline of Buckley Air National Guard Air Base Runway 14/32.

Area E.—That airspace extending upward from 10,000 feet MSL to and including 11,000 feet MSL between the 15-mile and 20-mile radius circles centered on Stapleton International Airport DME antenna excluding Area D and F, and that area west of longitude 105°11'00" W.

Area F.—That airspace extending upward from 9,000 feet MSL to and including 11,000 feet MSL between the 15-mile and 20-mile radius circles centered on Stapleton International DME antenna bounded on the north by the Denver VORTAC 093° radial and on the south by Interstate Highway 70 and that airspace north of Denver bounded on the east by the Denver VORTAC 360° radial and on the west by a line 6-miles west of and parallel to the extended centerline of Stapleton International Airport Runway 17R/35L.

Area G.—That airspace extending upward from 7,500 feet MSL to and including 11,000 feet MSL within an area bounded on the north by the southern boundary of Area A and B, on the southeast by the 15-mile radius arc of the Stapleton International Airport DME antenna, on the south by a line 8.5 miles south of and parallel to the extended centerline of Stapleton International Airport Runway 26L/8R, on the southwest by a line 2.5 miles southwest of and parallel to the extended centerline of Buckley Air National Guard Air Base Runway 14/32 and on the west by the 10-mile radius arc of the Stapleton International Airport DME antenna.

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

Issued in Washington, D.C., on July 1, 1976.

WILLIAM E. BROADWATER,
Chief, Airspace and Air Traffic Rules Division.

[FR Doc.76-19601 Filed 7-7-76;8:45 am]

[Airspace Docket No. 76-RM-11]

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

Alteration of Transition Area

On May 27, 1976, a Notice of Proposed Rule Making was published in the FEDERAL REGISTER (41 FR 21650) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the transition area at Colorado Springs, Colorado.

Interested persons were given 30 days in which to submit written comments, suggestions or objections. No objections have been received and the proposed amendment is hereby adopted without change.

Effective date: This amendment shall be effective 0901 GMT, September 9, 1976.

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

Issued in Aurora, Colorado, on June 29, 1976.

M. M. MARTIN,
Director, Rocky Mountain Region.

In § 71.181 (41 FR 440) the description of the Colorado Springs, Colorado, transition area is amended to read:

§ 71.181 [Amended]

COLORADO SPRINGS, COLORADO

That airspace extending upward from 700 feet above the surface within a 20 mile radius of City of Colorado Springs Municipal Airport (latitude 38°48'35" N., longitude 104°42'20" W.) and within 5 miles west and 8 miles east of the Colorado Springs ILS localizer north course, extending from the 20 mile radius area to 21 miles north of the localizer, excluding the portion west of longitude 104°52'00" W.; that airspace extending upward from 1200 feet above the surface bounded on the north by latitude 39°05'00" N., on the east by V263 and V169, on the south by latitude 38°30'00" N., on the west by a line from 38°30'00" N., 105°09'00" W. to 38°36'00" N., 105°08'00" W. to 38°40'00" N., 104°52'00" W. to 39°05'00" N., 104°52'00" W; and that airspace extending upward from 11,700 feet MSL bounded on the north by latitude 39°05'00" N., on the northeast by a line 5 miles southwest of and parallel to the Colorado Springs VORTAC 307° radial, on the east by longitude 104°52'00" W., on the south by latitude 38°55'00" N., and on the west by longitude 105°20'00" W.

[FR Doc.19597 Filed 7-7-76;8:45 am]

[Airspace Docket No. 76-RM-5]

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

Designation of Transition Area

On May 11, 1976, a Notice of Proposed Rule Making was published in the FEDERAL REGISTER (41 FR 22370) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Hayden, Colorado, transition area.

Interested persons were given 30 days in which to submit written comments, suggestions or objections. No objections were received.

The notice failed to reflect the previous amendment (Airspace Docket 75-RM-29) published in the FEDERAL REGISTER (40 FR 47481) that designated a control zone and transition area at Hayden, Colorado. This is corrected in the amendment herein adopted which is otherwise unchanged.

In consideration of the foregoing in § 71.181 (40 FR 441), the description of the Hayden, Colorado, transition area, as designated by (40 FR 47481), is further amended by adding the following:

§ 71.181 [Amended]

HAYDEN; COLORADO

That airspace extending upward from 700 feet above the surface within 5 miles each side of the Hayden, Colorado, VOR 240° radial extending from the VOR to 18 miles southwest of the VOR; and that airspace extending upward from 1,200 feet above the surface within an area bounded by a line beginning at 40°06'00" N., longitude 107°00'00" W.; to latitude 40°43'00" N., longitude 107°00'00" W.; to latitude 40°43'00" N., longitude 107°45'00" W.; to latitude 40°35'00" N., longitude 107°45'00" W. to latitude 40°35'00" N., longitude 108°08'00" W. to latitude 40°22'00" N., longitude 108°08'00" W. to latitude 40°22'00" N., longitude 107°45'00" W.; to latitude 40°07'30" N., longitude 107°45'00" W.; thence along the north edge of V-200 to the point of beginning.

Effective date: This amendment shall be effective 0901 GMT, September 9, 1976.

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

Issued in Aurora, Colorado, on June 29, 1976.

M. M. MARTIN,
Director, Rocky Mountain Region.

[FR Doc.76-19593 Filed 7-7-76;8:45 am]

[Airspace Docket No. 76-NE-1]

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

Alteration of Control Zone and 700-Foot Transition Area

On Page 8392 of the FEDERAL REGISTER dated February 26, 1976 (41 FR 8392), the Federal Aviation Administration published a notice of proposed rule making stating that the Federal Aviation Administration was considering amending §§ 71.171 and 71.181 of Part 71 of the Regulations by altering the Augusta, Maine, Control Zone and 700-foot Transition Area.

A correction to the control zone and 700-foot transition area descriptions was published on Page 17401 of the FEDERAL REGISTER dated April 26, 1976 (41 FR 17401).

Interested parties were given thirty (30) days after publication in which to submit written data or views. No objections to the proposed regulation have been received.

In view of the foregoing, the proposed regulation is hereby adopted effective 0901 G.m.t., December 30, 1976.

(Sec. 307(a) Federal Aviation Act of 1958 (72 Stat. 749; 49 U.S.C. 1348), sec. 6(c) Department of Transportation Act (49 U.S.C. 1655 (c)).)

Issued in Burlington, Massachusetts, on June 24, 1976.

QUENTIN S. TAYLOR,
Director, New England Region.

AUGUSTA, MAINE, CONTROL ZONE

SECTION 71.171

1. Amend § 71.171 of Part 71 of the Federal Aviation Regulations so as to de-

lete the description of the Augusta, Maine, control zone and insert the following in lieu thereof:

Within a 5 mile radius of the center, (latitude 44°19' N., longitude 69°48' W.) of Augusta State Airport, Augusta, Maine; within 4.5 miles each side of the Augusta, Maine VORTAC 328° radial extending from the 5 mile radius zone to 12 miles northwest of the Augusta VORTAC, and within 3 miles each side of the Augusta, Maine VORTAC 156° radial extending from the 5 mile radius zone to 8.5 miles southeast of the VORTAC.

AUGUSTA, MAINE, 700-FOOT TRANSITION AREA

SECTION 71.181

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Augusta, Maine, 700-foot transition area and insert the following in lieu thereof:

That airspace extending upward from 700 feet above the surface within an 8 mile radius of the center of the Augusta State Airport, (latitude 44°19' N., longitude 69°48' W.) and within 6.5 miles northeast and 9.5 miles southwest of the 328° radial of the Augusta VORTAC extending 24 miles northwest of the Augusta VORTAC, and within an 11.5 mile radius of the center of Waterville Robert LaFleur Airport (latitude 44°32'10" N., longitude 69°40'30" W.), Waterville, Maine, and within 4.5 miles southwest and 9.5 miles northeast of the Augusta VORTAC 156° radial extending 19.0 miles southeast of the Augusta VORTAC; excluding that portion which coincides with the Wiscasset, Maine 700-foot Transition Area.

[FR Doc.76-19593 Filed 7-7-76;8:45 am]

Title 16—Commercial Practices

CHAPTER I—FEDERAL TRADE COMMISSION

[Docket 9015]

PART 13—PROHIBITED TRADE PRACTICES, AND AFFIRMATIVE CORRECTIVE ACTIONS

All Seasons Air Conditioning Corp., et al.

Subpart—Advertising falsely or misleadingly: § 13.73 Formal regulatory and statutory requirements; 13.73-92 Truth in Lending Act; § 13.155 Prices; 13.155-95 Terms and conditions; 13.155-95(a) Truth in Lending Act. Subpart—Corrective actions and/or requirements: § 13.533 Corrective actions and/or requirements; 13.533-45 Maintain records; 13.533-45(k) Records, in general; 13.533-55 Refunds, rebates and/or credits. Subpart—Misrepresenting oneself and goods—Prices: § 13.1823 Terms and conditions; 13.1823-20 Truth in Lending Act. Subpart—Neglecting, unfairly or deceptively, to make material disclosure: § 13.1852 Formal regulatory and statutory requirements; 13.1852-75 Truth in Lending Act; § 13.1892 Sales contract, right-to-cancel provision; 13.1892-2 Commencing contractual obligations prior to end of cooling-off period; § 13.1905 Terms and conditions; 13.1905-50 Sales contract; 13.1905-60 Truth in Lending Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 82 Stat. 146, 147; 15 U.S.C. 45, 1601, et seq.)

In the Matter of All Seasons Air Conditioning Corp., and Mastercraft Industries, Inc., corporations, and Murray Weintraub, Raymond Swier, and Saul Wolf, individually and as officers and/or managers of said corporations.

Consent order requiring two affiliated North Miami, Fla., home improvement firms, among other things to cease violating the Truth in Lending Act by failing to disclose to consumers, in connection with the extension of consumer credit, such information as required by Regulation Z of the said Act. Further, respondents are required to cease failing to notify consumers of their right to a three-day cooling-off period and to cease initiating work on customers' homes prior to the end of said cooling-off period.

The order to cease and desist, including further order requiring report of compliance therewith, is as follows: [1]

ORDER

It is ordered, That respondent All Seasons Air Conditioning Corp., and Mastercraft Industries, Inc., corporations, their successors and assigns and their officers, and Murray Weintraub, Raymond Swier, and Saul Wolf, individually, and as officers and/or managers of said corporations, and respondents' agents, representatives and employees directly or through any corporation, subsidiary, division or any other device, in connection with any extension of consumer credit or any advertisement to aid, promote, or assist directly or indirectly any extension of consumer credit, as "consumer credit" and "advertisement" are defined in Regulation Z (12 CFR 226) of the Truth-in-Lending Act (Pub. L. 90-321, 15 U.S.C. 1601 et seq.), do forthwith cease and desist from:

1. Failing to print the term "finance charge," required by § 226.8(c)(8)(i) of Regulation Z and the term "annual percentage rate," required by § 226.8(b)(2) of Regulation Z, more conspicuously than other terminology, as required by § 226.6(a) of Regulation Z.

2. Failing to disclose the amount, or method of computing the amount of any default, delinquency, or similar charges payable in the event of late payments, required by § 226.8(b)(4), clearly, conspicuously, in meaningful sequence, as required by § 226.6(a) of Regulation Z.

3. Failing to provide a description of the type of each security interest held or to be retained or acquired by the creditor in connection with the transaction, as required by § 226.8(b)(5) of Regulation Z, and with respect to a description of a security interest which is provided, failing to provide the description clearly and conspicuously as required by § 226.6(a) of Regulation Z.

4. Failing to use the term "cash price" as defined in § 226.2(i) to describe the purchase price as required by § 226.8(c)(1) of Regulation Z.

5. Failing to use the term "cash downpayment" to describe the downpayment in money in connection with the credit sale, as required by § 226.8(c)(2) of Regulation Z.

6. Failing to use the term "unpaid balance of cash price" to describe the difference between the cash price and the total downpayment, as required by § 226.8(c)(3) of Regulation Z.

7. Failing to use the term "amount financed" to describe the amount of credit extended, as required by § 226.8(c)(7) of Regulation Z.

8. Failing, in any transaction in which a security interest or the future right to a security interest is retained or acquired in real property which is used or expected to be used as the principal residence of the customer, to comply with all requirements regarding the right of rescission set forth in § 226.9 of Regulation Z.

9. Making any physical changes in a customer's property or performing any work or services on such property before expiration of the three-day rescission period provided for in § 226.9(a) of Regulation Z, in any transaction in which a security interest or the future right to a security interest is retained or acquired in real property which is used or is expected to be used as the principal residence of the customer, as provided in § 226.9(c) of Regulation Z.

10. Failing in any credit transaction to preserve evidence of compliance for a period of not less than two years as required by § 226.6(i) of Regulation Z.

11. Failing, in any consumer credit transaction or advertisement, to make all disclosures, determined in accordance with §§ 226.4 and 226.5 of Regulation Z, in the manner, form, and amount required by §§ 226.6, 226.7, 226.8, 226.9 and 226.10 of Regulation Z.

It is further ordered, That respondents promptly refund to any credit customer who did not receive from respondents, contemporaneously with a sales agreement for respondents' goods and services, a notice of right of rescission as required by § 26.9(b) of Regulation Z, any monies received from that customer, directly or indirectly, pursuant to a liquidated damages provision within respondents' sales agreements.

It is further ordered, That respondents promptly refund to any credit customer who did not receive from respondents, contemporaneously with a sales agreement for respondents' good and services, a notice of right of rescission as required by § 226.9(b) of Regulation Z, any monies retained as a penalty under the Florida Home Solicitation Sales Act.

It is further ordered, That respondents promptly refund to any credit customer who did not receive from respondents, contemporaneously with a sales agreement for goods and services, a notice of right of rescission as required by § 226.9(b) of Regulation Z, and who did not have any physical changes made on his property by respondents, any monies received, directly or indirectly, from that customer.

[1] Copies of the Complaint, Decision and Order, filed with the original document.

It is further ordered, That respondents discharge any acquired lien on any real property that has arisen by operation of law in connection with any credit transaction in which any credit customer did not receive, contemporaneously with a sales agreement for respondents' goods and services, a notice of right of rescission as required by § 226.9(b) of Regulation Z. Respondents shall by certified mail, return receipt requested, notify any credit customer who has a lien affected by this provision that (1) the lien has been discharged; (2) the customer has no further legal obligation resulting from the lien; (3) the reason for the discharge of the lien is that respondents failed to comply with § 226.9(b) of Regulation Z.

It is further ordered, That the respondents compile and provide to the Commission a list of the last known name, address, telephone number and date of transaction of all credit customers who have entered into a sales agreement with either of the corporate respondents since July 1, 1969.

It is further ordered, That respondents provide to the Commission a copy of any notice of right to rescission as required by § 226.9(b) of Regulation Z, which has been provided to any credit customer by either of the corporate respondents.

It is further ordered, That respondent retain until at least one year after the initial compliance report has been filed with the Commission all documents concerning credit transactions entered into with credit customers by either of corporate respondents since July 1, 1969.

It is further ordered, That respondent shall forthwith deliver a copy of this order to cease and desist to all present and future salesmen and/or other persons engaged in the sale of respondents' products and/or services, and to all present and future personnel of respondents engaged in the consummation or arrangement of any extension of consumer credit, and shall secure from each such salesman and/or other person a signed statement acknowledging receipt of said order.

It is further ordered, That respondents notify the Commission at least thirty (30) days prior to any proposed dissolution, assignment or sale resulting in the emergence of a successor corporation, the creation or dissolution of subsidiaries or any other change in the corporations which may affect compliance obligations arising out of the order.

It is further ordered, That the individual respondents named herein promptly notify the Commission of the discontinuance of their present business or employment and of their affiliation with a new business or employment. Such notice shall include respondents' current business address and a statement as to the nature of the business or employment in which they are engaged as well as a description of their duties and responsibilities.

It is further ordered, That the respondents herein shall within sixty (60) days after service upon them of this order, file with the Commission a report, in writing, setting forth in detail the manner and form in which they have complied with this order.

The decision and order was issued by the Commission June 8, 1976.

CHARLES A. TOBIN,
Secretary.

[FR Doc.76-19647 Filed 7-7-76;8:45 am]

CHAPTER II—CONSUMER PRODUCT SAFETY COMMISSION

PART 1009—GENERAL STATEMENTS OF POLICY OR INTERPRETATION

Establishing Priorities for Commission Action

The purpose of this notice is to set forth the policy of the Consumer Product Safety Commission on establishing priorities for action under the five acts the Commission administers. The Commission believes it is important that the public be apprised of the manner in which it determines its priorities and therefore is publishing the policy for codification. The Commission is interested in public views as to this policy and solicits comments on the policy until September 7, 1976. Since this matter is a general statement of policy it is exempt from the notice and public procedure provisions of the Administrative Procedure Act (5 U.S.C. 553). However in view of the importance of the policy, the Commission has decided to solicit public comment and may amend the policy as a result of the comments. In publishing this policy for comment, the Commission does not intend to set a precedent for future policy statements.

The Consumer Product Safety Commission issues the following policy effective July 1, 1976 under the provisions of the Consumer Product Safety Act (15 U.S.C. 2051), the Federal Hazardous Substances Act (15 U.S.C. 1261), the Flammable Fabrics Act (15 U.S.C. 1191), the Poison Prevention Packaging Act (15 U.S.C. 1471), and the Refrigerator Safety Act (15 U.S.C. 1211). Accordingly, the Commission amends Title 16 of the Code of Federal Regulations—by adding to Chapter II, Part 1009 a new section, 1009.8 as follows:

§ 1009.8 Policy on establishing priorities for Commission Action.

(a) This document states the Consumer Product Safety Commission's policy on establishing priorities for action under the five acts the Commission administers. The policy is issued pursuant to sections 4(f)(2) and 4(f)(3) of the Consumer Product Safety Act, as amended, and in further implementation of the Commission's statement of policy dated September 21, 1973.

(b) It is the general policy of the Commission that priorities for Commission action will be established by a majority vote of its members. The policy will be reflected by votes on all requests for appropriations, an annual operating plan, and any revisions thereof. Recognizing that these documents are the result of a lengthy planning process, during which many decisions are made that substantially determine the content of the final documents, the Chairman shall continually keep the Commission apprised of, and seek its guidance concerning, significant problems, policy questions and alternative solutions throughout the planning cycle leading to the development of budget requests and operating plans.

(1) *Requests for appropriations.* Requests for appropriations are submitted concurrently to the President or the Office of Management and Budget and to the Congress pursuant to section 27(k)(1) of the Consumer Product Safety Act.

(2) *Annual operating plan.* The operating plan shall be as specific as possible with regard to products, groups of products, or generic hazards to be addressed. It shall be submitted to the Commission for approval at least 30 days prior to the beginning of the fiscal year.

(c) In establishing and revising its priorities, the Commission will endeavor to fulfill each of its purposes as set forth in section 2(b) of the Consumer Product Safety Act. In so doing, it will apply the following general criteria:

(1) *Frequency and severity of injuries.* Two major criteria in determining priorities are the frequency and severity of injuries associated with consumer products. All available data including the NEISS hazard index and supplementary data collection systems, such as fire surveys and death certificate collection, shall be used to attempt to identify the frequency and severity of injuries. Consideration shall also be given to areas known to be undercounted by NEISS and a judgment reached as to the probable frequency and severity of injuries in such areas. The judgment as to severity shall include an evaluation of the seriousness of the injury.

(2) *Causality of injuries.* After a determination has been made relative to the frequency and severity of injuries associated with a product, consideration shall then be given to the amenability of a product hazard to injury reduction through standard setting, information and education, or other Commission action. This step, which first involves a judgment of the extent to which the product and consumer behavior are causally related to the injury pattern, involves sorting product hazards into appropriate remedial categories. Within each remedial category priority shall be assigned to products according to the number of serious injuries that can reasonably be expected to be reduced or eliminated.

(3) *Chronic illness and future injuries.* Certain products, although not presently associated with large numbers of frequent or severe injuries, deserve priority attention if there is reason to believe that the products will in the future be associated with many such injuries. Although not as susceptible to measurement as other product related injuries and illnesses, these risks shall be evaluated on the basis of the best information available and given priority on

the basis of predicted future illnesses and injuries and the effectiveness of Commission action in reducing or eliminating them.

(4) *Cost and benefit of CPSC action.* Consideration shall be given to the cost of Commission action to producers and consumers. Assuming risks of relatively equal priority based on the above criteria, those that are capable of being reduced at small cost should be given priority over those that would require producers to incur large costs, such as massive retooling, with a consequent large increase in the price of a product. These costs, as well as effect on utility, convenience, supply, movement toward substitutes, etc., should be weighed on a preliminary basis against resulting benefits to society from reduced injuries. In addition, consideration shall also be given to the most efficient use of Commission resources.

(5) *Unforeseen nature of the risk.* Other things being equal, consideration should be to the degree of consumer awareness both of the hazard and of its consequences. Priority could then be given to unforeseen and unforeseeable risks arising from the ordinary use of a product.

(6) *Vulnerability of the population at risk.* Children, the elderly, and the handicapped are often less able to judge or escape certain dangers in a consumer product or in the home environment. Because these consumers are, therefore, more vulnerable to danger in products designed for their special use or frequently used by them, the Commission will usually place a higher priority, assuming other factors are equal, on preventing product related injury to children, the handicapped, and senior citizens.

(7) *Probability of exposure to hazard.* The Commission may also consider several other things which can help to determine the likelihood that a consumer would be injured by a product thought to be hazardous. These are the number of units of the product that are being used by consumers, the frequency with which such use occurs, and the likelihood that in the course of typical use the consumer would be exposed to the identified risk of injury.

(8) *Additional criteria.* Additional criteria may arise that the staff believes warrant the Commission's attention. The Commission encourages the inclusion of such criteria for its consideration in establishing priorities.

The Commission recognizes that incontrovertible data related to the criteria identified in this policy statement may be difficult to locate or develop on a timely basis. Therefore, the Commission may not require extensive documentation on each and every criterion before making a decision.

(Sec. 4, 15 U.S.C. 2053, 86 Stat. 1210; as amended by sec. 4, Pub. L. 94-284.)

All interested persons are invited to submit written comments, preferably with five copies, to the Secretary, Consumer Product Safety Commission, Washington, D.C. 20207 by September 7, 1976. Comments received after that date will be considered insofar as practicable. Received comments will be available for inspection in the Office of the Secretary, eighth floor, 1750 K Street, NW, Washington, D.C. during working hours Monday through Friday.

Effective date: July 1, 1976.

Dated: July 2, 1976.

SADYE E. DUNN,
Secretary, Consumer Product Safety Commission.

[FR Doc.76-19743 Filed 7-7-76;8:45 am]

Title 17—Commodity and Securities Exchanges

CHAPTER II—SECURITIES AND EXCHANGE COMMISSION

[Release No. 34-12551]

PART 240—GENERAL RULES AND REGULATIONS, SECURITIES EXCHANGE ACT OF 1934

PART 249—FORMS, SECURITIES EXCHANGE ACT OF 1934

Termination of Registration of Classes of Securities

The Commission today announced the adoption of Rule 12g-4 (§ 240.12g-4) under section 12(g) of the Securities Exchange Act of 1934, ("the Act"). Section 12(g)(4) of the Act provides for termination of registration for a class of security registered under Section 12(g) when the record ownership of that class is reduced to less than 300 persons. Registration terminates 90 days after the issuer files a certification to that effect or within such shorter time as the Commission may direct.

The new rule, which will require the filing of a form with the Commission by an issuer certifying that the number of holders of record of a class of security is reduced to less than three hundred persons, will facilitate compliance with the Act, expedite the processing of the certification by the staff and parallel the requirement under Rule 15d-6 [§ 240.-15d-6].

The Commission has amended Form 15d-6 [17 CFR 249.333] to consolidate it with a new Form 12g-4/15d-6 to be used for filing notices under Rule 15d-6 and certification under the new Rule 12g-4. Notice of the proposed action was published in 41 FR 10078, March 9, 1976.

17 CFR Part 240 is amended by adding a new § 240.12g-4 to read as follows:

§ 240.12g Certification of termination of registration under Section 12(g) of the Act.

Pursuant to Section 12(g)(4) of the Act, termination of registration of a class of security shall take effect 90 days, or such shorter period as the Commission may determine, after the issuer certifies to the Commission on Form 12g-4/15d-6 that the number of holders of record of such class of security is reduced to less than 300 persons. If the issuer has merged into or consolidated with another issuer or issuers, the form shall be filed by the successor issuer. The form shall be filed in addition to any other report required to be filed with the Commission in connection with the transaction or event which resulted in this decrease in the number of holders of record.

17 CFR Part 249 is amended by adding a new § 249.323 and revising § 249.333 to read as follows:

§ 249.323 Form 12g-4 Certification to termination registration of a class of security under Section 12(g) of the Act.

This form shall be filed by each issuer to certify that the number of holders of record of a class of security registered under Section 12(g) of the Securities Exchange Act of 1934 is reduced to less than 300 holders. Registration terminates 90 days after the filing of the certificate or within such shorter time as the Commission may direct. Copies of this form may be obtained from the Commission upon request.

NOTE.—A binomial form for use also in reporting on Form 15d-6.

§ 249.333 Form 15d-6 for suspension of duty to file reports pursuant to Section 15(d) of the Securities Exchange Act of 1934.

This form shall be filed by each issuer required to file reports pursuant to Section 15(d) of the Securities Exchange Act of 1934, as a notification that the duty to file such reports is suspended because at the beginning of the fiscal year in which such reports would be required all securities of each class of such issuer registered under the Securities Act of 1933 are held of record by less than 300 persons. This form shall be filed within 30 days after the beginning of such fiscal year to which it pertains. Copies of this form may be obtained from the Commission on request.

NOTE.—A binomial form for use also in reporting on Form 12g-4.

The foregoing action is effective August 2, 1976. Copies of Form 12g-4/15d-6 will be available on and after July 1, 1976 in the Publications Section, Securities and Exchange Commission, Washington, D.C. 20549.

(15 U.S.C. 78l, 78m, 78o, 80(a)-(1) et seq.)

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

JUNE 17, 1976.

[FR Doc.76-19755 Filed 7-7-76;8:45 am]

Title 20—Employees' Benefits

CHAPTER III—SOCIAL SECURITY ADMINISTRATION, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

[Reg. No. 5, further amended]

PART 405—FEDERAL HEALTH INSURANCE FOR THE AGED AND DISABLED (1965-.....)

Subpart J—Conditions of Participation; Hospitals

Subpart S—Certification Procedure for Providers and Suppliers of Services

PUBLIC LAW 94-182; WAIVER OF 24-HOUR REGISTERED NURSING SERVICE REQUIREMENT FOR CERTAIN RURAL HOSPITALS

In order to participate in the Federal health insurance program for the aged and disabled ("Medicare"), a hospital must meet the statutory requirements of section 1861(e) of the Social Security Act

and, as further specified by section 1861(e)(9), such other conditions as may be provided by regulations in the interest of the health and safety of individuals furnished services in the hospital. Section 1861(e)(5) requires that a hospital provide 24-hour nursing service rendered or supervised by a registered professional nurse, and have a licensed practical nurse or registered professional nurse on duty at all times. This section formerly provided that, until January 1, 1976, the Secretary of Health, Education, and Welfare was authorized to waive for any one-year period the requirement regarding the provision of 24-hour registered nursing service if the Secretary found that there was, during at least the regular daytime shift, a registered professional nurse on the premises to render or supervise the nursing service provided and certain other conditions were met. The waiver is effective only for hospitals in rural areas where the supply of hospital services is not sufficient to meet the needs of individuals residing in the areas; the failure of such institutions to qualify as hospitals under Medicare would seriously reduce the availability of hospital services to the individuals of those areas; and the hospitals have made and continue to make good faith efforts to comply with the 24-hour registered nursing service requirement, but are unable to comply because of the lack of qualified nursing personnel in their areas. Pub. L. 94-182, enacted December 31, 1975, amended section 1861(e)(5) of the Act to extend until January 1, 1979, the period during which the Secretary may waive that nursing service requirement. Therefore, 20 CFR 405.1910(c) is being amended to reflect that change in the law. Section 405.1024(b) of 20 CFR is being amended to correct the cross-reference from "§ 405.1010(c)" to "§ 405.1910(c)." Since the amendment to 20 CFR 405.1910(c) is required to reflect the Congressional mandate of section 102 of Pub. L. 94-182, and since the amendment to 20 CFR 405.1024(b) merely corrects a typographical error, notice and public procedure thereon, and a delayed effective date, are unnecessary and, therefore, good cause exists for dispensing with them.

(Sections 1102, 1861(e)(5), and 1871 Social Security Act; 49 Stat. 647, as amended, 79 Stat. 313, as amended, 79 Stat. 331; 42 U.S.C. 1302, 1395x(e)(5), and 1395hh.)

Effective date: These amendments shall be effective on July 8, 1976.

(Catalog of Federal Domestic Assistance Program No. 13.800, Health Insurance for the Aged and Disabled Program-Hospital Insurance.)

Dated: June 7, 1976.

J. B. CARDWELL,
Commissioner of Social Security.

Approved: July 1, 1976.

MARJORIE LYNCH,
Acting Secretary of Health, Education, and Welfare.

Part 405 of chapter III of title 20 of the Code of Federal Regulations, as amended, is further amended as follows:

1. Section 405.1024 is amended by deleting "§ 405.1010(c)" in the material in paragraph (b) preceding (b)(1) and inserting "§ 405.1910(c)."

2. Section 405.1910 is amended by deleting "January 1, 1976" in the material in paragraph (c) preceding (c)(1) and inserting "January 1, 1979."

[FR Doc.76-19741 Filed 7-7-76;8:45 am]

Title 23—Highways

CHAPTER I—FEDERAL HIGHWAY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

SUBCHAPTER B—PAYMENT PROCEDURES

PART 130—ADVANCE OF FUNDS

Right-of-Way Revolving Funds

REVISION

• *Purpose.* The purpose of this document is to revise Federal Highway Administration (FHWA) regulations to reflect changes in existing law made by the Federal-Aid Highway Act of 1976 and the transfer of disbursing authority from Washington headquarters to FHWA Regional Offices. •

Section 115(c) of the 1976 Act amends 23 U.S.C. 108(c) to provide that funds advanced to a State from the right-of-way, revolving fund for acquisition of right-of-way, formerly required to be repaid at the end of ten years if actual construction had not been commenced, may be repaid at the end of a longer period if determined reasonable by the Secretary.

This document also reflects changes in the responsibility for disbursement and collection of right-of-way revolving fund advances. By administrative order of November 24, 1975, effective January 1, 1976, this responsibility has been transferred from the Finance Division in Washington to FHWA Regional Offices.

The notice and rulemaking procedure requirements contained in 5 U.S.C. 553 are omitted as unnecessary because the matter of this regulation relates to grants, benefits, and contracts and is, therefore, exempt from such requirements.

The Federal Highway Administration hereby revises Title 23 Code of Federal Regulations, Chapter I, Subchapter B, Part 130, Subpart D published in the FEDERAL REGISTER on May 23, 1974, (39 FR 18093) as follows:

Subpart D—Advance Right-of-Way Revolving Funds

Sec.
130.401 Purpose.
130.403 Request for advance.
130.405 Reports and audits.
130.407 Repayment.
130.409 Method of repayment.

AUTHORITY: 23 U.S.C. 108(c); 23 U.S.C. 315; and 49 CFR 1.48(b).

Subpart D—Advance Right-of-Way Revolving Funds

§ 130.401 Purpose.

To prescribe procedures and accounting requirements for advances from the right-of-way revolving fund.

§ 130.403 Request for advance.

Subsequent to obligations of funds in accordance with Section 7, Chapter 2, Volume 7 of the Federal-Aid Highway Program Manual,[1] a State desiring an advance of right-of-way revolving funds shall submit a letter of request to the Division Administrator. This letter shall include the following:

(a) Project numbers.

(b) Amount of advance per project required to:

(1) Meet estimated needs for next 90 days, or

(2) Pay grantors based on recorded liabilities or actual disbursements.

(c) A statement that includes the following:

(1) Advance will be disbursed in accordance with provisions of 23 U.S.C. 108(c).

(2) When advance is commingled with other funds, controls that will permit FHWA audit of the advance will be provided.

(3) Interest earned on the advance will be paid promptly to FHWA.

§ 130.405 Reports and audits.

(a) Each month any State utilizing the procedures under § 130.403(b) shall submit to the Division Administrator for transmittal to the Regional Office a Statement showing:

(1) The date and amount of advances received, by project.

(2) Total expenditures through the 15th of the month, by project. The statement of advance and expenditures shall be forwarded promptly to insure receipt by the Regional Office by the 20th day of each month.

(b) The Division Administrator shall arrange for such periodic audit of the advance accounts as will determine compliance with the provisions of this regulation.

§ 130.407 Repayment.

The State is required to repay the total amount of advance on a project as follows:

(a) Immediately upon termination of the period of time within which actual construction must be commenced (10 years following the end of the fiscal year in which the Secretary approves such advance of funds, unless the Secretary provides for an earlier or later termination date), or

(b) Upon approval by FHWA of the plans, specifications, and estimates for such project for the actual construction on the rights-of-way for which funds were advanced, or

(c) When a project funded from the right-of-way revolving fund is withdrawn or is converted to a regular Federal-aid project.

§ 130.409 Method of repayment.

(a) If a project is terminated by expiration of the period of time within

[1] The Federal-Aid Highway Program Manual is available for inspection and copying as prescribed in 49 CFR Part 7, Appendix D.

which actual construction must be commenced or by withdrawal, the State shall repay the amounts advanced for the project by check drawn to the order of the "Federal Highway Administration." Any net rental income or proceeds from the sale of properties shall be repaid by separate check.

(b) When a right-of-way project is converted to a regularly funded Federal-air right-of-way project, full repayment will be made by check as in paragraph (a) of this section. Any net rental income and proceeds from sale of properties may be shown as a previous payment on the first voucher submission on the regularly funded project or repaid by check as in paragraph (a) of this section.

Effective on: July 9, 1976.

Issued on: June 30, 1976.

NORBERT T. TIEMANN,
Federal Highway Administrator.

[FR Doc.76-19655 Filed 7-7-76;8:45 am]

Title 24—Housing and Urban Development

CHAPTER VIII—LOW INCOME HOUSING, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. R-76-399]

PART 845—PHA ACQUISITION WITH OR WITHOUT REHABILITATION

PHA Acquisition of HUD-Owned Properties and Properties With HUD-Insured and HUD-Held Mortgages; Interim Rule

Correction

In FR Doc. 76-16490, appearing at page 23292, in the issue for Wednesday, June 9, 1976, on page 23295, in § 845.412(d), the line reading "a written notice of displacement as de-", should be inserted after the fourth line of the same paragraph.

Title 31—Money and Finance: Treasury

CHAPTER V—OFFICE OF FOREIGN ASSETS CONTROL, DEPARTMENT OF THE TREASURY

PART 520—FOREIGN FUNDS CONTROL REGULATIONS

Deletions From Lists of Scheduled Securities

Sections 520.205 and 520.205b are being amended by the deletion of certain securities from the Lists of Scheduled Securities.

The securities on the lists are securities that were reported by nationals of countries occupied by Germany during World War II as having been looted by the enemy. Such securities were publicly listed as blocked property, thereby protecting the true owners from marketing by the enemy of the looted securities. After hostilities ceased, an arrangement was worked out with the Government of the Netherlands under which the claims of Dutch nationals who had reported losses were assigned to their government. The Netherlands then requested the U.S. issuers of these blocked securities to reissue them to the Netherlands Government.

As a result of this looted securities program, the stolen originals of the listed securities became worthless. Any of the originals coming into the U.S. are required to be turned over to the Federal Reserve Bank of New York, which forwards them to the issuing company or paying agent for cancellation. These securities are then deleted from the lists in §§ 520.205 and 520.205b.

As the material contained herein involves a foreign affairs function of the United States, the provisions of the Administrative Procedure Act (5 U.S.C. 553) requiring notice of proposed rule making, opportunity for public participation, and delay in effective date, are inapplicable.

31 CFR Part 520 is amended as follows:

§ 520.205 [Amended]

1. Section 520.205(g), Appendix, is hereby amended by the deletion of the following securities:

Canadian Pacific Railway Company Perpetual—4%, Consolidated Debenture Stock: $1,000—No. 42832.

Canadian Pacific Railway Company—4½ Gold Bonds, 20 Year Nos. 6853, 9340, 10182, 10902 (4 at $1,000 each) and Nos. 1888 and 1889 (2 at $500 each).

§ 520.205b [Amended]

2. Section 520.205b(g), Appendix, is hereby amended by the deletion of the following securities:

Atchinson, Topeka and Santa Fe Railway Company, (The) General Gold 4% Due 1995: $1,000—Nos. 3952, 49523, 67508, 91051, and 123141.

Cities Service Company 5% Gold Debenture, 1969: $1,000 No. 20328.

Kansas City Southern Railway—3% 1st Mortgage Gold Due 1950: $1,000—No. 80.

Norfolk & Western Railway Company—First Consolidated Gold 4% Due 1996: $1,000—Nos. 27512, 29077, 29410; $500—Nos. 4588 and 5106.

Southern Railway Company—4% Development and General Mortgage Bond Due 1956: $1,000 No. 23276, having coupon due October 1, 1940 and subsequent coupons attached.

(50 U.S.C. App. 5(b); Executive Order 8389, 3 CFR 1943 Cum. Supp.)

Effective date: These amendments take effect on July 8, 1976.

STANLEY L. SOMMERFIELD,
Acting Director,
Office of Foreign Assets Control.

Approved:

DAVID R. MACDONALD,
Assistant Secretary, Enforcement, Operations and Tariff Affairs.

[FR Doc.76-19622 Filed 7-7-76;8:45 am]

Title 32—National Defense

CHAPTER I—OFFICE OF THE SECRETARY OF DEFENSE

SUBCHAPTER M—MISCELLANEOUS

PART 251—TOXIC CHEMICAL HAZARDS OR COMBINED TOXIC AND EXPLOSIVES HAZARDS SAFETY STANDARDS

On May 20, 1976, there was published in the FEDERAL REGISTER (41 FR 20686) a notice of proposed regulations regarding Toxic Chemical Safety Standards, in accordance with Title 10, United States Code, Section 172. Interested parties were given the opportunity to submit, no later than June 21, 1976, any comments regarding the proposed regulations.

No unfavorable comments were received on the proposed regulations, and the proposed regulations are herewith adopted without change as set forth below.

Effective date: July 13, 1976.

MAURICE W. ROCHE,
Director, Correspondence and Directives OASD (Comptroller).

JULY 1, 1976.

Part 251 to this subchapter reads as follows:

Sec.
251.1 General.
251.2 Maximum Credible Event.
Sec.
251.3 Hazard Zone Calculations.
251.4 Public Access Exclusion Distance.
251.5 Intraline Distance.
251.6 Magazine Distance.
251.7 Exclusion.
251.8 Containment.

AUTHORITY: The provisions of this Part 251 issued under Title 10, United States Code, section 172.

§ 251.1 General.

Items in this class are chemical agent filled ammunition, chemical agents, and chemical agent filled components. As used in this standard, "agent" means a toxic chemical agent, a substance which in intended for military use with lethal or incapacitating effects upon man through its chemical properties. Excluded from toxic chemical agents for purposes of this standard are riot control agents, chemical herbicides, smoke and flame producing items, and individual disassociated components of chemical agent ammunition.

(a) Depending upon the type of agent, its persistency, volatility, toxicity, or other characteristics, the primary safety consideration may be the area of agent dispersal rather than blast or fragment distance which usually control in the case of other ammunition. Items which contain only toxic chemical agents are assigned to Class 6, Division 1.

(b) Items which contain both explosives and toxic chemical components are assigned to Class 1, Divisions 1 through 4, as appropriate; Class 6, Division 1 requirements must also be applied so that the explosives and toxic chemical hazards are both considered.

§ 251.2 Maximum credible event.

A maximum credible event (MCE) is defined as that unintended, unplanned, or accidental adverse occurrence which causes release of agent from an ammunition item, bulk container, or process. It must be realistic with a reasonable probability of occurrence. It is necessary to hypothesize a MCE to enable calculation of the magnitude of a worst case hazard.

(a) The hypothetical MCE for any given situation will be based upon the nature and characteristics of the agent involved, ammunition, container, configuration, and location.

(b) The number of ammunities items involved, the quantity of agent released, and the percentage of agent disseminated shall be asumed, based upon available test data or, in the absence of data, the best technical judgment available.

(c) In the instance of a bulk container or an ammunition item without explosives components, the MCE will be developed from the hypothesis of a leak or rupture resulting in a release of agent.

(d) In the instance of ammunition with explosive components, the MCE will be developed from the assumption of an explosion or detonation of one of the most disruptive explosive components which would produce the worst results regarding release of agent; the propagation characteristics of the ammunition will be considered in developing the overall MCE.

(e) The amount of agent released and the nature of release (evaporation or aerosolization) as a result of MCE will then be used to make the hazard-zone calculations required by this standard.

§ 251.3 Hazard zone calculations.

(a) Because of the diversity of items which may be present at an installation, and the wide variation in hazard associated with MCEs involving different items, it is necessary that calculations be made for each item individually.

(b) Considerations of hazard zones for chemical items at each installation shall include: agents present, their amounts, and storage or handling configurations; the normal types of operations and handling to which they are subjected; and the MCE that may result directly from such operations.

(1) The chemical agent source strength which would result from the MCE that could occur in the usual storage and handling configuration or during other specialized operations shall be calculated for each chemical item. Such MCE shall be evaluated and the worst case hazard-source strength shall be selected, based on the type and quantity of agent released and type of release; e.g., by aerosolization or evaporation.

(2) These hazardous sources shall become the basis of subsequent hazard-distance calculations performed in accordance with the methodology described in DDESB Technical Paper Number 10.

(c) In performing hazard calculations, prime consideration shall be given to: type of agent, source strength and geometry, and time of day that the agent release occurs.

(1) Distances will be calculated to show whether or not the hazards from the chemical agents exceed the safety zones required to protect against the explosive hazards if both are present.

(2) The hazard distances shall then be displayed as the radius of a circle drawn on a map of the installation and its environs if the distance extends beyond the installation boundaries. The indicated worst case distance to the contour line at which the following values would exist:

Agent:	$mg\text{-}min/m^3$
GB	10.0
VX	4.3
HD	150.0

shall be used as public access exclusion distance for Class 6, Division 1 chemical agents.

§ 251.4 Public access exclusion distance.

This distance requires consideration not only of blast or fragment hazard from Class 1 items, but also of the effect of release of agent because of the agent's persistency, volatility, toxicity, nature of release (aerosolization or evaporation), or other special features.

(a) Inhabited building quantity-distance standards for chemical agents in Class 1 or Class 6 items cannot be conveniently stated in the manner prescribed for other Class 1 items.

(b) Based on meteorological, topographical and other local conditions, a downwind-hazard zone in which certain effects may be expected shall be calculated for accidental agent release from the potential source of agent.

(c) The downwind-hazard zone shall be calculated as indicated in § 251.3.

(d) For protection analogous to the inhabited-building distance for explosives, the hazard zone calculated from the MCE shall represent that arc from the agent source containing no more than 10.0, 4.3, and 150.0 $mg\text{-}min/m^3$ of GB, VX, or HD respectively.

(e) Positive means shall be taken to assure that no persons, not directly associated with chemical weapons operations, enter areas so defined.

(f) In the event this calculation results in a lesser distance than that required by the associated blast or fragment hazard, the blast or fragment distance shall be applied as determined for Class 1, Divisions 1 through 4.

(g) Positive control of an area which can assure that all persons can be removed prior to exposure in the case of an MCE may be developed in lieu of absolute exclusion. Full details of such control must be presented to the DDESB for approval if proposed to be used in lieu of exclusion.

§ 251.5 Intraline Distance.

Since the primary purpose of intraline distance is to prevent the propagation of explosions, there is no requirement for intraline separation of Class 6 items. The intraline distances for Class 1 ammunition containing both agents and explosive components shall be those specified for Class 1, Divisions 1 through 4, as if the chemical agents were not present.

§ 251.6 Magazine Distance.

Since the primary purpose of magazine distance is to provide a high degree of protection against propagation of explosions (in the case of aboveground magazines), or to provide virtually complete protection against propagation of explosions (in the case of igloo magazines), there is no requirement for magazine separation of Class 6 items.

(a) The magazine distance for Class 1 ammunition containing both agent and explosive components shall be that appropriate if chemical agent were not present, using the appropriate table for Hazard Class 1, Division 1 through 4.

(b) For chemical agents requiring differing decontamination procedures, the controlling DoD Component shall specify appropriate minimum-separation distances.

§ 251.7 Exclusion.

This standard does not apply to situations where the immediate disposal or detoxification of chemical ammunition or agents is necessitated by an emergency when delay would clearly cause a greater danger to human life, or health.

§ 251.8 Containment.

Safety criteria for containment of operations:

(a) Certain operations are inherently hazardous and appropriate containment of the various hazards involved is necessary for the protection of the employees performing such work, the protection of other employees at the installation who are not associated with such work, and the protection of the general public outside the installation.

(1) Personnel responsible for planning, designing, and accomplishing such operations must assure that adequate safety is proved by incorporating the appropriate types of hazard containment.

(2) The various circumstances and facilities that may be encountered at such operations prevent pre-definition of specific detailed containment specifications for each agent, each ammunition and each operation.

(3) Nevertheless, the general principles of hazard containment set forth below will be normally incorporated in operations such as manufacture, disassembly, demilitarization, and disposal.

(b) There are two types of containment: "total containment," and "vapor containment." Irrespective of which type of containment is provided, the containment structure or facility will be equipped with a means of entrapping or detoxifying the evaporated or aerosolized chemical agent by filters, scrubbers, incinerators, or other appropriate means. Total containment and vapor containment are described as follows:

(1) Total containment requires a facility designed and tested to be of sufficient capacity and strength to contain combustion or detonation gases, fragments, and agent from the largest explosion that could occur, based upon the propagation characteristics of the ammunition. Currently, there are two basic designs for such total containment.

(i) One design consists of a chamber capable of retaining all of the fragments and explosion effects; and preventing release of detectable quantities of agent.

(ii) The other design consists of a suppressive shield capable of retaining the fragments and sufficiently attenuating the blast forces while a plenum chamber (outer envelope surrounding the suppressive shield) retains the combustion

gases and prevents release of detectable quantities of agent.

(2) Vapor containment will consist of a facility designed to provide negative pressure, controlled air flow, and walled or multiple walled enclosures which will contain any detectable quantities of agent released. Designs for vapor containment are usually tailored to the operation involved.

(3) Containment is not required for operations associated with storage activities. Examples of such operations include shipping, storing, receiving, rewarehousing, minor maintenance, surveillance inspection, repair, and encapsulation.

(i) Emergency agent transfer in the event of agent leakage is also permitted without containmment. These activities normally present an acceptable degree of safety except in the event of an agent leaker, and then the increased hazard is only to those operating personnel in proximity.

(ii) In the event of a leaker, measures such as personal protective clothing and equipment are mandatory to protect operating personnel during the application of decontamination procedures to neutralize the escaping agent, and to repair, encapsulate, or transfer agent from the leaking ammunition or container.

(4) The selection of the type of containment is dependent upon the nature of the operation involved.

(i) Total containment is required for those operations involving ammunition which contain explosive components as well as toxic agents, whenever the operation may subject the explosive components to a potential initiating stimulus.

(ii) Vapor containment is required for those operations involving toxic agents in bulk or in ammunition without explosives components; and for those operations involving ammunition containing both toxic agent and explosive components wherein the operation does not subject the explosive components to a potential initiating stimulus.

(iii) Examples of disassembly, demilitarization, and disposal operations which normally require total containment and those which require vapor containment are listed below. For situations not specifically listed, selection of the type of containment required will be in accordance with the above principles.

(*d*) Operations requiring total containment include:

(*i*) Machine tool operations; e.g., cutting, sawing, milling, drilling, punching, or shearing of ammunition if the operation requires the cutting tool to remove or displace metal before or after contact with the explosives.

(*ii*) Situations in which the ammunition arming and functioning environments can be duplicated by the sequence of operations and process machinery.

(*iii*) Disassembly of armed or possibly armed ammunition.

(*iv*) Disassembly of explosive components from ammunition where there is evidence of significant damage, exudation of explosives, corrosion, or deterioration; unless testing, analysis or evaluation by DDESB determines that total containment is not required.

(*v*) Disassembly of explosive components from ammunition where undue force is required to accomplish the disassembly; e.g., where tools used for disassembly must apply significantly greater leverage or torque than those which were used for the assembly.

(*b*) Operations requiring vapor containment are:

(*i*) Machine tool operations; e.g., punching, drilling, or sawing of ammunition to remove the agent provided the equipment is designed to prevent contact of its cutting tool with explosives.

(*ii*) Burster well removal, after removal of explosive components.

(*iii*) Transfer of agent from bulk storage tanks, containers or ammunition into holding tanks, chemical detoxification reactors, incinerators, or similar processing equipment, such as may be found in a production, demilitarization or disposal line. This is not to be construed as requiring vapor containment for agent transfer during field operations involving leaker repair activities.

[FR Doc.76-19740 Filed 7-7-76;8:45 am]

Title 33—Navigation and Navigable Waters

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

[CGD 76-38]

PART 110—ANCHORAGE REGULATIONS

Anchorage Grounds, Columbia River, Oregon and Washington

In describing the two anchorage grounds at Tongue Point in § 110.228 of Part 110 of Title 33 of the Code of Federal Regulations, reference is made to Tongue Point Light. This light has been disestablished and the structure has been dismantled. Since this reference point has been removed it is necessary to redescribe the two anchorages, using geographic coordinates. No other change to the anchorage ground is being made.

As this amendment only changes the reference point in the descriptions and does not change the location or area of the anchorage, compliance with the notice and public procedures of the Administrative Procedure Act is unnecessary, and the amendment is being made effective in less than 30 days.

In consideration of the foregoing, paragraph (a) of § 110.228 of Part 110 of Title 33 of the Code of Federal Regulations is amended to read as follows:

§ 110.228 Columbia River, Oregon and Washington.

(a) *The anchorage grounds.*—(1) *Lower Tongue Point Anchorage.* A rectangular area bounded as follows: Beginning at latitude 46°12'07" N., longitude 123°47'24" W.; thence northwesterly to latitude 46°12'19" N., longitude 123°47'33" W.; thence northeasterly to latitude 46°12'36" N., longitude 123°46'42" W.; thence southeasterly to latitude 46°12'24" N., longitude 123°46'32" W.; thence to the point of beginning.

(2) *Upper Tongue Point Anchorage.* A pentagonal area bounded as follows: Beginning at latitude 46°12'24" N., longitude 123°46'32" W.; thence northwesterly to latitude 46°12'36" N., longitude 123°46'42" W., thence northeasterly to latitude 46°12'59" N., longitude 123°46'00" W.; thence continuing northeasterly to latitude 46°13'05" N., longitude 123°45'38" W.; thence southeasterly to latitude 46°12'57" N., longitude 123°45'30" W.; thence to the point of beginning.

* * * * *

(Sec. 7, 30 Stat. 1053, as amended, sec. 6(g)(1)(A), 80 Stat. 937; (33 U.S.C. 471), (49 U.S.C. 1655(g)(1)(A)); 49 CFR 1.46(c)(1), 33 CFR 1.05 1.05-1(c)(1).)

Effective date: This amendment is effective on July 8, 1976.

Dated: June 29, 1976.

A. F. FUGARO,
Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Environment and Systems.

[FR Doc.76-19639 Filed 7-7-76;8:45 am]

[CGD 1-76-5R]

PART 127—SECURITY ZONES

Establishment of Security Zone; Narragansett Bay East Passage, Rhode Island

This amendment to the Coast Guard's Security Zone Regulations, establishes the waters of Narragansett Bay, East Passage within 50 yards of the HMY *Britannia* while moored at the Newport Naval Base, Middletown, Rhode Island, as a security zone. This security zone is established to prevent interference with and limit approach to the HMY *Britannia*.

This amendment is issued without publication of a notice of proposed rule making and this amendment is effective in less than 30 days from the date of publication, because this security zone involves a foreign affairs function of the United States.

In consideration of the foregoing, Part 127 of Title 33 of the Code of Federal Regulations is amended by adding § 127.106, to read as follows:

§ 127.106 Narragansett Bay, East Passage, Newport, Rhode Island.

(a) The waters within the following boundary is a security zone: within fifty yards of the HMY *Britannia* while moored at Naval Education Training Center, Pier 1, destroyer pier at the Newport Naval Base, Middletown, Rhode Island 41°31'41" N. and 71°18'47" W. The HMY *Britannia* is 413 feet in length overall and is distinguishable by her royal blue hull with red bottom and decorated with a gold band below the masts. The Royal Coat of Arms is located on the bow with the Royal Cypher on the stern.

(b) No vessel or person may enter or remain in this security zone without the permission of the Captain of the Port, Providence, Rhode Island.

(40 Stat. 220, as amended, sec. 1, 63 Stat. 503, sec. 6(b), 80 Stat. 937; 50 U.S.C. 191, 14 U.S.C. 91, 49 U.S.C. 1655(b); E.O. 10173, E.O. 10277, E.O. 10352, E.O. 11249; 3 CFR, 1949–1953 Comp. 356, 778, 873, 3 CFR 1964–1965 Comp. 349, 33 CFR Part 6, 49 CFR 1.46(b).)

Effective date: This amendment is effective from 1700 on July 10, 1976 or upon mooring of the HMY *Britannia*, and terminates at 2300 or upon the ship's departure from the wharf.

Dated: June 23, 1976.

LEON E. BEAUDIN,
Commander, U.S. Coast Guard, Captain of the Port, Providence, Rhode Island.

[FR Doc.76-19638 Filed 7-7-76;8:45 am]

[CGD 3-76-11-R]

PART 127—SECURITY ZONES

Establishment of Security Zones; Upper Bay, New York

This amendment to the Coast Guard's Security Zone Regulations, establishes a portion of the waters of Upper Bay, New York Harbor as a security zone. This security zone is established because of the visit of the British Royal Yacht HMY *Britannia* to the United States of America.

This amendment is issued without publication of a notice of proposed rulemaking and this amendment is effective in less than 30 days from the date of publication, because this security zone involves a foreign affairs function of the United States.

In consideration of the foregoing, Part 127 of Title 33 of the Code of Federal Regulations is amended by adding § 127.345 to read as follows:

§ 127.345 Upper Bay, New York.

The waters of the Upper Bay, New York Harbor, in the vicinity of the Military Ocean Terminal, Bayonne, New Jersey, within the following boundary: a line beginning at latitude 40°39'47.5" North, longitude 74°04'08.8" West, thence to latitude 40°39'46.2" North, longitude 74°04'06" West, thence to latitude 40°-39'50" North, longitude 74°04'03" West, thence to latitude 40°39'58.7" North, longitude 74°04'23.1" West, thence to latitude 40°39'56.8" North, longitude 74°04'24'7" West, thence along the pierhead to the point of beginning, is a security zone.

(40 Stat. 220, as amended, Sec. 1, 63, Stat. 503, sec. 6(b), 80 Stat. 937; 50 U.S.C. 191, 14 U.S.C. 91, 49 U.S.C. 1655(b); E.O. 10173, E.O. 10277, E.O. 10352, E.O. 11249; 3 CFR 1949–1953 Comp. 356, 778, 873, 3 CFR, 1964–1965 Comp. 349, 33 CFR Part 6, 49 CFR 1.46(b).)

Effective date: This amendment is effective from 6:30 a.m. July 8, 1976, to 11:20 July 9, 1976.

Dated: July 1, 1976.

J. L. FLEISHELL,
Captain, U.S. Coast Guard, Captain of the Port of New York.

[FR Doc.76-19635 Filed 7-7-76;8:45 am]

[CGD 3-76-12-R]

PART 127—SECURITY ZONES

Establishment of Security Zones; Hudson River, New York

This amendment to the Coast Guard's Security Zone Regulations, establishes a portion of the waters of the Hudson River, New York as a security zone. This security zone is established because of the visit of the British Royal Yacht HMY *Britannia* to the United States of America.

This amendment is issued without publication of a notice of proposed rulemaking and this amendment is effective in less than 30 days from the date of publication, because this security zone involves a foreign affairs function of the United States.

In consideration of the foregoing, Part 127 of Title 33 of the Code of Federal Regulations is amended by adding § 127.346 to read as follows:

§ 127.346 Hudson River, New York.

The waters of Hudson River, New York in the vicinity of pier 88 Manhattan, New York, within the following boundary: a line beginning at a point on the Manhattan shore line, latitude 40°45'52.3" North, longitude 73°59'58" West, thence to latitude 40°45'58.3" North, longitude 74°00'11.4" West, thence to latitude 40°46'04.3" North, longitude 74°00'07.2" West, thence to latitude 40°45'58.8" North, longitude 73°59'54" West, thence along the shore line to the point of beginning, is a security zone.

(40 Stat. 220, as amended, sec. 1, 63 Stat. 503, sec. 6(b), 80 Stat. 937; 50 U.S.C. 191, 14 U.S.C. 31, 49 U.S.C. 1655(b); E.O. 10173, E.O. 10277, E.O. 10352, E.O. 11249; 3 CFR, 1949–1953 Comp. 356, 778, 873, 3 CFR, 1964–1965 Comp. 349, 33 CFR Part 6, 49 CFR 1.46(b).)

Effective date: This amendment is effective from 10:30 a.m. July 9, 1976, to 12:30 a.m. July 10, 1976.

Dated: July 1, 1976.

J. L. FLEISHELL,
Captain, U.S. Coast Guard, Captain of the Port of New York.

[FR Doc.76-19636 Filed 7-7-76;8:45 am]

[CGD 3-76-13-R]

PART 127—SECURITY ZONES

Establishment of Security Zones; Upper Bay, New York

This amendment to the Coast Guard's Security Zone Regulations, establishes a portion of the waters of Upper Bay, New York Harbor as a security zone. This security zone is established because of the visit of the British Royal Yacht HMY *Britannia* to the United States of America.

This amendment is issued without publication of a notice of proposed rulemaking and this amendment is effective in less than 30 days from the date of publication, because this security zone involves a foreign affairs function of the United States.

In consideration of the foregoing, Part 127 of Title 33 of the Code of Federal Regulations is amended by adding § 127.347 to read as follows:

§ 127.347 Upper Bay, New York.

The waters of the Upper Bay, New York Harbor, in the vicinity of the Battery, within the following boundary: a line beginning at a point on the Manhattan shore line, latitude 40°42'06.1" North, longitude 74°01'00.6" West, thence to latitude 40°42'00.9" North, longitude 74°01'09.1" West, thence to latitude 40°42'03" North, longitude 74°-01'12.2" West, thence to latitude 40°42'-08.5" North, longitude 74°01'02.8" West, thence along the shore line to the point of beginning, is a security zone.

(40 Stat. 220, as amended, sec. 1, 63 Stat. 503, sec. 6(b), 80 Stat. 937; 50 U.S.C. 191, 14 U.S.C. 91, 49 U.S.C. 1655(b); E.O. 10173, E.O. 10277, E.O. 10352, E.O. 11249; 3 CFR, 1949–1953 Comp. 356, 778, 873, 3 CFR, 1964–1965 Comp. 349, 33 CFR Part 6, 49 CFR 1.46(b).)

Effective date: This amendment is effective from 9:00 a.m. July 9, 1976, to 12:15 p.m., July 9, 1976.

Dated: July 1, 1976.

J. L. FLEISHELL,
Captain of the Port of New York.

[FR Doc.76-19637 Filed 7-7-76;8:45 am]

Title 40—Protection of Environment

CHAPTER I—ENVIRONMENTAL PROTECTION AGENCY

SUBCHAPTER B—GRANTS

[FRL 574-5]

PART 35—STATE AND LOCAL ASSISTANCE

Extension of Exception to Required Use of Appendixes C-1 and C-2 for Subagreements Under Grants for Construction of Treatment Works

On March 4, 1976, the Environmental Protection Agency published as final rulemaking in the FEDERAL REGISTER Appendix C-1 (Required Provisions—Consulting Engineering Agreements) and Appendix C-2 (Required Provisions—Construction Contracts) to 40 CFR Part 35 Subpart E (41 FR 9340). Inasmuch as the clauses were required to be used in conjunction with regulations promulgated on December 17, 1975 (40 FR 58602), which became effective on March 1, 1976, the Appendixes also became effective on March 1, 1976.

The Preamble to the publication of the clauses permitted EPA Regional Offices to award grants prior to July 1, 1976, without the required clauses in the subagreements under certain limited circumstances. Further, the Preamble requested comments on those clauses through May 15, 1976. EPA has received sufficient comment on some of the provisions of Appendixes C-1 and C-2 to indicate that some revision is justified. Accordingly, it has been decided to extend the existing authorization to EPA Regional Offices until the Appendixes are

revised and the revisions become effective.

Until Appendixes C–1 and C–2 are revised and those revisions become effective, grants may be awarded, in instances where negotiated or advertised subagreements do not comply with 40 CFR 35.937–9(c) or 35.948–8(a) or (b), if (1) the Regional Administrator awards the grant with a condition that the subagreement(s) be amended to include the required clauses within a specific period of time and, in such event, no grant payments for the affected work may be made until such compliance has been obtained; or (2) the Regional Counsel determines that the subagreement clauses used substantially conform to the required clauses.

The comments received on Appendixes C–1 and C–2 are available for inspection by members of the public in the Public Information Reference Unit, Room 2922, Waterside Mall, 401 M Street SW., Washington, D.C. Following completion of analysis of all comments received, EPA will schedule a public meeting or meetings on the proposed revisions to Appendixes C–1 and C–2. Notice of the meeting or meetings will be published in the FEDERAL REGISTER.

Dated: June 30, 1976.

ALVIN L. ALM,
Assistant Administrator for Planning and Management.

[FR Doc.76–19573 Filed 7–7–76;8:45 am]

SUBCHAPTER C—AIR PROGRAMS

[FRL 574–3]

PART 60—STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES

Delegation of Authority to State of California on Behalf of Fresno, Mendocino, San Joaquin, and Sacramento County Air Pollution Control Districts

Pursuant to the delegation of authority for the standards of performance for new stationary sources (NSPS) to the State of California on behalf of the Fresno County Air Pollution Control District, the Mendocino County Air Pollution Control District, the San Joaquin County Air Pollution Control District, and the Sacramento County Air Pollution Control District, dated March 29, 1976, EPA is today amending 40 CFR 60.4, *Address*, to reflect this delegation. A Notice announcing this delegation is published today in the Notice Section of this issue. The amended § 60.4 is set forth below. It adds the addresses of the Fresno County, Mendocino County, San Joaquin County, and Sacramento County Air Pollution Control Districts, to which must be addressed all reports, requests, applications, submittals, and communications pursuant to this part by sources subject to the NSPS located within these Air Pollution Control Districts.

The Administrator finds good cause for foregoing prior public notice and for making this rulemaking effective immediately in that it is an administrative change and not one of substantive content. No additional substantive burdens are imposed on the parties affected. The delegation which is reflected by this administrative amendment was effective on March 29, 1976, and it serves no purpose to delay the technical change of this addition of the Air Pollution Control District addresses to the Code of Federal Regulations.

This rulemaking is effective immediately, and is issued under the authority of section 111 of the Clean Air Act, as amended [42 U.S.C. 1857c–6].

Dated: June 15, 1976.

STANLEY W. LEGRO,
Assistant Administrator for Enforcement.

Part 60 of Chapter I, Title 40, of the Code of Federal Regulations, is amended as follows:

1. In § 60.4, paragraph (b) is amended by revising subparagraph F to read as follows:

§ 60.4 Address.

* * * * *

(b) * * *

(A)–(E) * * *

(F) California:

Bay Area Air Pollution Control District, 939 Ellis St., San Francisco, CA 94109
Del Norte County Air Pollution Control District, Courthouse, Crescent City, CA 95531
Fresno County Air Pollution Control District, 515 S. Cedar Ave., Fresno, CA 93702
Humboldt County Air Pollution Control District, 5600 S. Broadway, Eureka, CA 95501
Kern County Air Pollution Control District, 1700 Flower St. (P.O. Box 997), Bakersfield, CA 93302
Mendocino County Air Pollution Control District, County Courthouse, Ukiah, CA 95482
Monterey Bay Unified Air Pollution Control District, 420 Church St. (P.O. Box 487), Salinas, CA 93901
Northern Sonoma County Air Pollution Control District, 3313 Chanate Rd., Santa Rosa, CA 95404
Sacramento County Air Pollution Control District, 2221 Stockton Blvd., Sacramento, CA 95827
San Joaquin County Air Pollution Control District, 1601 E. Hazelton St. (P.O. Box 2009), Stockton, CA 95201
Trinity County Air Pollution Control District, Box AJ, Weaverville, CA 96093
Ventura County Air Pollution Control District, 625 E. Santa Clara St., Ventura, CA 93001

* * * * *

[FR Doc.76–19571 Filed 7–7–76;8:45 am]

[FRL 574–2]

PART 61—NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS

Delegation of Authority to State of California on Behalf of Fresno, Mendocino, San Joaquin, and Sacramento County Air Pollution Control Districts

Pursuant to the delegation of authority for national emission standards for hazardous air pollutants (NESHAPS) to the State of California on behalf of the Fresno County Air Pollution Control District, the Mendocino County Air Pollution Control District, the San Joaquin County Air Pollution Control District, and the Sacramento County Air Pollution Control District, dated March 29, 1976, EPA is today amending 40 CFR 61.04, *Address*, to reflect this delegation. A Notice announcing this delegation is published today in the Notice Section of this issue. The amended § 61.04 is set forth below. It adds the addresses of the Fresno County, Mendocino County, San Joaquin County, and Sacramento County Air Pollution Control Districts, to which must be addressed all reports, requests, applications, submittals, and communications pursuant to this part by sources subject to the NESHAPS located within these Air Pollution Control Districts.

The Administrator finds good cause for foregoing prior public notice and for making this rulemaking effective immediately in that it is an administrative change and not one of substantive content. No additional substantive burdens are imposed on the parties affected. The delegation which is reflected by this administrative amendment was effective on March 29, 1976, and it serves no purpose to delay the technical change of this addition of the Air Pollution Control District addresses to the Code of Federal Regulations.

This rulemaking is effective immediately, and is issued under the authority of section 112 of the Clean Air Act, as amended [42 U.S.C. 1857c–7].

Dated: June 15, 1976.

STANLEY W. LEGRO,
Assistant Administrator for Enforcement.

Part 61 of Chapter I, Title 40, of the Code of Federal Regulations, is amended as follows:

1. In § 61.04 paragraph (b) is amended by revising subparagraph F to read as follows:

§ 61.04 Address.

* * * * *

(b) * * *

(A)–(E) * * *

(F) California:

Bay Area Air Pollution Control District, 939 Ellis St., San Francisco, CA 94109
Del Norte County Air Pollution Control District, Courthouse, Crescent City, CA 95531
Fresno County Air Pollution Control District, 515 S. Cedar Avenue, Fresno, CA 93702
Humboldt County Air Pollution Control District, 5600 S. Broadway, Eureka, CA 95501
Kern County Air Pollution Control District, 1700 Flower St. (P.O. Box 997), Bakersfield, CA 93302
Mendocino County Air Pollution Control District, County Courthouse, Ukiah, CA 95482
Monterey Bay Unified Air Pollution Control District, 420 Church St. (P.O. Box 487), Salinas, CA 93901
Northern Sonoma County Air Pollution Control District, 3313 Chanate Rd., Santa Rosa, CA 95404
Sacramento County Air Pollution Control District, 2221 Stockton Blvd., Sacramento, CA 95827
San Joaquin County Air Pollution Control District, 1601 E. Hazelton St. (P.O. Box 2009), Stockton, CA 95201
Trinity County Air Pollution Control District, Box AJ, Weaverville, CA 96093

Ventura County Air Pollution Control District, 625 E. Santa Clara St., Ventura, CA 93001

* * * * *

[FR Doc.76-19570 Filed 7-7-76;8:45 am]

SUBCHAPTER N—EFFLUENT GUIDELINES AND STANDARDS

[FRL 576-1]

PART 454—GUM AND WOOD CHEMICALS POINT SOURCE CATEGORY

Extension of Comment Period and Notice of Availability

On May 18, 1976 the Agency published a notice of interim final rulemaking (41 FR 20506) establishing effluent limitations and guidelines for the gum and wood chemicals manufacturing point source category, based upon use of best practicable control technology currently available. The due date for comments provided in the notice was June 17, 1976.

The Agency anticipated that the document entitled "Development Document for Interim Final Effluent Limitations, Guidelines and Proposed New Source Performance Standards for the Gum and Wood Chemicals Manufacturing Point Source Category," which contains information on the analysis undertaken in support of the regulations, would be available to the public throughout the comment period. Production difficulties delayed the availability of this document. Copies of the document are now available and have been forwarded to those persons having submitted written requests to the Environmental Protection Agency. A limited number of additional copies are available for distribution from the Environmental Protection Agency, Effluent Guidelines Division, Washington, D.C. 20460, Attention: Distribution Officer, WH-552.

Accordingly, the date for submission of comments is hereby extended to August 9, 1976.

Dated: July 1, 1976.

ANDREW W. BREIDENBACH,
Assistant Administrator for Water and Hazardous Materials.

[FR Doc.76-19769 Filed 7-7-76;8:45 am]

Title 49—Transportation

CHAPTER I—OFFICE OF HAZARDOUS MATERIALS OPERATIONS, DEPARTMENT OF TRANSPORTATION

SUBCHAPTER C—HAZARDOUS MATERIALS REGULATIONS

[Docket No. HM-110; Amdt. No. 177-31]

PART 177—CARRIAGE BY PUBLIC HIGHWAY

Repair and Maintenance of Vehicles

The purpose of this amendment to Title 49 of the Code of Federal Regulations is to revoke, effective June 30, 1976, the amendment made to paragraph (g) of § 177.854 as published under Docket No. HM-110 in the FEDERAL REGISTER on December 2, 1974 (39 FR 41741).

Amendment Nos. 173-87 and 177-31 under Docket No. HM-110 prescribed, inter alia, new regulations pertaining to repairs and maintenance to vehicles containing hazardous materials (§ 177.854 (g)). The effective date of those new regulations was April 1, 1975, however, immediate compliance was authorized.

In response to petitions for reconsideration, the effective date of the amendment to § 177.854(g) was postponed until October 1, 1975 (40 FR 12269). Thereafter, the American Trucking Associations, Inc. (ATA) filed a persuasive petition to further postpone that effective date on the grounds that the regulation as amended was ambiguous, unduly restrictive, and that there was a need for additional research and consideration before making the regulation effective. Consequently, the effective date was further delayed to July 1, 1976 (40 FR 44821).

Reconsideration by the Materials Transportation Bureau confirms that the requirements of § 177.854(g), as amended on December 2, 1974 (39 FR 41741), do not clearly articulate the safety precautions intended in every situation and are capable of being misconstrued in a manner which compromises, rather than promotes, the safe transportation of hazardous materials.

It is therefore the decision of the Materials Transportation Bureau that the requirements of § 177.854(g) in effect on June 30, 1976, continue in effect until a well considered amendment to those requirements can be promulgated. Consistent with that decision, a notice of proposed rulemaking with respect to § 177.854(g) will be published in the near future.

In consideration of the foregoing, 49 CFR 177.854(g), as published on December 2, 1974 (39 FR 41741), is hereby revoked effective June 30, 1976.

(18 U.S.C. 834, 49 CFR 1.53(g).)

Issued in Washington, D.C., on June 30, 1976.

JAMES T. CURTIS, Jr.,
Director, Materials Transportation Bureau.

[FR Doc.76-19643 Filed 7-7-76;8:45 am]

Title 50—Wildlife and Fisheries

CHAPTER II—NATIONAL MARINE FISHERIES SERVICE, NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION, DEPARTMENT OF COMMERCE

SUBCHAPTER H—TUNA FISHERIES

PART 285—ATLANTIC TUNA FISHERIES

Atlantic Bluefin Tuna Area Extension

On May 18, 1976, the National Marine Fisheries Service (NMFS) published a notice of final rulemaking in the FEDERAL REGISTER (41 FR 20411) concerning the taking of bluefin tuna in Atlantic waters. That notice also described the circumstances under which the regulatory area would be expanded to include the territorial seas of the United States.

Section 9 of the Atlantic Tunas Convention Act of 1975 provides for Federal regulations to be effective within the territorial seas of the United States (gen-

erally the area over which the coastal States have fisheries jurisdiction pursuant to the Submerged Lands Act, 43 U.S.C. 1301–1343), provided that the Secretary (whose authority has been delegated to the Director, NMFS) first determines that:

(a) Within "a reasonable period of time" after promulgation of Federal regulations, States have not enacted laws or promulgated regulations which implement the Commission's recommendations; or

(b) If a State has adopted regulations, the regulations are either less restrictive than Federal Regulations; or

(c) Are not effectively enforced. 50 CFR 285.8 defines a "reasonable period of time" as 30 days from the date of notification to the involved States.

On May 17, 1976, the Director, NMFS, wrote to the Governors of Florida, Georgia, South Carolina, North Carolina, Virginia, Maryland, Delaware, New Jersey, New York, Connecticut, Rhode Island, Massachusetts, New Hampshire and Maine advising them of the May 18, 1976, notice of final rulemaking and pointed out the provisions of section 9 of the Atlantic Tunas Convention Act which might require the application of Federal regulations in the territorial seas.

On the expiration of the 30-day period (June 19, 1976) the Director determined that the States of Florida, Georgia, Virginia, and Delaware have not enacted laws or promulgated regulations for the conservation of Atlantic bluefin tuna.

In his letter of May 17, 1976, addressed to the State Governors, the Director also indicated that the affected States would have an additional 15 days following the close of the initial 30-day period described above in which to request a hearing on his determination.

The States of Florida, Georgia, Virginia, and Delaware, have waived their respective rights to a hearing on his determination.

Accordingly, under the authority of 16 U.S.C. 971g, Federal regulations pertaining to the harvest of Atlantic bluefin tuna for the year 1976 are hereby extended into the territorial seas of the United States of the States of Florida, Georgia, Virginia, and Delaware, effective on July 8, 1976.

In consideration of the foregoing, 50 CFR Part 285, is amended by adding a new § 285.9 to read as follows:

§ 285.9 Extensions of regulatory area into territorial seas.

Pursuant to section 9(d) of the Act and § 285.8 above, the Director has determined that the territorial seas of the United States off the following States are included in the regulatory area: Florida, Georgia, Virginia, and Delaware.

Issued at Washington, D.C., and dated July 2, 1976.

JACK W. GEHRINGER,
Deputy Director,
National Marine Fisheries Service.

[FR Doc.76-19691 Filed 7-7-76;8:45 am]

Title 7—Agriculture

CHAPTER I—AGRICULTURAL MARKETING SERVICE (STANDARDS, INSPECTIONS, MARKETING PRACTICES), DEPARTMENT OF AGRICULTURE

PART 26—GRAIN STANDARDS

United States Standards for Wheat

Correction

In FR Doc.76-18786, appearing at page 26670 of the issue of Tuesday, June 29, 1976, the table at the bottom of page 26673 should read as follows:

§ 26.306 Grades and grade requirements.

WHEAT

(a) Grades and grade requirements for all classes of Wheat, except Mixed Wheat. (See also § 26.308.)

Grade	Minimum test weight per bushel		Maximum limits of—						
	Hard Red Spring Wheat or White Club Wheat	All other classes and subclasses	Heat-damaged kernels	Damaged kernels (total) [1]	Foreign material	Shrunken and broken kernels	Defects (total) [2]	Wheat of other classes [3]	
								Contrasting classes	Wheat of other classes (total) [4]
	Pounds	*Pounds*	*Percent*	*Percent*	*Percent*	*Percent*	*Percent*	*Percent*	*Percent*
U.S. No. 1	58.0	60.0	0.2	2.0	0.5	3.0	3.0	1.0	3.0
U.S. No. 2	57.0	58.0	0.2	4.0	1.0	5.0	5.0	2.0	5.0
U.S. No. 3	55.0	56.0	0.5	7.0	2.0	8.0	8.0	3.0	10.0
U.S. No. 4	53.0	54.0	1.0	10.0	3.0	12.0	12.0	10.0	10.0
U.S. No. 5	50.0	51.0	3.0	15.0	5.0	20.0	20.0	10.0	10.0
U.S. Sample grade	U.S. Sample grade shall be wheat which: (1) Does not meet the requirements for the grades U.S. Nos. 1, 2, 3, 4, or 5; or (2) Contains a quantity of smut so great that one or more of the grade requirements cannot be determined accurately; or (3) Contains 8 or more stones, 2 or more pieces of glass, 3 or more crotalaria seeds (*Crotalaria* spp.), 3 or more castor beans (*Ricinus communis*), 4 or more particles of an unknown foreign substance(s) or a commonly recognized harmful or toxic substance(s), or 2 or more rodent pellets, bird droppings, or an equivalent quantity of other animal filth per 1,000 grams of wheat; or (4) Has a musty, sour, or commercially objectionable foreign odor (except smut or garlic odor); or (5) Is heating or otherwise of distinctly low quality.								

[1] Includes heat-damaged kernels.

[2] Defects (total) include damaged kernels (total), foreign material, and shrunken and broken kernels. The sum of these three factors may not exceed the limit for defects.

[3] Unclassed Wheat of any grade may contain not more than 10 percent of wheat of other classes.

[4] Includes contrasting classes.

CHAPTER IX—AGRICULTURAL MARKETING SERVICE (MARKETING AGREEMENTS AND ORDERS; FRUITS, VEGETABLES, NUTS), DEPARTMENT OF AGRICULTURE

[Valencia Orange Regulation 535]

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

Limitation of Handling

This regulation fixes the quantity of California-Arizona Valencia oranges that may be shipped to fresh market during the weekly regulation period July 9–15, 1976. It is issued pursuant to the Agricultural Marketing Agreement Act of 1937, as amended, and Marketing Order No. 908. The quantity of Valencia oranges so fixed was arrived at after consideration of the total available supply of Valencia oranges, the quantity of Valencia oranges currently available for market, the fresh market demand for Valencia oranges, Valencia orange prices, and the relationship of season average returns to the parity price for Valencia oranges.

§ 908.835 Valencia Orange Regulation 535.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) The need for this regulation to limit the respective quantities of Valencia oranges that may be marketed from District 1, District 2, and District 3 during the ensuing week stems from the production and marketing situation confronting the Valencia orange industry.

(i) The committee has submitted its recommendation with respect to the quantities of Valencia oranges that should be marketed during the next succeeding week. Such recommendation, designed to provide equity of marketing opportunity to handlers in all districts, resulted from consideration of the factors enumerated in the order. The committee further reports that the fresh market demand for Valencia oranges improved slightly last week.

Prices f.o.b. for the week ending July 1 were $3.47 a carton on 655 cars as compared with $3.45 per carton on 606 cars during the prior week. Track and rolling supplies at 385 cars were up 13 cars from last week.

(ii) Having considered the recommendation and information submitted by the committee, and other available information, the Secretary finds that the respective quantities of Valencia oranges which may be handled should be fixed as hereinafter set forth.

(3) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this regulation until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this regulation is based became available and the time when this regulation must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this regulation, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this regulation effective during the period herein specified; and compliance with this regulation will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on July 6, 1976.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period July 9, 1976, through July 15, 1976, are hereby fixed as follows:

(i) District 1: 276,000 cartons;

(ii) District 2: 324,000 cartons;

(iii) District 3: Unlimited.

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

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

Dated: July 7, 1976.

CHARLES R. BRADER,
Acting Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc. 76-19908 Filed 7-7-76; 12:05 am]

CHAPTER XVIII—FARMERS HOME ADMINISTRATION, DEPARTMENT OF AGRICULTURE

SUBCHAPTER B—LOANS AND GRANTS PRIMARILY FOR REAL ESTATE PURPOSES

[FmHA Instruction 444.1]

PART 1822—RURAL HOUSING LOANS AND GRANTS

Section 502 Rural Housing Loan Policies, Procedures and Authorizations

On April 14, 1976, a document was published in the FEDERAL REGISTER (41 FR 15686) adding Exhibit G to Subpart A of Part 1822, Chapter XVIII, Title 7 of the Code of Federal Regulations. Exhibit G listed those areas with populations of 10,000 to 20,000 which are eligible for FmHA financial assistance and those which are not eligible. Additional information has been evaluated which indicates that two of the areas listed in Exhibit G as not eligible for FmHA financial assistance should, in fact, be eligible and that one area should be removed from the list because it has a population of less than 10,000. Accordingly, Exhibit G is revised to reflect this change. Since publishing for prior rulemaking would be contrary to public interest by further delaying the availability of needed rural housing credit, these regulations will become effective July 8, 1976. Interested persons are invited to submit written comments, suggestions or objections regarding this revision on or before August 9, 1976 as if this amendment were published for proposed rulemaking, to the Office of the Chief, Directives Management Branch, Farmers Home Administration, Department of Agriculture, Room 6316, South Building, Washington, D.C. 20250. All written submissions made pursuant to this notice will be made available for public inspection at the office of the Chief, Directives Management Branch, Farmers Home Administration, during regular business hours (8:15 a.m.–4:45 p.m.). Accordingly, Exhibit G of Subpart A, Part 1822 is amended. Under "Eligible areas," for the State of "Kansas," insert in alphabetical order the areas of "Ar-

kansas City" and "Winfield." Under item 3, "Areas not eligible," delete from the "California" listing, "Los Banos"; also, delete reference to the State of "Kansas" and "Arkansas City" and "Winfield."

Effective date: This amendment is effective July 8, 1976.

(42 U.S.C. 1480; delegation of authority by the Sec. of Agri., 7 CFR 2.23; delegation of authority by the Asst. Sec. for Rural Development, 7 CFR 2.70.)

Dated: June 29, 1976.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.76-19630 Filed 7-7-76;8:45 am]

SUBCHAPTER C—LOANS PRIMARILY FOR PRODUCTION PURPOSES

[FmHA Instruction 441.3]

PART 1831—OPERATING LOANS

Operating Loan Processing; Correction

In FR Doc. 76-16881 appearing on page 23390 in the FEDERAL REGISTER of Thursday, June 10, 1976, in the second column, in the title for § 1831.32, paragraph (h), "444-1" should read "441-1."

Dated: July 1, 1976.

FRANK B. ELLIOTT,
Administrator,
Farmers Home Administration.

[FR Doc.76-19631 Filed 7-7-76;8:45 am]

proposed rules

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rule making prior to the adoption of the final rules.

DEPARTMENT OF THE TREASURY

Customs Service

[19 CFR Part 10]

ARTICLES CONDITIONALLY FREE, SUBJECT TO A REDUCED RATE, ETC.

Proposed Amendment to the Customs Regulations Pertaining to the Duty Free Return of Horses Temporarily Exported for Racing

Notice is hereby given that under the authority of R.S. 251, as amended (19 U.S.C. 66), and section 624, 46 Stat. 759 (19 U.S.C. 1624), it is proposed to amend § 10.66 of the Customs Regulations (19 CFR 10.66) to provide a procedure for the entry of horses returned to the United States after having been temporarily exported abroad solely for racing, if imported by or for the account of the person who exported them, and claimed to be exempt from duty under item 802.40, Tariff Schedules of the United States (19 U.S.C. 1202).

It is presently the practice of the United States Customs Service to use the procedure provided for in § 10.66 of the Customs Regulations in the case of horses returned to the United States after having been temporarily exported abroad solely for racing, if imported by or for the account of the person who exported them and claimed to be exempt from duty under item 802.40, Tariff Schedules of the United States, even though that procedure is not specifically applicable to entry of horses temporarily exported for racing. The proposed amendment would incorporate that practice into the Customs Regulations.

Accordingly, it is proposed to amend the section heading and the first sentence of paragraphs (a) and (c) of § 10.66 of the Customs Regulations (19 CFR 10.66 (a) and (c)) to read as follows:

§ 10.66 Articles exported for temporary exhibition and returned; horses exported for horse racing and returned; procedures on entry.

(a) In connection with the entry of articles, including livestock or other animals, exported for temporary exhibition or, in the case of horses, temporarily exported solely for the purpose of racing, and returned and claimed to be exempt from duty under item 802.20,[61] 802.30,[62] or 802.40,[62a] Tariff Schedules of the United States (19 U.S.C. 1202), there shall be filed:

* * * * *

(c) Articles claimed to be exempt from duty under item 802.20, 202.30, or 802.40, Tariff Schedules of the United States (19 U.S.C. 1202), may be returned free of duty without formal entry and without regard to the requirements of paragraph (a) or (b) of this section if:

* * * * *

It is also proposed to amend Part 10 by adding a new footnote 62a to paragraph (a) of § 10.66 to read as follows:

* * * * *

[62a] "Articles, when returned after having been exported for use temporarily abroad solely for any of the following purposes, if imported by or for the account of the person who exported them: * * * In the case of horses, use for racing." (Item 802.40, Tariff Schedules of the United States.)

Prior to the adoption of this amendment, consideration will be given to any relevant data, views, or arguments which are submitted in writing to the Commissioner of Customs, Attention: Regulations Division, Washington, D.C. 20229, and received not later than August 9, 1976.

Written material or suggestions submitted will be available for public inspection in accordance with section 103.8(b) of the Customs Regulations (19 CFR 103.8(b)), at the Regulations Division, Headquarters, United States Customs Service, Washington, D.C., during regular business hours.

LEONARD LEHMAN,
Acting Commissioner of Customs.

Approved: June 30, 1976.
DAVID R. MACDONALD,
Assistant Secretary of the Treasury.

[FR Doc.76-19660 Filed 7-7-76;8:45 am]

[19 CFR Part 1]

CUSTOMS FIELD ORGANIZATION

Proposed Change in Customs Region I

A review of the operations of the Customs ports of Limestone, Maine, and Fort Fairfield, Maine, in the Portland, Maine, Customs district (Region I) indicates that it would be administratively advantageous to realign their organizational structure. The two ports, which are approximately 14 miles apart, would be more effectively managed by one port director. Therefore, in order to increase administrative flexibility, to provide more effective supervision, to utilize manpower more efficiently, to improve the overall management of these two ports, and to provide better service to the public, it is considered desirable to revoke the designation of Limestone, Maine, as a Customs port of entry and to instead designate it as a Customs station under the supervision of the port of Fort Fairfield, Maine.

Accordingly, by virtue of the authority vested in the President by section 1 of the Act of August 1, 1914, 38 Stat. 623, as amended (19 U.S.C. 2), and delegated to the Secretary of the Treasury by Executive Order No. 10289, September 17, 1951 (3 CFR Ch. II), and pursuant to authority provided by Treasury Department Order No. 190, Rev. 11 (41 FR 20198), it is hereby proposed to revoke the designation of Limestone, Maine, as a Customs port of entry in the Portland, Maine Customs district (Region I) and to designate Limestone, Maine, as a Customs station under the supervision of the port of Fort Fairfield, Maine.

Prior to the adoption of the foregoing proposal, consideration will be given to any relevant data, views, or arguments which are submitted to the Commissioner of Customs, Attention: Regulations Division, Washington, D.C. 20229, and received not later than August 9, 1976.

Written material or suggestions submitted will be available for public inspection in accordance with section 103.8(b) of the Customs Regulations (19 CFR 103.8(b)) at the Regulations Division, Headquarters, United States Customs Service, Washington, D.C., during regular business hours.

Dated: June 30, 1976.

DAVID R. MACDONALD,
Assistant Secretary of the Treasury.

[FR Doc.76-19659 Filed 7-7-76;8:45 am]

DEPARTMENT OF JUSTICE

Office of the Attorney General

[28 CFR Part 16]

[Order No. 652-76]

THE PRIVACY ACT

Proposed Exemption of a Criminal Division System of Records

Correction

In FR Doc. 76-16651, appearing on page 23206, in the issue for Wednesday, June 9, 1976, the material appearing in the ninth line of § 16.91(t)(2), reading "the Department of Justice in claiming", should follow the material in the eleventh line of § 16.91(t)(2).

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service

[7 CFR Part 967]

CELERY GROWN IN FLORIDA

Proposed Expenses and Rate of Assessment

Consideration is being given to authorizing the Florida Celery Committee

to spend not more than $75,000 for its operations during the fiscal year ending July 31, 1977, and to collect one cent per crate on assessable celery handled by first handlers under the program.

The committee is the administrative agency established under Marketing Agreement No. 149 and Order No. 967, both as amended (7 CFR Part 967) regulating the handling of celery grown in Florida. This program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.).

All persons who desire to submit written data, views, or arguments in connection with this proposal shall file the same, in duplicate, with the Hearing Clerk, U.S. Department of Agriculture, Room 112-A, Washington, D.C. 20250, not later than July 22, 1976. All written comments will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

The proposals are as follows:

§ 967.212 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred during the fiscal year ending July 31, 1977, by the Florida Celery Committee, for its maintenance and functioning, and for such purposes as the Secretary determines to be appropriate, will amount to $75,000.

(b) The rate of assessment to be paid by each handler in accordance with this part, shall be one cent ($0.01) per crate of celery handled by him as the first handler during the fiscal year.

(c) Unexpended income in excess of expenses for the fiscal year may be carried over as a reserve to the extent authorized in § 967.62.

(d) Terms used in this section have the same meaning as when used in the marketing agreement and this part.

Dated: July 2, 1976.

CHARLES R. BRADER,
Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc.76-19781 Filed 7-7-76;8:45 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Social and Rehabilitation Service

[45 CFR Part 233]

NEED AND AMOUNT OF ASSISTANCE

Intent To Revise Regulations

Notice is hereby given that the Social and Rehabilitation Service intends to review and revise the regulations in § 233.20 of Part 233, Chapter II, Title 45 of the Code of Federal Regulations, and will consider suggestions for revisions which are possible under existing Federal laws and U.S. Supreme Court decisions.

Section 233.20 contains policy governing the determination of need and the amount of the assistance payment under Titles I (Old Age Assistance), IV-A (Aid to Families with Dependent Children), X (Aid to the Blind), XIV (Aid to the Permanently and Totally Disabled), and XVI (Aid to the Aged, Blind or Disabled) of the Social Security Act. The regulation specifies Federal requirements relating to standards of assistance, including special needs, treatment of child support, and treatment and disregard of income and resources.

Because programs under Titles I, X, XIV, and XVI (AABD) are currently in effect only in Guam, Puerto Rico, and the Virgin Islands, the Service, in making revisions to § 233.20, will consider relocating policies for these programs in a separate section of the regulations, with the result that Section 233.20 would deal only with Title IV-A.

As a result of a series of statutory changes and U.S. Supreme Court decisions, § 233.20 has had numerous amendments since it was first published in 1969 and has grown increasingly complex. The Service believes it is appropriate to review this section and rewrite it as necessary to achieve greater cohesiveness, clarity, and simplicity.

The Service further believes that public participation is necessary to assure that the aims of the revision are fully achieved and is therefore inviting written comments and suggestions for a period of 120 days.

The Service is especially interested in receiving suggestions for improvement in:

1. Organization and format which would make the material easier to use.

2. Elements in the existing regulations which have caused confusion.

3. Elements which have produced difficulties in administration of the programs.

Comments proposing specific changes for improvements in administration which are permissible under the statutes and court decisions should, where possible, include an estimate of the differences in administrative or program costs, or both, between existing and proposed policies.

The Service believes that the Social Security Act leaves to the States the authority to set need and payment levels and some latitude in their treatment of income and resources, but that the Secretary of Health, Education, and Welfare has some authority to set standards bearing on those matters. The Secretary's authority derives from section 1102 of the Social Security Act, which grants him general rulemaking authority, and from section 402(a)(5) of the Act, which authorizes him to specify methods necessary for proper and efficient administration.

Examples of specific areas in which the Service believes there is latitude for States (and in which the Secretary could establish standards or omit them) include:

1. Resource limitations (the amount of property and cash which a recipient may have and still be eligible for assistance). Existing regulations permit States to establish their own limitations, not to exceed $2,000 per individual.

2. Treatment of lump sum income (it might be treated as any other income is treated, treated as a resource, or treated in some combination of the two). Types of lump sum income can include:

a. An accumulation of benefits, such as initial Social Security payments.

b. An accumulation of earnings, such as the sale of a farm crop.

c. Windfalls, such as lottery winnings or an inheritance.

3. Choice of the period which will be used to determine eligibility and the amount of the assistance payment. Options which might be permissible include:

a. Using a previous month.

b. Using the same month in which the payment is made.

c. Using one or more succeeding months.

Recommendations, which do not entail changes in the law, on these and other policy matters should contain specific suggestions for changes in policy, standards, or procedures. Comments should also indicate whether the respondent prefers that the actual establishment of policy should be:

1. Left entirely to the States.

2. Subject to mandatory Federal rules.

3. Subject to optional Federal rules.

The Service has published in the FEDERAL REGISTER several notices of proposed rulemaking to amend provisions dealing with the determination of need and the amount of the assistance payment which have not been finalized:

1. February 24, 1976 (41 FR 8066). Proposal to relocate the content of § 233.20(c), Federal financial participation in vendor payments for home repairs, in a new § 234.71; and to relocate the content of § 233.20(a)(12), recoupment of overpayments and correction of underpayments, in new §§ 235.15 and 235.16.

2. February 24, 1976 (41 FR 8070). Proposal to implement section 402(a)(24) of the Social Security Act (as amended by section 414 of Public Law 92-603). This provision specifies a new requirement in 45 CFR 233.20(a)(1) and (3)(vi). Under this provision, a recipient of benefits under Title XVI (Supplemental Security Income for the Aged, Blind, and Disabled) of the Act shall not be regarded as a member of the assistance unit under Title IV-A for purposes of determining the amount of the assistance payment of the unit and his income and resources shall not be counted as income and resources under Title IV-A.

3. December 23, 1975 (40 FR 59353). Proposal to implement the U.S. Supreme Court decision in *Van Lare* v. *Hurley*, 419 U.S. 1045 (1975). The proposed regulation adds a new requirement under 45 CFR 233.20(a)(2)(iv). The regulation provides that a State may not prorate or otherwise reduce the money amount of any items in its need standard on the assumption that a non-legally responsible individual residing in the household contributes to the support of the assistance unit. Since this decision is already binding on States, it is probable that this proposed regulation will be finalized prior to the close of the 120-day comment period

herein. A technical amendment was also proposed to delete part of a requirement under § 233.20(a)(2)(iv) related to methods of determining need as described in "Guides and Recommendations," as this publication has become obsolete.

4. August 19, 1975 (40 FR 36141). Proposal for mandating prior month budgeting, monthly reporting, and income averaging. The proposed regulations were designed to formalize the procedures under which the Service would institute a system of prior month budgeting. These proposed regulations would require:

a. That a State specify a 30-day budget period and a corresponding payment month; that eligibility and the amount of the assistance payment be established on the basis of circumstances during a prior period.

b. That an individual employed under a contract shall have the income from such contract apportioned equally over the full period of the contract, even though the income from such contract is received in fewer months than are covered by the contract.

c. That recipients of AFDC make monthly reports of their current income, resources, and circumstances on forms provided by the State agency.

Comments which have been received in response to these proposed regulations will be given consideration in the overall revision of § 233.20.

Regulations amending policy on resource limitations, published in the FEDERAL REGISTER on March 19, 1975 (40 FR 12507) and republished on July 24, 1975 (40 FR 30963), were enjoined by the U.S. Court of Appeals for the District of Columbia Circuit. Thus the regulation 45 CFR 233.20(a)(3) as published in the FEDERAL REGISTER on January 29, 1969, and amended on August 15, 1973, remains in effect.

The basis for the policies in the existing Section 233.20 include the following statutes and U.S. Supreme Court decisions:

1. The Social Security Act, sections 1; 2(a) (1), (5), and (10); 3(a)(1); 6(a); 401; 402(a) (1), (5), (7), (8), (19)(D) (3), (23), and (28); 403; 406; 432; 457 (a)(1); 1001; 1002(a) (1), (5), and (8); 1003; 1006; 1102; 1109; 1118; 1119; 1401; 1402(a) (1), (5), (8), and (13); 1403(a); 1601; and 1602(a) (1), (5), (13), and (14).

2. Articles V and XIV of the U.S. Constitution.

3. The Agriculture Act of 1949, section 416, as amended by the Agricultural Trade Development and Assistance Act, section 302, Pub. L. 83-480.

4. The Alaska Native Claims Settlement Act, section 21(a), Pub. L. 92-203.

5. The Child Nutrition Act of 1966, section 11(b), Pub. L. 89-642, and the National School Lunch Act, section 13(h)(3), Pub. L. 90-302.

6. The Comprehensive Employment and Training Act of 1973, section 111, Pub. L. 93-203.

7. The Domestic Volunteer Service Act of 1973, sections 404(g) and 418, Pub. L. 93-113.

8. The Food Stamp Act of 1964, as amended, section 7(c), Pub. L. 88-525.

9. The Higher Education Act of 1965, section 507, Pub. L. 90-575.

10. Pub. L. 92-254, section 4, regarding judgment claims of the Blackfeet and Gros Ventre Tribes.

11. Pub. L. 93-134, section 7, regarding judgment claims of Indian tribes.

12. Older Americans Act of 1965, as amended, section 709, Pub. L. 92-258.

13. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, section 216, Pub. L. 91-646.

14. U.S. Housing Act of 1937, section 2(1), as amended by section 9 of Pub. L. 92-213. (This disregard provision was repealed by the Housing and Community Development Act of 1974, Pub. L. 93-383. However, section 233.20 has not been amended to delete this provision.)

15. U.S. Supreme Court decisions in:

a. *Rosado* v. *Wyman*, 397 U.S. 397 (1970). States may consolidate assistance standards provided that all need items are accounted for and correctly updated and provided that the consolidation reflects a statistical fair average.

b. *Dandridge* v. *Williams*, 397 U.S. 471 (1970). State maximums on the assistance payment did not violate the Equal Protection Clause of the Fourteenth Amendment and were permissible.

c. *Jefferson* v. *Hackney*, 406 U.S. 535 (1972). States may use a different need standard and payment sandard for determining need and the amount of the assistance payment under Titles I, IV-A, X, XIV, and XVI (AABD) of the Social Security Act. Benefits may be computed by deducting outside income from the ratably reduced standard and the reduction factors may vary between the programs.

d. *Shea* v. *Vialpando*, 416 U.S. 251 (1974). States must consider any reasonable work expenses in determining eligibility for AFDC.

e. *Philbrook* v. *Glodgett*, 420 U.S. 959 (1975). Unemployed fathers, if otherwise eligible, must be permitted choice of AFDC-UF or unemployment compensation.

f. *Van Lare* v. *Hurley*, 419 U.S. 1045 (1975). States may not make prorata reductions in the shelter allowance of an AFDC family solely because a parent allowed a non-legally liable individual to reside in the home.

g. *Wyman* v. *Boddie*, 402 U.S. 991 (1971), affirmed without opinion; 434 F. 2d 1207 (1970). The Court upheld the Department of Health, Education, and Welfare's position that objective justification must be provided for area differentials in the statewide standard of assistance.

A chart has been prepared which lists the various paragraphs of § 233.20 side by side with applicable Articles of the Constitution, Federal statutes, and U.S. Supreme Court decisions. The cited authorities are not necessarily complete and do not include U.S. District Court decisions which are binding on particular States. The chart may be helpful for reviewing and commenting on § 233.20. Single copies may be obtained by writing to the Assistance Payments Administration, SRS, 330 C Street, SW, Room 1232-E, Washington, D.C. 20201.

The Service will not reply, but will give consideration, to written comments and suggestions received by the Administrator, Social and Rehabilitation Service, P.O. Box 2372, Washington, D.C., 20013, on or before November 5, 1976.

Such comments will be available for public inspection in Room 5225 of the Department's offices at 330 C Street, SW, Washington, D.C., beginning approximately two weeks after publication of this Notice in the FEDERAL REGISTER, on Monday through Friday of each week from 8:30 a.m. to 5 p.m. (area code 202-245-0950).

Dated: July 1, 1976.

ROBERT FULTON,
Administrator, Social and Rehabilitation Service.

[FR Doc.76-19623 Filed 7-7-76;8:45 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[33 CFR Part 110]

[CGD 76-37]

HAMPTON ROADS, VA., AND ADJACENT WATERS

Proposed Establishment of an Anchorage Ground

The Coast Guard is considering amending the anchorage regulations for Hampton Roads, Va. and adjacent waters published in 33 CFR 110.168 by establishing an anchorage west of Craney Island Reach. The Tidewater Construction Corporation, Norfolk, Va. requested that an anchorage be established for the exclusive use of floating equipment used in the construction of Pier 25 at the Naval Station, Norfolk, Virginia. The establishment of this anchorage would locate all construction equipment in one area, thereby enhancing safety.

Interested persons may participate in the proposed rulemaking by submitting written data, views, or arguments to the Commander, Fifth Coast Guard District, Federal Building, 431 Crawford Street, Portsmouth Virginia 23705. Each person submitting comments should include his name and address, identify the notice (CGD 76-37) and give any reasons for any recommended change in the proposal. Copies of all submissions received will be available for examination by interested persons at the Office of the Commander (mps), Fifth Coast Guard District.

The Commander, Fifth Coast Guard District, will forward any comments received before August 23, 1976, and his recommendations to the Chief, Office of Marine Environment and Systems, U.S. Coast Guard Headquarters, who will evaluate all communications received and take final action on the proposal. The proposed regulations may be changed in light of comments received.

In consideration of the foregoing, it is proposed that a new paragraph (13) be added to § 110.168(a) of Title 33 of the Code of Federal Regulations to read as follows:

§ 110.168 Hampton Roads, VA and adjacent waters.

(a) * * *

(13) *Anchorage for construction equipment, T–6.* Anchorage T–6 is a circular area of radius 300 yards whose center is located at latitude 36°54'16" N., longitude 76°20'40" W. This anchorage is for the exclusive use of floating equipment used in the construction of Pier 25 at the Naval Station, Norfolk, Virginia.

* * * * *

(Sec. 7, 38 Stat. 1053, as amended, sec. 6(g)(1)(A), 80 Stat. 937; (33 U.S.C. 471), (49 U.S.C. 1655(g)(1)(A)); 49 CFR 1.46(c)(1), 33 CFR 1.05–1(c)(1).)

Dated: June 29, 1976.

A. F. FUGARO,
Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Environment and Systems.

[FR Doc.76–19641 Filed 7–7–76;8:45 am]

[33 CFR Part 110]

[CGD 74–187]

WAIMEA, HAWAII

Proposed Naval Anchorage Grounds

The Coast Guard is considering establishing a Naval Anchorage Grounds off Waimea, Hawaii to prevent interference with Naval submarine operations. The anchorage would be located 1,270 yards south of Kikiaola Boat Harbor Breakwater and consists of a circular area with a 300 yard radius. The center of the area would be marked by a white hawsepipe riser chain type mooring buoy, 12 feet in diameter and 6 feet high. Only Naval vessels will be permitted to use this Anchorage Grounds.

The Commander, Fourteenth Coast Guard District issued a Public Notice Number 14–17–02 dated February 12, 1974 proposing the establishment of this anchorage. Three comments were received as a result of this public notice.

The Federal Aviation Administration had no objection to the establishment of the anchorage.

The Department of the Army, Corps of Engineers had no objection to the anchorage, but pointed out that the placing of a mooring buoy in the anchorage would require a permit from the Corps of Engineers. The Department of the Navy, Commander, Submarine Training Group has advised that a permit for the mooring buoy is being processed by the Corps of Engineers.

The Department of Transportation, State of Hawaii originally objected to the position of the mooring buoy, but later withdrew its objections.

Interested persons may participate in this proposed rulemaking by submitting written data, views, or arguments to the Commander, Fourteenth Coast Guard District, 677 Ala Moana, Honolulu, Hawaii 96813. Each person submitting comments should include his name and address, identify the notice (CGD 74–187), and give reasons for any recommended change in proposal. Copies of all submissions received will be available for examination by interested persons at the Office of the Commander, Fourteenth Coast Guard District.

The Commander, Fourteenth Coast District will forward any comments received before August 23, 1976, and his recommendations to the Chief, Office of Marine Environment and Systems, U.S. Coast Guard Headquarters who will evaluate all communications received and take final action on this proposal. The proposed regulations may be changed in light of comments received.

In consideration of the foregoing it is proposed to amend Part 110 of Title 33 of the Code of Federal Regulations by adding a new § 110.237 to read as follows:

§ 110.237 Pacific Ocean at Waimea, Hawaii, Naval Anchorage.

(a) *The Anchorage grounds.* All the waters within a circle having a radius of 300 yards centered at latitude 21°–57'02" N., longitude 159°41'33" W.

(b) *The Regulation.* Except in an emergency, no vessel except a Naval vessel may anchor or moor in this anchorage without permission of the Captain of the Port, Honolulu, Hawaii.

(Sec. 7, 38 Stat. 1053 as amended (33 U.S.C. 471); sec. 6(g)(1), 80 Stat. 940; 33 U.S.C. 471, 49 U.S.C. 1655(g)(1); 49 CFR 1.46(c)(1).)

Dated: June 29, 1976.

A. F. FUGARO,
Rear Admiral, U.S. Coast Guard, Chief, Office of Marine Environment and Systems.

[FR Doc.76–19640 Filed 7–7–76;8:45 am]

Federal Aviation Administration

[14 CFR Part 39]

[Docket No. 76–SO–63]

GRUMMAN AMERICAN MODEL G–1159; AIRWORTHINESS DIRECTIVES

Proposed Rule Making

The Federal Aviation Administration is considering amending Part 39 of the Federal Aviation Regulations by adding an airworthiness directive applicable to Grumann American Model G–1159 airplanes. There have been burned (arced) generator leads caused by loosening of the nuts attaching the electrical leads to the terminals in the generator junction boxes, that could result in the loss of electrical power from the affected generator. Since this condition is likely to exist or develop in other airplanes of the same design, the proposed airworthiness directive would require the addition of an access hole in the engine junction boxes to inspect the generator terminal boards and associated wiring connections on the Model G–1159 airplanes.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the docket number and be submitted in duplicate to the Federal Aviation Administration, Southern Regional Office, Chief, Engineering and Manufacturing Branch, P.O. Box 20636, Atlanta, Georgia. All communications received before August 2, 1976, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Engineering and Manufacturing Branch, FAA Southern Region, 3400 Whipple Street, East Point, Georgia, Room 275 for examination by interested persons.

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

In consideration of the foregoing, it is proposed to amend § 39.13 of Part 39 of the Federal Aviation Regulations by adding the following new airworthiness directive:

GRUMMAN AMERICAN AVIATION CORPORATION. Applies to Model G–1159 airplanes certificated in all categories, serial numbers 1 through 154 and 775.

Compliance required within the next 100 flight hours' time in service after the effective date of this AD, unless already accomplished.

To detect loose terminal connections at the generator terminal boards and to prevent the loosening of these connections, accomplish the following:

Incorporate Grumman American Aircraft Service Change No. 203, Amendment 1, which requires the provision of an access hole in each of the two engine junction boxes, to inspect the two generator terminal boards and the eight associated wiring connections. If the inspection reveals that all generator terminals are secure (that all lock washers are compressed and torque stripes not broken), the connections are satisfactory. These terminals must be reinspected in intervals of 300 hours until Grumman American Aircraft Service Change No. 203 is accomplished. If the lock washer on any terminal is found not to be compressed, or evidence of arcing at the connection is noted, both engines must be removed and the basic Aircraft Service Change No. 203 complied with. A.S.C. No. 203 requires the removal of a plain nut, a plain washer, and a lockwasher from each generator terminal and replacing them with a plain washer and a self-locking nut. Compliance with A.S.C. No. 203 must be accomplished at the next engine removal, if not done prior to that time.

Issued in East Point, Georgia, on June 24, 1976.

PHILLIP M. SWATEK,
Director, Southern Region.

[FR Doc.76–19602 Filed 7–7–76;8:45 am]

[14 CFR Part 39]

[Docket No. 76-NW-6-AD]

BOEING MODEL 727 AND 737 SERIES AIRPLANES

Proposed Airworthiness Directives

Correction

In FR Doc. 76-17782 appearing at page 24902 in the issue for Monday, June 21, 1976, the line at the top of the second column reading "are insulated either in the air-condition-" should be transferred below the second line in the first paragraph.

ENVIRONMENTAL PROTECTION AGENCY

[40 CFR Part 454]

[FRL 57-6-Z]

GUM AND WOOD CHEMICALS POINT SOURCE CATEGORY

Extension of Comment Period and Notice of Availability

On May 18, 1976 the Agency published a notice of proposed rulemaking (41 FR 20515) establishing effluent limitations and guidelines for existing sources, standards of performance for new sources and pretreatment standards for new sources and pretreatment standards for new sources for the gum and wood chemicals manufacturing point source category. The due date for comments provided in the notice was June 17, 1976.

The Agency anticipated that the document entitled "Development Document for Interim Final Effluent Limitations, Guidelines and Proposed New Source Performance Standards for the Gum and Wood Chemicals Manufacturing Point Source Category," which contains information on the analysis undertaken in support of the regulations, would be available to the public throughout the comment period. Production difficulties delayed the availabilty of this document, Copies of the document are now available and have been forwarded to those persons having submitted written requests to the Environmental Protection Agency. A limited number of additional copies are available for distribution from the Environmental Protection Agency, Effluent Guidelines Division, Washington, D.C. 20460, Attention: Distribution Officer, WH-552.

Accordingly, the date for submission of comments is hereby extended to August 9, 1976.

Dated: July 1, 1976.

ANDREW W. BREIDENBACH,
Assistant Administrator for Water and Hazards Materials.

[FR Doc.76-19770 Filed 7-7-76;8:45 am]

FEDERAL ENERGY ADMINISTRATION

[10 CFR Part 205]

ADMINISTRATIVE PROCEDURES RELATING TO INTERNATIONAL VOLUNTARY AGREEMENTS

Proposed Rulemaking and Request for Public Comment

Under the Energy Policy and Conservation Act (EPCA), Pub. L. 94-163, the Federal Energy Administration (FEA) is required to adopt certain procedures with respect to regulations implemented by FEA pursuant to section 252 of the EPCA dealing with international voluntary agreements. Since FEA has recently implemented these regulations by establishing Part 209 (International Voluntary Agreements) in Chapter II, Title 10, of the Code of Federal Regulations, FEA hereby proposes to amend part 205 thereof (Administrative Procedures and Sanctions) in order to provide such procedures.

I. BACKGROUND

1. *Part 209 (International Voluntary Agreements).* In accordance with section 252 of the EPCA, Part 209 provides standards and procedures by which persons engaged in the business of producing, transporting, refining distributing, or storing petroleum products may develop and carry out voluntary agreements, and plans of action, which are required to implement the allocation and information provisions of the International Energy Program. These standards and procedures include, inter alia, requirements for the conduct of meetings among participants in a voluntary agreement, for notice to the public of such meetings, and for maintenance of records of meetings and other communications among the participants. Where such requirements are met, persons taking action pursuant to a voluntary agreement are provided with a defense to any claim that such action was in violation of the antitrust laws.

2. *Administrative Requirements under the EPCA.* Section 523 of the EPCA contains administrative provisions applicable to various regulations issued under Titles I and II of the EPCA, which provisions are required to be implemented in Part 205 (Administrative Procedures and Sanctions) of FEA regulations insofar as they apply to Part 209.

Section 523(a)(4) requires, in language which is substantively identical to section 7(i)(1)(D) of the Federal Energy Administration Act, Pub. L. 93-275, that with regard to regulations affecting international voluntary agreements, and orders issued pursuant thereto, FEA shall:

> provide for the making of such adjustments, consistent with the other purposes of this Act as may be necessary to prevent special hardship, inequity, or an unfair distribution of burdens and shall in rules prescribed by it establish procedures which are available to any person for the purpose of seeking an interpretation, modification, or rescission of, or an exception to or exemption from, such rules, regulations, and orders. If such person is aggrieved or adversely affected by the denial of a request for such action under the preceding sentence, he may request a review of such denial by the officer or agency and may obtain judicial review * * * when such order becomes final.

In addition, section 523(c) requires that upon request, after the grant or denial of any exception or exemption, any person may within thirty days obtain a written opinion setting forth applicable facts and the legal basis in support of such grant or denial.

Finally, section 523(a)(2)-(3) contains certain requirements regarding public participation in rulemaking proceedings, which augment those of the Administrative Procedure Act and differ, to some extent, from procedures contained in the Federal Energy Administration Act.

II. AMENDMENTS TO PART 205

In accordance with the foregoing, FEA proposes to amend Part 205 in order that Part 209 may be administered subject to the procedures required by section 523 of the EPCA.

First, in accordance with section 523(a)(4) of the EPCA, which requires FEA to establish procedures "to prevent special hardship, inequity, or an unfair distribution of burdens" with respect to persons affected by Part 209, FEA proposes to amend § 205.1 so that the affected persons may utilize all of the procedures established in Part 205 to provide for such adjustments. Such procedures, which include exceptions, exemptions, interpretations, as well as other forms of relief, were established pursuant to a substantively identical mandate in the Federal Energy Administration Act, with regard to all regulations implemented by FEA. In addition, FEA proposes to amend § 205.1 to remove the list of provisions in Part 205 which are not of general application. In view of the fact that certain other limited provisions of Part 205 are not included in the list, it is potentially confusing, and therefore FEA has determined that in the interests of consistency, all such limitations will be set out under the specific provisions to which they relate.

Second, in accordance with the requirement that any person may obtain a written opinion setting forth the facts and legal basis supporting the grant or denial of an exception or exemption, FEA proposes to amend §§ 205.56 and 205.76 so that any person may obtain a copy of the decision and order issued by FEA in such proceedings. Such decisions contain a detailed explanation of the facts and legal considerations applicable in each case, and are also available in

accordance with the procedures for public inspection and copying contained in § 202.2.

Third, FEA proposes to amend § 205.160 to provide that rulemaking proceedings under the EPCA be undertaken in accordance with the procedures contained therein.

Finally, FEA proposes to amend § 205.190, and to add a section on the purpose and scope of Subpart P (Investigations, Violations, Sanctions, and Judicial Actions), in order to provide that the provisions relating to sanctions in Subpart P, as well as all of the provisions in Subpart O (Notice of Probable Violation, Remedial Order, Notice of Proposed Disallowance, and Order of Disallowance) do not apply with respect to Part 209. These provisions apply with respect to violations of regulations issued pursuant to the Emergency Petroleum Allocation Act, as amended by the EPCA. The sanctions provided in Section 525 of the EPCA with respect to violations of Part 209 shall, of course, apply. The section on the purpose and scope of Subpart P would also contain the exemption from that Subpart for proceedings under Part 213, which exemption is presently contained in § 205.204 and which FEA proposes to delete.

Interested persons are invited to submit written data, views, or arguments with respect to these amendments to Executive Communications, Room 3309, Federal Energy Administration, Box HL, the Federal Building, Washington, D.C. 20461. Comments should be identified on the outside of the envelope and on the documents submitted to the Federal Energy Administration with the designation "Procedures Relating to Voluntary Agreements." Fifteen (15) copies should be submitted. All comments received by 4:30 p.m., e.d.t. August 12, 1976, will be considered by the Federal Energy Administration in evaluating the revision and amendments.

Any information or data considered by the person furnishing it to be confidential must be so identified and submitted in writing, one copy only. The FEA reserves the right to determine the confidential status of the information or data and to treat it according to its determination.

Public hearings with respect to these amendments, will be held at 9:30 a.m., e.d.t., on August 18, 1976, in Room 2105, 2000 M Street, NW, Washington, D.C. Any person who has an interest in these changes, or who is representative of a group or class of persons which has such an interest, may make a written request for an opportunity to make oral presentation. Such a request should be directed to Executive Communications, FEA, and must be received before 4:30 p.m., e.d.t., August 11, 1976. Such a request may be hand delivered to Room 3309, the Federal Building, 12th and Pennsylvania Avenue, NW, Washington, D.C., between the hours of 8 a.m. and 4:30 p.m., Monday through Friday. The person making the request should be prepared to describe the interest concerned; if appropriate, to state why he is a proper representative of a group or class of persons which has such an interest; and to give a concise summary of the proposed oral presentation and a phone number where he may be contacted through August 17. Each person selected to be heard will be so notified by the FEA before 4:30 p.m., August 13, and must submit 100 copies of his statements to Office of Regulatory Programs, Room 2214, 200 M Street, NW, Washington, D.C. 20461, before 4:30 p.m., e.d.t.

The FEA reserves the right to select the persons to be heard at these hearings, to schedule their respective presentations, and to establish the procedures governing the conduct of the hearings. The length of each presentation may be limited, based on the number of persons requesting to be heard.

An FEA official will be designated to preside at the hearings. These will not be judicial or evidentiary-type hearings. Questions may be asked only by those conducting the hearings; and there will be no cross-examination of persons presenting statements. Any decision made by the FEA with respect to the subject matter of the hearings will be based on all information available to the FEA. At the conclusion of all initial oral statements, each person who has made an oral statement will be given the opportunity, if he so desires, to make a rebuttal statement. The rebuttal statements will be given in the order in which the initial statements were made and will be subject to time limitations.

Any interested persons may submit questions, to be asked of any person making a statement at the hearings to Executive Communications, FEA, before 4:30 p.m., e.d.t., August 13. Any person who makes an oral statement and who wishes to ask a question at the hearings may submit the question, in writing, to the presiding officer. The FEA or the presiding officer, if the question is submitted at the hearings, will determine whether the question is relevant, and whether time limitations permit it to be presented for answer.

Any further procedural rules needed for the proper conduct of the hearings will be announced by the presiding officer.

A transcript of the hearings will be made and the entire record of the hearings, including the transcript, will be retained by the FEA and made available for inspection in the FEA Freedom of Information Office, Room 3116, Federal Building, 12th and Pennsylvania Avenue, NW., Monday through Friday. Any person may purchase a copy of the transcript from the reporter.

FEA has determined that since these proposed regulations are procedural only, they could not have an effect on the quality of the environment. Therefore, the provision in section 7(c)(2) of the Federal Energy Administration Act, requiring review by the Administrator of the Environmental Protection Agency of regulations that do have such an effect, does not apply.

Finally, this proposal has been reviewed in accordance with Executive Order 11821 and OMB Circular No. A-107 and has been determined not be require evaluation of its inflationary impact as provided therein.

(Federal Energy Administration Act of 1974, Pub. L. 93-275; E.O. 11790, 39 FR 23185; Energy Policy and Conservation Act, Pub. L. 94-163.)

In consideration of the foregoing, it is proposed that Part 205 of Chapter II, Title 10 of the Code of Federal Regulations be amended as set forth below.

Issued in Washington, D.C., July 1, 1976.

MICHAEL F. BUTLER,
General Counsel,
Federal Energy Administration.

1. Section 205.1 is revised to read as follows:

§ 205.1 Purpose and scope.

This part establishes the procedures to be utilized and identifies the sanctions that are available in proceedings before the Federal Energy Administration and State Offices, in accordance with Parts 209 through 215 of this chapter.

2. Section 205.2 is amended by inserting the following text after the definition of "EPAA":

§ 205.2 Definitions.

* * * * *

"EPCA" means the Energy Policy and Conservation Act (Pub. L. 94-163).

* * * * *

3. Section 205.56 is amended by adding paragraph (d) to read as follows:

§ 205.56 Decision and order.

* * * * *

(d) In addition to the procedures provided in § 202.2 of this chapter, upon the written request of any person filed after any grant or denial of a request for an exception under Part 209, FEA shall furnish such person, within thirty (30) days after the date on which such request is filed, with a copy of the decision and order. All such requests shall be directed to the Director of Public Affairs, Federal Energy Administration, Washington, D.C. 20461, and shall be clearly marked on the envelope: "Attention: Information Access Officer." The fees for providing such decision and order shall be determined in accordance with § 202.8 of this chapter.

4. Section 205.76 is amended by adding paragraph (c) to read as follows:

§ 205.76 Decision and order.

* * * * *

(c) In addition to the procedures provided in § 202.2 of this chapter, upon the written request of any person, which request is filed after any grant or denial of a request for an exemption under Part 209, FEA shall furnish such person, within thirty (30) days after the date on which such request is filed, with a copy of the decision and order. All such requests shall be directed to the Director of Public Affairs, Federal Energy Administration, Washington, D.C. 20461,

and shall be clearly marked on the envelope: "Attention: Information Access Officer." The fees for providing such decision and order shall be determined in accordance with § 202.8 of this chapter.

5. Section 205.160 is amended in paragraph (b) to read as follows:

§ 205.160 Purpose and scope.

* * * * *

(b) Rulemaking by the FEA shall be in accordance with the Administrative Procedure Act (5 U.S.C. 551, et seq. (1970)), the FEAA, and the EPCA.

6. Section 205.190 is amended in paragraph (a) to read as follows:

§ 205.190 Purpose and scope.

(a) This subpart establishes the procedures for determining the nature and extent of violations of the FEA regulations and the procedures for issuance of a notice of probable violation, a remedial order or a remedial order for immediate compliance, except that it shall not apply with respect to violations of Parts 209 and 213.

* * * * *

§§ 205.200–205.203 [Redesignated]

7. Sections 205.200 through 205.203 are redesignated at 205.201 through 205.204 respectively.

8. A new section 205.200 is added to read as follows:

§ 205.200 Purpose and scope.

This subpart establishes the procedures relating to investigations, violations, sanctions, and judicial actions under this chapter, except that the provisions of this subpart shall not apply with respect to sanctions under Part 209, and with respect to investigations, violations, sanctions, and judicial actions under Part 213.

§ 205.204 [Removed]

9. Section 205.204 is deleted.

[FR Doc.76–19607 Filed 7–2–76;9:55 am]

PANAMA CANAL COMPANY

[35 CFR Part 133]

TOLLS FOR USE OF PANAMA CANAL

Proposed Rulemaking; Public Hearing

On May 14, 1976, the Panama Canal Company published notice of a proposed change in the rates of tolls for use of the Panama Canal (41 FR 19981). The notice stated that interested persons who had submitted written data not later than July 16, 1976, and had filed a notice of appearance by July 23, 1976, could participate in a public hearing to be held in New York City, New York, on August 23, 1976, at a time and location to be announced.

Notice is hereby given that the public hearing referred to above will be held on August 23, 1976, in the Sutton South Room of The New York Hilton at Rockefeller Center, 1335 Avenue of the Americas, New York City, New York.

The hearing will commence at 9 a.m. and continue in sessioin thereafter from 9 a.m. to 12:00 noon and from 2 p.m. to 5 p.m. until concluded, subject to adjournment from day to day or otherwise at the discretion of the hearing panel.

By direction of the Board of Directors, Panama Canal Company.

Dated: July 7, 1976.

THOMAS M. CONSTANT,
Secretary.

[FR Doc.76–19666 Filed 7–7–76;8:45 am]

notices

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF STATE

[CM-R611]

ADVISORY COMMITTEES

Reports on Closed Sessions—1975

Pursuant to Pub. L. 92-463 and the Office of Management and Budget Circular A-63 (March 27, 1974) this notice is to advise that summary reports have been prepared covering advisory committee meetings or sessions of meetings which were closed to the public under 5 U.S.C. 552(b)(1).

The advisory committees of the Department of State required to file a summary report for 1975 are:

Advisory Committee on "Foreign Relations of the United States"
Advisory Committee on the Law of the Sea
Advisory Committee to the United States Section International North Pacific Fisheries Commission
Advisory Panel on International Law
Northwest Atlantic Fisheries Advisory Committee
Ocean Affairs Advisory Committee
United States Advisory Commission on International Educational and Cultural Affairs

The reports summarizing the committees' discussions are available for inspection and/or copying at the Library of Congress. Anyone interested in these reports should contact the—

Rare Book Room, Second Floor, Main Building, Library of Congress, 10 First Street SE., Washington, D.C. 20540.

or by writing the Advisory Committee Management Officer, Department of State, Washington, D.C. 20520 or by telephoning (area code 202) 632-2297.

Dated: July 1, 1976.

SUE M. MORELAND,
Advisory Committee Management Officer.

[FR Doc.76-19653 Filed 7-7-76;8:45 am]

[Public Notice CM-6170]

U.S. ADVISORY COMMISSION ON INTERNATIONAL EDUCATIONAL AND CULTURAL AFFAIRS

Meeting

The United States Advisory Commission on International Educational and Cultural Affairs will meet in open session on Wednesday, August 25, 1976, in Room 1410 of the Main State Department Building, 2201 C Street, NW., Washington, D.C. It is expected that the meeting will run from 9:30 a.m. to 12:30 p.m.

There will be two items on the agenda, in addition to any old or new business which any Commission member wishes to raise. They are:

1. A review of the Commission's position on U.S. Government support for the United Nations University.
2. A review of U.S. educational and cultural exchange programs with Africa.

Members of the general public may attend and participate in the discussion subject to the instructions of the Chairman. They will be accommodated up to the seating capacity of the meeting room.

For purposes of fulfilling building security requirements, anyone wishing to attend the meeting must advise the Staff Director by close of business, 5:30 p.m., August 23, 1976. He may be reached by telephone at (202) 632-2764.

W. E. WELD, Jr.,
Staff Director, Commission Secretariat.

JUNE 25, 1976.

[FR Doc.76-19654 Filed 7-7-76;8:45 am]

DEPARTMENT OF THE TREASURY

Customs Service

HANDBAGS FROM THE REPUBLIC OF CHINA

Receipt of Countervailing Duty Petition and Initiation of Investigation

A petition in satisfactory form was received on May 24, 1976, alleging that payments or bestowals conferred by the Government of the Republic of China (Taiwan) upon the manufacture, production or exportation of handbags from Taiwan constitute the payment or bestowal of a bounty or grant within the meaning of section 303, Tariff Act of 1930, as amended (19 U.S.C. 1303).

The term "handbags" as used in this notice, covers pocketbooks, purses, shoulder bags, clutch bags, and all similar articles by whatever name known, customarily carried by women or girls and classifiable under items 706.08, 706.10, 706.12, 706.14, 706.20, 706.22, 706.23, 706.24, 706.30, or 706.60, Tariff Schedules of the United States (TSUS). Luggage, flat goods or other articles classifiable under these TSUS items are not included in the investigation.

Pursuant to section 303(a)(4), Tariff Act of 1930, as amended (19 U.S.C. 1303(a)(4)), the Secretary of the Treasury is required to issue a preliminary determination as to whether or not any bounty or grant is being paid or bestowed within the meaning of that statute within 6 months of receipt, in satisfactory form, of a petition alleging the payment or bestowal of a bounty or grant. A final determination must be issued within 12 months of the receipt of such petition.

Therefore, a preliminary determination on this petition will be made no later than November 24, 1976, as to whether or not the alleged payments or bestowals conferred by the Government of the Republic of China upon the manufacture, production, or exportation of the above described merchandise constitute a bounty or grant within the meaning of section 303, Tariff Act of 1930, as amended. A final determination will be issued no later than May 24, 1977.

This notice is published pursuant to section 303(a)(3) of the Tariff Act of 1930, as amended (19 U.S.C. 1303(a)(3)), and section 159.47(c), Customs Regulations (19 CFR 159.47(c)).

LEONARD LEHMAN,
Acting Commissioner of Customs.

Approved: July 1, 1976.

DAVID R. MACDONALD,
Assistant Secretary of the Treasury.

[FR Doc.76-19658 Filed 7-7-76;8:45 am]

HANDBAGS FROM THE REPUBLIC OF KOREA

Receipt of Countervailing Duty Petition and Initiation of Investigation

A petition in satisfactory form was received on May 24, 1976, alleging that payments or bestowals conferred by the Government of the Republic of Korea upon the manufacture, production or exportation of handbags from the Republic of Korea constitute the payment or bestowal of a bounty or grant within the meaning of section 303, Tariff Act of 1930, as amended (19 U.S.C. 1303).

The term "handbags" as used in this notice, covers pocketbooks, purses, shoulder bags, clutch bags, and all similar articles by whatever name known, customarily carried by women or girls and classifiable under items 706.06, 706.08, 706.20, 706.22, 706.23, 706.24, 706.30, 706.40, or 706.60, Tariff Schedules of the United States (TSUS). Luggage, flat goods or other articles classifiable under these TSUS items are not included in the investigation.

Pursuant to section 303(a)(4), Tariff Act of 1930, as amended (19 U.S.C. 1303(a)(4)), the Secretary of the Treasury is required to issue a priliminary determination as to whether or not any bounty or grant is being paid or bestowed within the form, of a petition alleging the payment or bestowal of a bounty or grant. A final determination must be issued within 12 months of the receipt of such petition.

Therefore, a preliminary determination on this petition will be made no later than November 24, 1976, as to whether or not the alleged payments or bestowals conferred by the Government of the Republic of Korea upon the manufacture,

production, or exportation of the above described merchandise constitute a bounty or grant within the meaning of section 303, Tariff Act of 1930, as amended. A final determination will be issued no later than May 24, 1977.

This notice is published pursuant to section 303(a)(3) of the Tariff Act of 1930, as amended (19 U.S.C. 1303(a)(3)), and section 159.47(c), Customs Regulations (19 CFR 159.47(c)).

LEONARD LEHMAN,
Acting Commissioner of Customs.

Approved: July 1, 1976.

DAVID R. MACDONALD,
Assistant Secretary of the Treasury.

[FR Doc.76-19657 Filed 7-7-76;8:45 am]

Office of the Secretary

[Public Debt Series—No. 16-76]

TREASURY NOTES OF SERIES F-1981

Interest Rates

JUNE 30, 1976.

The Secretary of the Treasury announced on June 29, 1976, that the interest rate on the notes described in Department Circular—Public Debt Series—No. 16-76, dated June 21, 1976, will be 7⅝ percent per annum. Accordingly, the notes are hereby redesignated 7⅝ percent Treasury Notes of Series F-1981. Interest on the notes will be payable at the rate of 7⅝ percent per annum.

DAVID MOSSO,
Fiscal Assistant Secretary.

[FR Doc.76-19736 Filed 7-7-76;8:45 am]

DEPARTMENT OF JUSTICE

Drug Enforcement Administration

CONTROLLED SUBSTANCES IN SCHEDULES I AND II

Final 1976 Revised Aggregate Production Quotas

Section 306 of the Comprehensive Drug Abuse Prevention and Control Act of 1970 (21 U.S.C. 826) requires the Attorney General to establish aggregate production quotas for all controlled substances in Schedules I and II each year. This responsibility has been delegated to the Administrator of the Drug Enforcement Administration pursuant to § 0.100 of Title 28 of the Code of Federal Regulations.

On May 14, 1976, a notice of the proposed revised aggregate production quota for 1976 for various Schedule II controlled substances was published in the FEDERAL REGISTER (41 FR 19991-2). All interested parties were invited to comment or object to the proposed aggregate production quotas on or before June 21, 1976. No comments or objections were received.

Therefore, under the authority vested in the Attorney General by section 306 of the Comprehensive Drug Abuse Prevention and Control Act of 1970 (21 U.S.C. 826), and delegated to the Administrator of the Drug Enforcement Administration by § 0.100 of Title 28 of the Code of Federal Regulations, the Administrator of the Drug Enforcement Administration hereby orders that the 1976 aggregate production quotas for the controlled substances listed below, expressed in grams of anhydrous base, be established as follows:

Basic class:	*1976 aggregate production quota*
Amobarbital	13,339,000
Dihydrocodeine	460,000
Methadone intermediate	2,648,000
Methaqualone	29,028,000
Morphine for conversion	54,000,000
Norpethidine	
Pentobarbital	21,862,000
Pethidine	11,095,000
Phenmetrazine	3,098,000
Secobarbital	25,090,000
Thebaine for conversion	1,311,000

This order is effective upon date of its issuance.

Dated: July 1, 1976.

PETER B. BENSINGER,
Administrator.

[FR Doc.76-19754 Filed 7-7-76;8:45 am]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[Colorado 23972-RW]

I.G.C. PRODUCTION CO.

Pipeline Application

JUNE 28, 1976.

Notice is hereby given that, pursuant to Section 28 of the Mineral Leasing Act of 2910 (41 Stat. 449), as amended (30 U.S.C. 185), I.G.C. Production Company, 555 S. Cole Road, P.O. Box 7608, Boise, Idaho 83707, has applied for a right-of-way C-23972 for a compressor site, a 6-inch gas pipeline, and a 2-inch gathering pipeline system in the following location in Rio Blanco County, Colorado.

T. 1 N., R. 101 W., 6th P.M., Sections 6 and 7.
T. 2 N., R. 101 W., 6th P.M., Sections 30 and 31.
T. 2 N., R. 102 W., 6th P.M., Section 25.

The facility will enable applicant to construct, operate and maintain the subject natural gas gathering pipeline and meet applicant's customer requirements for additional natural gas.

The purposes of this notice are: To inform the public that the Bureau of Land Management will be proceeding with the preparation of environmental and other analyses necessary for determining whether the application should be approved and, if so, under what terms and conditions; to allow interested parties to comment on the application, and to allow any persons asserting a claim to the lands or having bona fide objections to the proposed natural gas gathering pipeline right-of-way to file their objections in this office. Any person asserting a claim to the lands or having bona fide objections must include evidence that a copy thereof has been served on the applicant.

Any comments, claim, or objections must be filed with the Chief, Branch of Land Operations, Bureau of Land Management, Colorado State Office, Room 700, Colorado State Bank Building, 1600 Broadway, Denver, Colorado 80202, as promptly as possible after publication of this notice.

MERRILL G. ANDERSON,
Acting Chief,
Branch of Land Operations.

[FR Doc.76-19649 Filed 7-7-76;8:45 am]

MONTANA, NORTH DAKOTA, SOUTH DAKOTA

Modification of Administrative District Office Boundaries and Jurisdictions

Pursuant to the authority vested in the Secretary of the Interior, as delegated to the Director, Bureau of Land Management by 235 DM 1.1, the following modifications of administrative district boundaries and jurisdictions in Montana are announced. These changes become effective on July 11, 1976.

This order is applicable to all Federal lands and resources in Montana, North and South Dakota, not withdrawn for and administered by other Federal agencies. Also included are those lands and resources withdrawn by other Federal agencies, but which by law or interagency agreement are administered by the Bureau of Land Management.

The change involves consolidating the present six district offices (with 16 resource areas) into three district offices (with 12 resource areas). The new structure is described below:

1. *Lewistown District.* The present Malta, Lewistown, and Billings Districts are being consolidated into one district. The District Office and one resource area office (Judith Resource Area) will be located in Lewistown; with detached resource area headquarters located in Malta (Phillips Resource Area) and Billings (Billings Resource Area). In the future additional detached resource area headquarters will be established at Havre (Havre Resource Area) and Glasgow (Valley Resource Area); these offices are presently headquartered at Malta. The Lewistown District consists of the following counties: Blaine, Carbon, Chouteau, Daniels, Fergus, Glacier, Golden Valley, Hill, Judith Basin, Liberty, Musselshell, Petroleum, Phillips, Roosevelt, Sheridan, Stillwater, Sweetgrass, Toole, Valley, Wheatland, and that portion of Big Horn lying west of the 10th Guide Meridian.

2. *Butte District.* The present Missoula and Dillon Districts are being consolidated into one district. The District Office and one resource area office (Headwaters Resource Area) will be located in Butte; with detached resource area headquarters located in Dillon (Dillon Resource Area) and Missoula (Garnet Resource Area). The Butte District consists of the following counties: Beaverhead, Broadwater, Cascade, Deer Lodge, Flathead, Gallatin, Granite, Jefferson, Lake, Lewis and Clark, Lincoln, Madison, Meagher, Mineral, Missoula,

Park, Pondera, Powell, Ravalli, Sanders, Silverbow, and Teton.

3. *Miles City District.* A minor modification of administrative boundaries is being made in the Miles City District. The District Office and two resource area offices (Big Dry and Powder River Resource Areas) will continue to be located in Miles City; with a detached resource area headquarters located in Belle Fourche, South Dakota (South Dakota Resource Area) and a Project Office in Dickinson, North Dakota (North Dakota Project Office). The Miles City District consists of the following counties in Montana: Carter, Custer, Dawson, Fallon, Garfield, McCone, Powder River, Prairie, Richland, Rosebud, Treasure, Wibaux, that portion of Big Horn lying east of the 10th Guide Meridian, and all of the counties in North and South Dakota. This jurisdictional change does not affect the status or use of the National Resource Lands and their related resources in the former District Offices other than placing them under the administrative jurisdiction of the Lewistown, Butte, and Miles City District Offices as outlined above.

Dated: June 30, 1976.

KANNON RICHARDS,
Acting State Director.

Approved:
CURT BERKLUND,
Director.

[FR Doc.76-19625 Filed 7-7-76;8:45 am]

[NM 28379, 28380, 28381, 28382, 28387, 28388 and 28390]

NEW MEXICO

Applications

JUNE 30, 1976.

Notice is hereby given that, pursuant to section 28 of the Mineral Leasing Act of 1920 (30 U.S.C. 185), as amended by the Act of November 16, 1973 (87 Stat. 576), El Paso Natural Gas Company has applied for six 4½-inch and one 20-inch natural gas pipeline rights-of-way across the following lands:

NEW MEXICO PRINCIPAL MERIDIAN
NEW MEXICO

T. 27 N., R. 8 W.,
Sec. 4, E½SE¼.
T. 30 N., R. 9 W.,
Sec. 14, NW¼NW¼;
Sec. 26, NE¼NW¼.
T. 31 N., R. 10 W.,
Sec. 17, lots 1 and 7.
T. 32 N., R. 10 W.,
Sec. 34, lots 2, 4, 5, 10 and 11.
T. 29 N., R. 11 W.,
Sec. 27, NE¼NE¼, SE¼SW¼ and W½SE¼.

These pipelines will convey natural gas across 1.476 miles of national resource lands in San Juan County, New Mexico.

The purpose of this notice is to inform the public that the Bureau will be proceeding with consideration of whether the applications should be approved, and if so, under what terms and conditions.

Interested persons desiring to express their views should promptly send their name and address to the District Manager, Bureau of Land Management, P.O. Box 6770, Albuquerque, New Mexico 87107.

FRED E. PADILLA,
Chief, Branch of Lands and Minerals Operations.

[FR Doc.76-19651 Filed 7-7-76;8:45 am]

[I-0839]

IDAHO

Segregation of Lands

JUNE 29, 1976.

Notice is hereby given that pursuant to the Act of May 24, 1928 (49 U.S.C. 211-214) the City of Malta, Idaho, and Vista Land Company have applied for an airport lease for the following land:

BOISE MERIDIAN
IDAHO

T. 13 S., R. 27 E.,
Sec. 21, E½, SE¼NW¼, NE¼SW¼;
Sec. 28, NE¼NE¼.

The purpose of this notice is to inform the public that the filing of this application segregates the described land from all other forms of use or disposal under the public land laws.

Interested persons desiring to express their views should promptly send their name and address to the State Director, Bureau of Land Management, Room 398, Federal Building, 550 West Fort Street, Box 042, Boise, Idaho 83724.

VINCENT S. STROBEL,
Chief, Branch of L. & M.

[FR Doc 76-19650 Filed 7-7-76;8:45 am]

Fish and Wildlife Service

ENDANGERED SPECIES PERMIT

Receipt of Application

Notice is hereby given that the following application for a permit is deemed to have been received under section 10 of the Endangered Species Act of 1973 (Pub. L. 93-205).

Applicant: Patuxent Wildlife Research Center, U.S. Fish and Wildlife Service, Laurel, Maryland 20811, Lucille P. Stickel, Director.

OMB NO. 42-R1570

DEPARTMENT OF THE INTERIOR
U.S. FISH AND WILDLIFE SERVICE

FEDERAL FISH AND WILDLIFE LICENSE/PERMIT APPLICATION

1. APPLICATION FOR (*Indicate only one*)
☐ IMPORT OR EXPORT LICENSE ☒ PERMIT

2. BRIEF DESCRIPTION OF ACTIVITY FOR WHICH REQUESTED LICENSE OR PERMIT IS NEEDED.
Introduction of captive produced eggs and/or young of southern bald eagles (endangered species) into nests in the wild, banding and color marking of southern bald eagles, possession of southern bald eagles for captive breeding, and related activities.

3. APPLICANT. (*Name, complete address and phone number of individual, business, agency, or institution for which permit is requested*)
Patuxent Wildlife Research Center
U.S. Fish and Wildlife Service
Laurel, Mayrland 20811

4. IF "APPLICANT" IS AN INDIVIDUAL, COMPLETE THE FOLLOWING:
☐ MR. ☐ MRS. ☐ MISS ☐ MS.
HEIGHT: WEIGHT:
DATE OF BIRTH: COLOR HAIR: COLOR EYES:
PHONE NUMBER WHERE EMPLOYED: SOCIAL SECURITY NUMBER:
OCCUPATION:

5. IF "APPLICANT" IS A BUSINESS, CORPORATION, PUBLIC AGENCY, OR INSTITUTION, COMPLETE THE FOLLOWING:
EXPLAIN TYPE OR KIND OF BUSINESS, AGENCY, OR INSTITUTION
Wildlife/research to enhance the status of endangered and threatened species; also to determine the effects of environmental pollutants on wildlife and their habitat.

ANY BUSINESS, AGENCY, OR INSTITUTIONAL AFFILIATION HAVING TO DO WITH THE WILDLIFE TO BE COVERED BY THIS LICENSE/PERMIT:

NAME, TITLE, AND PHONE NUMBER OF PRESIDENT, PRINCIPAL OFFICER, DIRECTOR, ETC.
Lucille F. Stickel, Director 301-776-4880

IF "APPLICANT" IS A CORPORATION, INDICATE STATE IN WHICH INCORPORATED
N/A

6. LOCATION WHERE PROPOSED ACTIVITY IS TO BE CONDUCTED
Introductions of eggs and/or young into wild nests and banding: within the legally defined range of the southern bald eagle.
Captive breeding: at Patuxent Wildlife Research Center, Laurel, Maryland 20811

7. DO YOU HOLD ANY CURRENTLY VALID FEDERAL FISH AND WILDLIFE LICENSE OR PERMIT? ☒ YES ☐ NO
(*If yes, list license or permit numbers*) PRT 8-85-C, PRT 8-169-C, PRT 2-913-BA, PRT 8-86-B-C

8. IF REQUIRED BY ANY STATE OR FOREIGN GOVERNMENT, DO YOU HAVE THEIR APPROVAL TO CONDUCT THE ACTIVITY YOU PROPOSE? ☐ YES ☒ NO
(*If yes, list jurisdictions and type of documents*)
State approval to be applied for following Federal approval.

9. CERTIFIED CHECK OR MONEY ORDER (*If applicable*) PAYABLE TO THE U.S. FISH AND WILDLIFE SERVICE ENCLOSED IN AMOUNT OF
N/A

10. DESIRED EFFECTIVE DATE: May 15, 1976

11. DURATION NEEDED: Five years

12. ATTACHMENTS. THE SPECIFIC INFORMATION REQUIRED FOR THE TYPE OF LICENSE/PERMIT REQUESTED (*See 50 CFR 13.12(b)*) MUST BE ATTACHED, IT CONSTITUTES AN INTEGRAL PART OF THIS APPLICATION. LIST SECTIONS OF 50 CFR UNDER WHICH ATTACHMENTS ARE PROVIDED.
17.22

CERTIFICATION

I HEREBY CERTIFY THAT I HAVE READ AND AM FAMILIAR WITH THE REGULATIONS CONTAINED IN TITLE 50, PART 13, OF THE CODE OF FEDERAL REGULATIONS AND THE OTHER APPLICABLE PARTS IN SUBCHAPTER B OF CHAPTER I OF TITLE 50, AND I FURTHER CERTIFY THAT THE INFORMATION SUBMITTED IN THIS APPLICATION FOR A LICENSE/PERMIT IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. I UNDERSTAND THAT ANY FALSE STATEMENT HEREIN MAY SUBJECT ME TO THE CRIMINAL PENALTIES OF 18 U.S.C. 1001.

SIGNATURE (*In ink*) Ref. F. Stickel Acting Director — DATE 20 April 76.

3-200
6/74

ENDANGERED SPECIES PERMIT

APPLICATION ATTACHMENTS

17.22(a)(1) We wish authorization to conduct the following activities with the eggs and/or progeny of southern bald eagles (*Haliaeetus leucocephalus leucocephalus*):

a. Transfer a maximum of ten eggs and/or nestlings produced by captive southern bald eagles into nests in the wild per year.

b. Move (not to exceed 6 per year) wild-produced nestlings from one wild nest to another wild nest to facilitate introduction of captive-produced young into wild nests.

c. Take (not to exceed 6 per year) wild-produced eggs from nests in the wild where captive produced eggs are to be placed and artificially incubate the viable wild produced eggs, returning any young produced from them to nests in the wild.

d. Possess captive-produced eggs and young, and possess wild produced eggs and young as needed to accomplish the above objectives.

e. Band and color mark nestlings encountered while conducting above activities.

f. Possess a maximum of three additional southern bald eagles for captive breeding purposes.

The number of eggs and/or young involved, both captive and wild, will depend on the success of the current captive breeding project. The sex of embryonated eggs and the nestlings will be unknown. Eggs may be collected and transported any time during the normal incubation period, while nestlings will be transported to or between wild nests only when they are more than two weeks of age. The three southern bald eagles to be obtained for captive breeding will include at least two males.

(2) Eggs and nestlings will have been produced in captivity with the following exceptions:

a. Wild-produced nestlings will be moved from one wild nest to another wild nest [see (1) b. above].

b. Wild-produced eggs that are viable may be collected and artificially incubated [see (1) c. above]. Young produced from such eggs will be returned to the wild.

Young to be banded may be produced in captivity or the wild.

The birds to be obtained for captive breeding will have been hatched in captivity or will be birds that have already been removed from the wild.

(3) Not applicable.

(4) All captive-produced eggs and nestlings to be covered will have been produced at Patuxent Wildlife Research Center, Laurel, Maryland.

The birds to be obtained for captive breeding will have been raised in captivity or removed from the wild in the United States; sites are presently unknown.

(5) All wildlife sought to be covered by the permit will be maintained at the Patuxent Wildlife Research Center, Laurel, Maryland 20811 while in confinement, except for the brief period while it is being relocated to or from these facilities.

The Patuxent Center is the principal Fish and Wildlife Service facility that is conducting research on endangered species as well as the effects of environmental pollutants on wildlife and their habitat. The Center has ample facilities and extensive technical expertise for the many diverse aspects of this work. Facilities for eagles are more extensively described elsewhere.

(6) Captive produced eggs will be incubated, hatched and the young brooded by the parent birds [see Maestrelli and Wiemeyer 1975. Breeding bald eagles in captivity. Wilson Bull. 87(1): 45-53, for details regarding pens housing the parent birds]. Full grown birds for captive breeding will be housed in pens similar to those described in the above publication.

Eggs from wild nests, if viable, will be incubated in a Petersime Incubator at 99¾° F and at a relative humidity of about 55%. The humidity will be raised to approximately 65% following pipping of the eggs. Within 48 hours of hatching, the eaglets will be placed in a Lyons cabinet incubator (length 32", width 17", height 19") that will be modified to serve as a brooder. The temperature and humidity will be adjusted to the individual needs of the eaglets as they develop. Captive produced eggs or young may be incubated or brooded as outlined here if essential to the success of the project.

Eaglets that are hatched under artificial incubation will be fed about every three hours during daylight hours or as needed by individual birds. Feeding will be less frequent as the young grow older.

Nestlings to be transported to and between nest sites in the wild will be placed in suitable containers that will provide adequate ventilation and space, and will contain bedding material for sanitation. The size and construction of such containers will depend on the size of young to be transported and the method of transportation to be used in each case. A biologist will accompany all shipments of nestlings, will feed them at the proper intervals, and will care for their needs.

Eagle eggs will be transported in an insulated container similar to that used for transporting bald eagle eggs between the Great Lake States and Maine in 1974 through 1976. The temperature of the egg compartment will be maintained with the use of water bottles filled with hot water. A thermometer will be inserted into the egg compartment and the temperature will be monitored without opening the case. The case may be inspected following its construction to insure that it is suitable for the intended purpose.

The birds to be obtained for captive breeding purposes will be transported in plywood crates approximately 20" L x 20" W x 20" H; the crates will be adequately ventilated and a perch or cleats will be placed on the floor of the interior of the crates to provide adequate footing. The birds will not be in transit long enough to require feeding or watering.

Mr. Stanley N. Wiemeyer (MC), Research Biologist at Patuxent Wildlife Research Center will be in charge of the project. He has worked with falconiform birds at this Center since 1967. In 1969 he was assigned to projects dealing with the effects of pollutants on bald eagles and ospreys, which included maintenance of a captive colony of bald eagles. In 1969 he transported osprey eggs between nests in Connecticut and Maryland; no decline in the hatching success of the eggs was observed which could be attributed to their being transported (see Wiemeyer et al. 1975. Effects of environmental pollutants on Connecticut and Maryland ospreys. J. Wildl. Manage. 39(1): 124–139). In 1970 he initiated the captive breeding of bald eagles at this Center. In 1975 he took the first clutch of three eggs from one pair and artificially incubated them: The eggs were in three separate incubators; one malfunctioned. Two eggs hatched and the young were hand reared by Mr. Wiemeyer and others under his direction; both young fledged. In 1975 two additional viable eggs were received from a nest in Maine as the result of the transfer of bald eagle eggs from Wisconsin to Maine. Both eggs hatched under artificial incubation and both young were hand raised until they were six weeks old, when they were returned to a nest in Maine, where both later fledged.

We are willing to participate in cooperative captive breeding programs with southern bald eagles and will maintain and/or contribute to a stud book as directed.

The following is a listing of mortalities of both northern and southern bald eagles maintained in the Environmental Contaminants Evaluation Program since April 1971:

Band No.	Date of death	Cause of death
17	Aug. 11, 1971	Secondary bacteremia and toxemia from a maggot infection in injuries to wing. The bird may have been injured without our knowledge in a fight with another eagle in the pen.
14	Jan. 15, 1972	Myocarditis—bumblefoot present on both feet.
(Red)	Jan. 1, 1973	Bacterial pericarditis, diffuse air sac infection caused by systemic *E. coli* infection, necrotic granuloma in meninges overlying the cerebellum extending into the dorsal portion of the cerebellum.
509-34915	Mar. 1, 1973	Sacrificed—blind in both eyes, cause of blindness unknown.
28	Aug. 4, 1973	The left wing was fractured and drooped badly when the eagle was acquired. The fracture callus became lacerated and abrated, and was subsequently attacked by maggots; gangrenous changes developed. Possible early pneumonic changes in the lungs and possible damage to the heart by bacterial toxins may have occurred.
23	Nov. 13, 1973	Sacrificed—severe nontypical bumblefoot lesions present on both feet. Staphylococci isolated from bumblefoot lesions; secondary hepatitis present. The bumblefoot lesions were treated periodically over a long period of time with only temporary results. The bird also suffered from severe feather loss with no detectable replacement. Its carcass was analyzed and found to contain 250 p/m (wet weight) of PCB's, an extremely high level, even though it had been in captivity on a clean diet for 17 mo. The high level of PCB's may have contributed to its poor health.
24	Aug. 30, 1974	Sacrificed after it had been dosed with dieldrin. We wished to determine residue levels remaining in its tissues.
3	May 21, 1975	Hepatitis, aspergillosis. Causes uncertain.
39	Sept. 29, 1075	Post mortem changes advanced precluding determination of cause of death. No major injuries present. We were unable to have an autopsy conducted immediately.

In addition to the above, three nestling bald eagles, all less than one week of age, died while being cared for by their parents. Two deaths occurred in 1972 following severe weather and one in 1973 may have been the result of fighting between nest mates. We were not able to retrieve any of the three to determine cause of death.

The following steps have been take to decrease mortalities:

1. Amputation of wings (with old breaks) that droop badly, which tend to drag on the ground.

2. More intensive treatment of birds having moderate to severe cases of bumble foot.

3. More careful observation of all birds in an attempt to detect illness or injuries prior to severe problems.

4. Improvement of the birds' diet by the feeding of chickens once a week, fish more frequently, and rodents less frequently.

(7) Not applicable.

(8) Southern bald eagle populations in some states have experienced severe declines or have been extirpated. In many cases these population declines have been accompanied by poor reproductive success. Efforts toward maintaining these remnant populations should include introductions of captive produced eggs and young into nests in the wild when and where logistically feasible. Three methods of conducting such introductions are:

a. Placement of captive produced viable eggs in active wild nests with histories of reproductive failure.

b. Placement of captive produced nestlings into active nests in the wild.

c. "Hacking" captive produced young into the wild at artificial nest sites.

The first method would be carried out by collecting viable eggs from captive southern bald eagle pairs at Patuxent Wildlife Research Center and transporting them to active nests in the wild with eggs under incubation, but with histories of reproductive failure. The wild recipient nests would have eggs in them at the same general stage of embryonic development as the eggs from the captive pairs. The wild produced eggs would be replaced by the captive produced eggs in the wild nests. The wild produced eggs would in turn be brought to Patuxent Wildlife Research Center where they would be candled. The eggs would be kept at the proper incubation temperature while in transit. If viable, the eggs from the wild nests would be incubated artificially or by captive pairs. Those eggs that are inviable or fail to hatch would be retained for residue analysis. Young from eggs that hatch would be hand raised or raised by captive foster parents. After the young are at least two weeks old they would be returned to a suitable nest in the wild, in manners similar to those described under the second and/or third methods below.

The second method would be carried out by taking captive produced nestlings (either hand reared or parent reared) and transporting them to nests in the wild containing young. A single captive produced young could be placed in each wild nest containing one young of similar age or a lone young in a wild nest would be moved to a second wild nest with a single young of similar age, thus making room for one or two captive produced young in the first wild nest. All young to be moved would be at least two weeks old and preferably less than eight weeks old.

The third method would be used only if it proves to be successful in early trials to be conducted in New York with northern bald eagles in 1976 and possibly in 1977. It involves taking captive young that have been reared by parent eagles at approximately eight weeks of age and placing them in an artificial nest in the wild. The young are then cared for by an individual at the artificial nest until after they have fledged and become self-sufficient. All feeding and care are conducted without the nestlings seeing the caretaker to prevent them from imprinting on humans. This method would be required if southern bald eagles are to be reintroduced into areas where they have been extirpated.

Suitable sites in the wild (both nests and hacking locations) would be identified by field personnel of the U.S. Fish and Wildlife Service and state conservation departments, with the cooperation of the primary investigator at Patuxent Wildlife Research Center. Decisions regarding logistics and timing of the transfers would be closely coordinated with the cooperation of all parties involved.

Banding and color marking of the young is essential to determine if the project is successful.

Captive breeding methods will include natural incubation and rearing of young by parent eagles, but may also require artificial insemination, artificial incubation, and hand rearing of young for maximum production. Laparotomies may be required on some birds in the project to accurately determine sex.

The activities described above would enhance the survival of remnant populations of southern bald eagles and could result in their reintroduction into areas where their populations have been extirpated.

Upon the termination of the breeding project or the need for individual birds the captive southern bald eagles will be transferred to other individuals or institutions as authorized by the U.S. Fish and Wildlife Service.

Documents and other information submitted in connection with this application are available for public inspection during normal business hours at the Service's office in Suite 600, 1612 K Street, NW., Washington, D.C.

Interested persons may comment on this application by submitting written data, views, or arguments, preferably in triplicate, to the Director (FWS/LE), U.S. Fish and Wildlife Service, Post Office Box 19183, Washington, D.C. 20036. This application has been assigned File Number PRT 2–197–07, 13; please refer to this number when submitting comments. All relevant comments received on or before August 9, 1976 will be considered.

Dated: July 2, 1976.

C. R. BAVIN,
Chief, Division of Law Enforcement, U.S. Fish and Wildlife Service.

[FR Doc.76–19777 Filed 7–7–76;8:45 am]

ENDANGERED SPECIES PERMIT

Receipt of Application

Notice is hereby given that the following application for a permit is deemed to have been received under section 10 of the Endangered Species Act of 1973 (Pub. L. 93–205).

Applicant: Regional Director, Albuquerque, U.S. Fish & Wildlife Service, 500 Gold Avenue, SW., Albuquerque, New Mexico 87103.

OMB NO. 42-R1675

DEPARTMENT OF THE INTERIOR
U.S. FISH AND WILDLIFE SERVICE

FEDERAL FISH AND WILDLIFE LICENSE/PERMIT APPLICATION

1. APPLICATION FOR (*Indicate only one*)
☐ IMPORT OR EXPORT LICENSE ☒ PERMIT

2. BRIEF DESCRIPTION OF ACTIVITY FOR WHICH REQUESTED LICENSE OR PERMIT IS NEEDED.
Southern Bald Eagle
(Haliaeetus leucocephalus leucocephalus)
Observe, photograph, survey, including nest surveys, and census throughout the year including nesting periods. Collect pellets, discarded feeding remains (skeletons, etc.) and non viable eggs and egg shells from the nest areas. Salvage dead birds for scientific study.

3. APPLICANT. (*Name, complete address and phone number of individual, business, agency, or institution for which permit is requested*)
U. S. Fish and Wildlife Service
Regional Director
500 Gold Avenue, SW
Albuquerque, NM 87103
8-474-2321

4. IF "APPLICANT" IS AN INDIVIDUAL, COMPLETE THE FOLLOWING:
☐ MR. ☐ MRS. ☐ MISS ☐ MS. | HEIGHT | WEIGHT
DATE OF BIRTH | COLOR HAIR | COLOR EYES
PHONE NUMBER WHERE EMPLOYED | SOCIAL SECURITY NUMBER
OCCUPATION

5. IF "APPLICANT" IS A BUSINESS, CORPORATION, PUBLIC AGENCY, OR INSTITUTION, COMPLETE THE FOLLOWING:
EXPLAIN TYPE OR KIND OF BUSINESS, AGENCY, OR INSTITUTION
Conservation of U. S. fish and wildlife and collection of scientific data.

ANY BUSINESS, AGENCY, OR INSTITUTIONAL AFFILIATION HAVING TO DO WITH THE WILDLIFE TO BE COVERED BY THIS LICENSE/PERMIT

NAME, TITLE, AND PHONE NUMBER OF PRESIDENT, PRINCIPAL OFFICER, DIRECTOR, ETC. 474-2321
W. O. Nelson, Jr., Regional Director

IF "APPLICANT" IS A CORPORATION, INDICATE STATE IN WHICH INCORPORATED

6. LOCATION WHERE PROPOSED ACTIVITY IS TO BE CONDUCTED
States of Arizona, New Mexico, Texas, and Oklahoma

7. DO YOU HOLD ANY CURRENTLY VALID FEDERAL FISH AND WILDLIFE LICENSE OR PERMIT ☒ YES ☐ NO
(*If yes, list license or permit numbers*)
Various appropriate FWS permits

8. IF REQUIRED BY ANY STATE OR FOREIGN GOVERNMENT, DO YOU HAVE THEIR APPROVAL TO CONDUCT THE ACTIVITY YOU PROPOSE? ☒ YES ☐ NO
(*If yes, list jurisdictions and type of documents*)
Various appropriate State permits

9. CERTIFIED CHECK OR MONEY ORDER (*If applicable*) PAYABLE TO THE U.S. FISH AND WILDLIFE SERVICE ENCLOSED IN AMOUNT OF
$

10. DESIRED EFFECTIVE DATE: 4/1/76

11. DURATION NEEDED: two years

12. ATTACHMENTS. THE SPECIFIC INFORMATION REQUIRED FOR THE TYPE OF LICENSE/PERMIT REQUESTED (*See 50 CFR 13.12(b)*) MUST BE ATTACHED, IT CONSTITUTES AN INTEGRAL PART OF THIS APPLICATION. LIST SECTIONS OF 50 CFR UNDER WHICH ATTACHMENTS ARE PROVIDED.
50 CFR 17.22

CERTIFICATION

I HEREBY CERTIFY THAT I HAVE READ AND AM FAMILIAR WITH THE REGULATIONS CONTAINED IN TITLE 50, PART 13, OF THE CODE OF FEDERAL REGULATIONS AND THE OTHER APPLICABLE PARTS IN SUBCHAPTER B OF CHAPTER I OF TITLE 50, AND I FURTHER CERTIFY THAT THE INFORMATION SUBMITTED IN THIS APPLICATION FOR A LICENSE/PERMIT IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. I UNDERSTAND THAT ANY FALSE STATEMENT HEREIN MAY SUBJECT ME TO THE CRIMINAL PENALTIES OF 18 U.S.C. 1001.

SIGNATURE (*In Ink*) Robert F. Stephens — DATE: MAR 10 1976

3-200 (6/74)

Acting Regional Director

MARCH 10, 1976.

To: Director, U.S. Fish and Wildlife Service, Washington, D.C. (SE)
From: Acting Regional Director.
Subject: Request for Southern Bald Eagle Permit.

We request a permit to survey, census, and investigate the status of the endangered Southern bald eagle throughout the States of Arizona, New Mexico, Texas, and Oklahoma (Region 2). Information is urgently needed on the species to assist in attempts to save it from total extirpation in the Southwest and to restore its population in the Southwest.

There are presently only 6 nesting pairs of Southern bald eagles in Arizona and only 5–7 nesting pairs in east Texas. There are no nesting pairs in west Texas, Oklahoma, New Mexico, Utah, Colorado, Southern California, or Nevada. The full reasons for the species decline in the Southwest are unknown and need to be discovered. Little is known about the Southern bald eagle in the Southwest, and additional studies must be conducted. Nest sites must be located to protect them from disturbance and/or destruction.

Attachment No. 1 is a draft report of surveys and information recently completed by the U.S. Fish and Wildlife Service on the Arizona populations. Similar surveys are being conducted in east Texas and further follow-up studies need to be done on both populations.

Routine monitoring and census work will be conducted throughout the year with little or no disturbance to the eagles. Surveys will be carried out by helicopter, horseback, hiking, and boating. Areas to be surveyed will include those of known and reported Southern bald eagle sightings and areas of potential sightings. Numbers of eagles and nest sites will be observed. Active nests will be further surveyed to obtain data on nesting, hatching, and fledging success, time of activity, food habits, and eagle behavior. Inactive nests (and active nests during non-breeding season) will be further examined as to types of nesting material and nest size, and to collect evidence remaining from eagle activity—castings, eggshells, etc., for further scientific evaluation. Dead specimens will be salvaged for scientific study as to cause of death and other pertinent data.

Surveys and studies will be handled by the Regional Endangered Species Office. They will be conducted by appropriate U.S. Fish and Wildlife Service offices, the Southern Bald Eagle Working Group, and responsible parties under Service Contract.

R. J. STEPHENS.

Attachments:

50 CFR 17.22 BALD EAGLE PERMIT APPLICATION

(1) Southern Bald Eagle (Haliaeetus leucocephalus leucocephalus)

To observe, photograph, survey, including nesting surveys, and census throughout the year. Collect pellets, discarded feeding remains (skeleton, etc.), and non-viable eggs and eggshell from the nest areas. Salvage dead bird for scientific study. Construct support structures, or other habitat modification efforts as deemed necessary, for nest site protection and enhancement.

(2) Wildlife sought to be covered is still in the wild.

(3) NA

(4) NA

(5) USFWS. Collected materials will be sent to appropriate FWS laboratory for analysis.

(6) NA

(7) FWS biologists, Service contractors, and cooperators will carry out permit activities.

(8) Observe number of active nests and fledgling success, photograph eagles and nest sites, survey nest sites and eagle numbers, census throughout the year, including nesting period, collect pellets, discarded feeding remains (skeletons, etc.), non-viable eggs, and eggshells from the nest areas. Salvage dead birds for scientific study. Construct support structures, as necessary, for weakened nest trees (cottonwoods).

(8ii) Observation, photography, surveys, nest surveys, and census work will be conducted both on the ground (via horseback, raft floating, and hiking) and aerially (via helicopter) throughout the year including nesting periods. Surveyed areas will be selected on the basis of known nesting territories, historical territories, and available nesting habitat. After active nests are located aerially, ground surveys will be made to determine hatching and fledgling success of individual nests. Collection of pellets, etc., will be conducted during non-nesting periods or as so not to disturb the nesting eagles. Support structure which may need to be built would be so constructed before the nesting season under supervision of FWS biologists.

(8iii) The Southern bald eagle population in the Southwest United States is at an extremely low level. Little research has been conducted and few surveys have been made of the Arizona population (the only southern bald eagle population in West Texas, Oklahoma, New Mexico, Southern California, Kansas, Colorado, Utah, Nevada, and Arizona). Surveys and censusing need to be continued to monitor habitat and population levels of the Southern bald eagle and to obtain nest locations to provide protection.

Collection of pellets and discarded feeding remains is necessary to help determine the diet of the Southern bald eagle. Non-viable eggs and eggshells may be collected to determine degree of eggshell thinning, possible cause of low viability and other scientific information. Dead birds need to be salvaged to determine cause of death and scientific study—pesticide levels, etc.

Need all of above to determine critical habitat areas and needs for this Southern bald eagle population.

Support structure may need to be constructed to help prevent weakened cottonwood nest trees with viable eggs or young from collapsing at a critical time.

(8iv) All salvaged materials will remain the property of the U.S. Fish and Wildlife Service (refer to 5).

BALD EAGLE NESTING ACTIVITY

Following is a brief rundown on the subject task, including a summary of last year's activity and our intentions this year.

In last winter and spring of 1973, we concentrated our efforts in attempting to verify reported bald eagle nest sites, and locate new sites, in the four State area. As a result of this, we have presently ruled Oklahoma out as having any nesting balds but will follow-up on any reports as they may occur.

In Arizona we have identified four nest sites which have reportedly been active within the past five years and have preliminary data on at least seven more. At least four balds reached fledgling stage.

In New Mexico, we have run down a number of reported sites (12+) but none of these resulted in a confirmed active or recently active nest.

In Texas, through the cooperation of the Texas Parks & Wildlife Department, we are aware of eight active nest sites.

Our intent in spring of 1974 is to begin to monitor those known nest sites to determine current use and, in turn, production. Nest searches will continue in Arizona, New Mexico, and Texas and will be intensified through the use of aircraft. We may attempt to gain data on current production through the use of aircraft but this is still to be determined. Is it feasible and can it be done without undue harassment of the nesting birds?

We believe we have located 90% of the active nests in Arizona; that most likely none exist in Oklahoma; and have at least one good lead on an active nest in north central New Mexico. Considerable work remains in Texas in relation to locating nests and monitoring reproductive success. We have increased our funding and emphasized this particular task as a priority item for this coming spring. Nests are or will be pinned down by legal description, land ownership, and habitat type. Attempts will be made to determine potential threatening factors in the nest site vicinity and, in turn, what can be done to safeguard the site integrity.

In summary, we will be concentrating on three aspects: (1) nest location, (2) determining current production, and (3) safeguarding site integrity.

Documents and complete information submitted in connection with this application are available for public inspection during normal business hours at the Service's office in Suite 600, 1612 K Street, NW, Washington, D.C.

Interested persons may comment on this application by submitting written data, views, or arguments, preferably in triplicate, to the Director (FWS/LE), U.S. Fish and Wildlife Service, Post Office Box 19183, Washington, D.C. 20036. All relevant comments received on or before August 9, 1976 will be considered.

Dated: July 2, 1976.

C. R. BOVIN,
Chief, Division of Law Enforcement, U.S. Fish and Wildlife Service.

[FR Doc.76-19778 Filed 7-7-76;8:45 am]

ENDANGERED SPECIES PERMIT

Receipt of Application

Notice is hereby given that the following application for a permit is deemed to have been received under section 10 of the Endangered Species Act of 1973 (Pub. L. 93-205).

Applicant: Louisiana Wildlife & Fisheries Commission, 400 Royal Street, New Orleans, Louisiana 70130, J. Burton Angelle, Jr., Director.

OMB NO. 42-R1673

DEPARTMENT OF THE INTERIOR
U.S. FISH AND WILDLIFE SERVICE

FEDERAL FISH AND WILDLIFE LICENSE/PERMIT APPLICATION

1. APPLICATION FOR (Indicate type): [ ] IMPORT OR EXPORT LICENSE [X] PERMIT

2. BRIEF DESCRIPTION OF ACTIVITY FOR WHICH REQUESTED LICENSE OR PERMIT IS NEEDED.
1. Telemetric study of adult alligators in a northeast Louisiana swamp.
2. Gather information on the distribution, abundance, and status of the species in Louisiana.
3. Assist federal agents in handling nuisance compliants, and relocation of nuisance alligators, statewide basis.

3. APPLICANT. (Name, complete address and phone number of individual, business, agency, or institution for which permit is requested)
La. Wildlife and Fisheries Commission
400 Royal Street
New Orleans, Louisiana 70130
504-527-5126

4. IF "APPLICANT" IS AN INDIVIDUAL, COMPLETE THE FOLLOWING:
[ ] MR. [ ] MRS. [ ] MISS [ ] MS. | HEIGHT | WEIGHT
DATE OF BIRTH | COLOR HAIR | COLOR EYES
PHONE NUMBER WHERE EMPLOYED | SOCIAL SECURITY NUMBER
OCCUPATION

5. IF "APPLICANT" IS A BUSINESS, CORPORATION, PUBLIC AGENCY, OR INSTITUTION, COMPLETE THE FOLLOWING:
EXPLAIN TYPE OF BUSINESS, AGENCY, OR INSTITUTION
Public agency - wildlife and fish conservation

ANY BUSINESS, AGENCY, OR INSTITUTIONAL AFFILIATION HAVING TO DO WITH THE WILDLIFE TO BE COVERED BY THIS LICENSE/PERMIT

NAME, TITLE, AND PHONE NUMBER OF PRESIDENT, PRINCIPAL OFFICER, DIRECTOR, ETC. 504-527-5126
J. Burton Angelle, Jr., Director

IF "APPLICANT" IS A CORPORATION, INDICATE STATE IN WHICH INCORPORATED

6. LOCATION WHERE PROPOSED ACTIVITY IS TO BE CONDUCTED
Statewide

7. DO YOU HOLD ANY CURRENTLY VALID FEDERAL FISH AND WILDLIFE LICENSE OR PERMIT? [X] YES [ ] NO
(If yes, list license or permit number)
FRT 8-317-B-C - Brown pelican permit
4-SC-320 - Migratory bird permit

8. IF REQUIRED BY ANY STATE OR FOREIGN GOVERNMENT, DO YOU HAVE THEIR APPROVAL TO CONDUCT THE ACTIVITY YOU PROPOSE? [ ] YES [X] NO
(If yes, list jurisdictions and type of documents)

9. CERTIFIED CHECK OR MONEY ORDER (if applicable) PAYABLE TO THE U.S. FISH AND WILDLIFE SERVICE ENCLOSED IN AMOUNT OF
$ 50.00

10. REQUESTED EFFECTIVE DATE: June, 1976

11. DURATION NEEDED: 5 years

12. ATTACHMENTS. THE SPECIFIC INFORMATION REQUIRED FOR THE TYPE OF LICENSE/PERMIT REQUESTED (see 50 CFR 13.12(b)) MUST BE ATTACHED. IT CONSTITUTES AN INTEGRAL PART OF THIS APPLICATION. LIST SECTIONS OF 50 CFR UNDER WHICH ATTACHMENTS ARE PROVIDED.
See attachements as dictated in sections 17.23 and 13.12, Title 50 code of Federal Regulations

CERTIFICATION

I HEREBY CERTIFY THAT I HAVE READ AND AM FAMILIAR WITH THE REGULATIONS CONTAINED IN TITLE 50, PART 13, OF THE CODE OF FEDERAL REGULATIONS AND THE OTHER APPLICABLE PARTS IN SUBCHAPTER B OF CHAPTER I OF TITLE 50, AND I FURTHER CERTIFY THAT THE INFORMATION SUBMITTED IN THIS APPLICATION FOR A LICENSE/PERMIT IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. I UNDERSTAND THAT ANY FALSE STATEMENT HEREIN MAY SUBJECT ME TO THE CRIMINAL PENALTIES OF 18 U.S.C. 1001.

SIGNATURE (In ink) J. Burton Angelle | DATE 7/23/76

3-200
6-74

GPO 883-042

Attachment—50 CFR 17.22

Permit for Scientific Purposes

1. Transplant of approximately 100 adult alligators (*Alligator mississippiensis*) of both sexes from delisted areas in Cameron, Calcasieu, and Vermilion Parishes, Louisiana to Claiborne, Union, and Ouachita Parishes in northeast Louisiana. Study of released alligators in wild state.

Telemetric study of adult female alligators on Black Bayou Lake (Ouachita Parish), Louisiana including capture, attachment of radio transmitters, and immediate release into the wild.

Continuation of biological studies on alligators in the delisted areas of Calcasieu, Cameron, and Vermilion Parish, Louisiana (list of projects furnished with initial application).

3. Alligators captured in the wild will be immediately returned to the wild.

3. Not applicable.

4. Covered in 1 and 2 above.

5. Not applicable.

6. Alligators will be transported in specially modified truck beds (plywood retainer walls, floor, and roof) with ample air circulation and water for cooling. Transport techniques have been perfected and proven in moving

over 5,000 alligators during the past few years.

7. Enclosed project proposal entitled, "A study of adult female alligators on Black Bayou Lake" and "A long range study of alligator population dynamics on Corney Lake; an area presently void of alligators", answers questions raised here.

8. Information gained from investigations covered by federal permit will greatly expedite Louisiana's state-wide alligator management program and will certainly enhance recovery prospects of segments of the alligator population. Other southeastern states will benefit from information derived from investigations covered by the requested endangered species permit.

PROJECT PROPOSAL

Title: A study of adult female alligators on Black Bayou Lake.

Objectives: 1. Monitor (telemetry gear) daily movements of individual female alligators. 2. Relate movements and activity patterns to habitat preferences and home range. 3. Study reproductive biology. 4. Characterize nesting and brooding habitat.

Title: A long range study of alligator population dynamics on Corney Lake; an area presently void of alligators.

Objectives: 1. Stock Corney Lake with adult marsh raised alligators. 2. Monitor with telemetry gear to determine initial acceptance of new area. 3. Determine range occupied, habitat preferences, daily and seasonal movements. 4. Monitor reproductive success of introduced population. 5. Determine size, sex, and age composition of population as related to reproductive success over a number of years. 6. Identify and quantify mortality factors.

Project justification: A 1975 study (draft in preparation), "An evaluation of the coastal marsh alligator as to suitability for restocking in a north Louisiana habitat", raised as many questions as it answered. Therefore it is timely and essential to conduct these two studies and answer some of these queries. Also, a long range assessment of the credibility of restocking in north Louisiana and similar habitat types in other states should be carried out.

Louisiana has restocked approximately 3,500 alligators over the past four years in north and central Louisiana, Arkansas and Mississippi. Requests for an additional 1,100 alligators will be filled in the summer, 1976.

The availability of equipment used in previous telemetry studies makes it pertinent to undertake these investigations.

Previous work: Various studies have documented alligator movement patterns and habitat preference under natural marsh conditions (Chabreck, 1965; Joanen and McNease, 1970, 1972, 1974). Murphy and Brisbin (1972) and Smith (1972) described responses of alligators to certain climatic factors. However, these studies did not investigate the effects of moving alligators from one habitat type and releasing them in an altogether different set of environmental conditions.

Location: Black Bayou Lake near Monroe and Corney Lake in Claiborne Parish. Stock for Corney Lake will be captured on Rockefeller Refuge.

Procedure: 1. Capture adult female alligators on Black Bayou Lake and equip with transmitters. 2. Capture adult alligators on Rockefeller Refuge, transport to Corney Lake and instrument with transmitters. 3. Track animals as long as transmitters are operable. 4. Conduct visual observations, nest searches, etc. to compliment telemetry work. 5. Long range population dynamics and reproductive biology investigation would include but not be limited to direct observations, recaptures (size and age class determinations, growth rates, sex ratios), nest searches, censuses, and habitat utilization. 6. Analysis of data and preparation of reports.

Work schedule and personnel required: 1. Initial capture and instrumenting of transmitters—personnel of Refuge and Game Divisions. 2. Tracking and observations—predominately by biologists of Game Division with Refuge personnel assisting periodically. 3. Analysis of data and report writing—biologists of both divisions.

Conduct research in the state on the life history of the American alligator.

Study No. 1—Telemetric studies on 25 adult alligators in northeast Louisiana (Ouachita and Claiborne Parishes).

This study will investigate movement and activities of adult alligators and attempts to evaluate this data in order to formulate management practices for the species. Telemetry units, methods of attachments, and procedure will follow the enclosed publications.

Study No. 2—To gather information on the distribution, abundance and status of the species in Louisiana.

This study will try to determine population trends throughout the state. A combination of nest count data, night counts, and habitat survey data will be completed to determine overall population size and distribution.

Study No. 3—Assist federal agents in handling nuisance complaints and relocation of nuisance alligators, statewide basis.

These alligators will be used for restocking purposes. The animals will be placed into suitable habitat, areas that historically contained large numbers of alligators but in which due to varied reasons, population levels have fallen in past years. Recipient areas for the transplant include: selected marshlands in south Louisiana and bottomland hardwoods in Louisiana.

Lethal removal only after live removal attempts have been exhausted. Animals taken in this fashion will be turned over to the research department of the State of Louisiana.

Documents and other information submitted in connection with this application are available for public inspection during normal business hours at the Service's office in Suite 600, 1612 K Street, NW., Washington, D.C.

Interested persons may comment on this application by submitting written data, views, or arguments, preferably in triplicate, to the Director (FWS/LE), U.S. Fish and Wildlife Service, Post Office Box 19183, Washington, D.C. 20036. This application has been assigned File Number PRT 2-95-07; please refer to this number when submitting comments. All relevant comments received on or before August 9, 1976 will be considered.

Dated: July 2, 1976.

C. R. BAVIN,
Chief, Division of Law Enforcement, U.S. Fish and Wildlife Service.

[FR Doc.76-19779 Filed 7-7-76;8:45 am]

ENDANGERED SPECIES PERMIT

Receipt of Application

Notice is hereby given that the following application for a permit is deemed to have been received under section 10 of the Endangered Species Act of 1973 (Pub. L. 93-205).

Applicant: Joseph H. Brown, 7324 Richmond Road, Apartment 2-H, Williamsburg, Virginia 23185.

DEPARTMENT OF THE INTERIOR
U.S. FISH AND WILDLIFE SERVICE

FEDERAL FISH AND WILDLIFE LICENSE/PERMIT APPLICATION

1. APPLICATION FOR (Indicate only one)
☐ IMPORT OR EXPORT LICENSE ☑ PERMIT

2. BRIEF DESCRIPTION OF ACTIVITY FOR WHICH REQUESTED LICENSE OR PERMIT IS NEEDED.
INTEND TO IMPORT 1 PR. PHELSUMA GUENTHERI FOR CAPTIVE PROPAGATIONAL RESEARCH WHILE WORKING ON A BOOK CONCERNING LIZARDS OF THE GENUS PHELSUMA.

3. APPLICANT. (Name, complete address and phone number of individual, business, agency, or institution for which permit is requested)
JOSEPH H. BROWN
1324 RICHMOND ROAD, APT. 2-H
WILLIAMSBURG, VIRGINIA 23185
PH: (804) 229-3000, EXT. 240

4. IF "APPLICANT" IS AN INDIVIDUAL, COMPLETE THE FOLLOWING:
☑ MR. ☐ MRS. ☐ MISS ☐ MS.
HEIGHT: 5'11" WEIGHT: 135
DATE OF BIRTH: 5-16-54 COLOR HAIR: BROWN COLOR EYES: BROWN
PHONE NUMBER WHERE EMPLOYED: SAME AS ABOVE SOCIAL SECURITY NUMBER: 227-84-0246
OCCUPATION: GRADUATE STUDENT, COLL. WM. & MARY
ANY BUSINESS, AGENCY, OR INSTITUTIONAL AFFILIATION HAVING TO DO WITH THE WILDLIFE TO BE COVERED BY THIS LICENSE/PERMIT:
COLLEGE OF WILLIAM & MARY
WILLIAMSBURG, VA. 23185
(DEPT. BIOLOGY)

5. IF "APPLICANT" IS A BUSINESS, CORPORATION, PUBLIC AGENCY, OR INSTITUTION, COMPLETE THE FOLLOWING
EXPLAIN TYPE OR KIND OF BUSINESS, AGENCY, OR INSTITUTION:
NOT APPLICABLE
NAME, TITLE, AND PHONE NUMBER OF PRESIDENT, PRINCIPAL OFFICER, DIRECTOR, ETC.
IF "APPLICANT" IS A CORPORATION, INDICATE STATE IN WHICH INCORPORATED

6. LOCATION WHERE PROPOSED ACTIVITY IS TO BE CONDUCTED
IMPORT FROM FRANKFURT, W. GERMANY DIRECT TO N.Y., NEW YORK.

7. DO YOU HOLD ANY CURRENTLY VALID FEDERAL FISH AND WILDLIFE LICENSE OR PERMIT? ☐ YES ☑ NO
(If yes, list license or permit numbers)

8. IF REQUIRED BY ANY STATE OR FOREIGN GOVERNMENT, DO YOU HAVE THEIR APPROVAL TO CONDUCT THE ACTIVITY YOU PROPOSE? ☑ YES ☐ NO
(If yes, list jurisdictions and type of documents)
HAVE DOCUMENTS FROM PROPER GOVT. OFFICIALS IN MAURITIUS

9. CERTIFIED CHECK OR MONEY ORDER (If applicable) PAYABLE TO THE U.S. FISH AND WILDLIFE SERVICE ENCLOSED IN AMOUNT OF:

10. DESIRED EFFECTIVE DATE: IMMEDIATELY

11. DURATION NEEDED: MAY 1978

12. ATTACHMENTS. THE SPECIFIC INFORMATION REQUIRED FOR THE TYPE OF LICENSE/PERMIT REQUESTED (See 50 CFR 13.12(a)) MUST BE ATTACHED, IT CONSTITUTES AN INTEGRAL PART OF THIS APPLICATION. LIST SECTIONS OF 50 CFR UNDER WHICH ATTACHMENTS ARE PROVIDED.
PROVIDED

CERTIFICATION

I HEREBY CERTIFY THAT I HAVE READ AND AM FAMILIAR WITH THE REGULATIONS CONTAINED IN TITLE 50, PART 13, OF THE CODE OF FEDERAL REGULATIONS AND THE OTHER APPLICABLE PARTS IN SUBCHAPTER B OF CHAPTER I OF TITLE 50, AND I FURTHER CERTIFY THAT THE INFORMATION SUBMITTED IN THIS APPLICATION FOR A LICENSE/PERMIT IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE AND BELIEF. I UNDERSTAND THAT ANY FALSE STATEMENT HEREIN MAY SUBJECT ME TO THE CRIMINAL PENALTIES OF 18 U.S.C. 1001.

SIGNATURE (In full): Joseph Hamilton Brown
DATE: 4-7-76

GPO 895-042

(1) Round Island Day Gecko, *Phelsuma Glentheri* No. 1 Sexual pair, Age: Adult taking specimens from W. Germany *via* N.Y.C. to Williamsburg, Va.

(2) The specimens have already been removed from the wild and are being kept in W. Germany at present.

(3) Not applicable; specimens have already undergone accumitization.

(4) Removal from Round Island, off coast of Mauritius, Mascarene Islands.

(5) Specimens will be maintained in my personal apartment: Heritage Inn, Apt. 2-H, 1324 Richmond Road, Williamsburg, Virginia 23185. All my *Phelsuma* collection resides here during the writing of a book on the genus.

i. The pair will be kept in my apartment, where some 50± specimens of various species of *Phelsuma* are presently being maintained in well-planted terraria. They will be given a 50 gal. enclosure simulating the basaltic environment of Round Island.

ii. I have kept Geckos for many years, and I have been keeping and breeding *Phelsuma* species for about 5 years.

iii. Because I know that persons in the U.S. have not had much experience in keeping *Phelsuma*, (I myself had to direct my endeavors to Europe), I refuse to participate in any cooperative breeding program in the U.S. I am however, willing to contribute information pertinent to the welfare of the species.

iv. Specimens will be personally transported to me.

v. No mortalities other than those attributed to old age or accidents during transit (in which the lizards were not personally transported).

(7) See attached copy of permit from government of Mauritius, Mascarene Islands.

(8) i. Authorization for breeding 1 pr. *ph. Guentheri* under aforementioned conditions.

ii. Simply by providing (hopefully) conditions which are fine enough to be conducive to initiating breeding.

iii. In addition to aiding in the propagation of and endangered species, data obtained will be used in writing a comprehensive book on the genus.

iv. No planned disposition other than restocking natural habitat.

I hope the information contained herein is sufficient to warrant your issuing a permit. Please do not hesitate to notify me at my apartment address if I can be of further assistance.

J. H. B.

GOVERNMENT OF MAURITIUS

MINISTRY OF AGRICULTURE & NATURAL RESOURCES AND THE ENVIRONMENT (FORESTRY SERVICE)

Ref: F.D. No. 372.6-7/1(53)
Date: 31st December, 1975

PERMIT TO COLLECT AND EXPORT PROTECTED ANIMALS AND PLANTS

A. 1. Permission is granted to Achim Rudiger Borner of 5 Cologne 41, Zulpicher St. 83 to capture or collect for the purpose of scientific research the animals specified below:

Five living specimens of *Phelsuma guentheri.*

2. From: (locality) Round Island, Mauritius.

3. The specimen will be kept with collector until disposed of.

B. 1. Permission is granted to the person named in A to export the specimen named above.

2. Name and address of consignor: as above.

3. Name and address of consignee: as above.

4. Method of transportation: Air/Accompanied.

5. This permit is valid for three months from date of issue and is additional to any other permit required by law.

Conservator of Forests,
for Permanent Secretary.

CERTIFICATE BY PERSON NAMED IN A ABOVE

I agree to abide by all conditions specified in this permit and undertake to inform the Conservator of Forests, Curepipe of the date and method of export.

Date: 34.42.4445.

Documents and complete information submitted in connection with this application are available for public inspection during normal business hours at the Service's office in Suite 600, 1612 K Street, NW., Washington, D.C.

Interested persons may comment on this application by submitting written data, views, or arguments, preferably in triplicate, to the Director (FWS/LE), U.S. Fish and Wildlife Service, Post Office Box 19183, Washington, D.C. 20036. All relevant comments received on or before August 9, 1976 will be considered.

Dated: July 2, 1976.

C. R. BAVIN,
Chief, Division of Law Enforcement, U.S. Fish and Wildlife Service.

[FR Doc.76-19780 Filed 7-7-76;8:45 am]

BLACK DUCK ENVIRONMENTAL ASSESSMENT

Availability

The U.S. Fish and Wildlife Service announces that an environmental assessment is being prepared for the black duck (*Anas rubripes*). This statement will supplement the information provided in the "Final Environmental Statement for the Issuance of Annual Regulations Permitting the Sport Hunting of Migratory Birds (FES 75-54)" issued in

June 1975 (40 FR 25241; June 13, 1975). This statement, along with the one for the canvasback (*Aythya valisineria*) and redhead (*Aythya americana*) announced in the FEDERAL REGISTER on March 3, 1976 (41 FR 9177) will be available for public review and comment no later than the Waterfowl Regulations Public Hearing on August 5, 1976, prior to the establishment of regulations.

Dated: July 2, 1976.

LYNN A. GREENWALT,
Director,
Fish and Wildlife Service.

[FR Doc.76-19665 Filed 7-7-76;8:45 am]

WATERFOWL REGULATIONS

Public Hearing

There was published in the FEDERAL REGISTER on March 3, 1976 (41 FR 9177) notification of the meeting of the Director's Waterfowl Advisory Committee to be held on August 5, 1976, at 9 a.m. in Conference Room 2010 of the New Executive Office Building, 726 Jackson Place, NW., Washington, D.C. Subsequently it has been determined to be advantageous to conduct the meeting on the status of waterfowl and presentation of staff recommendations on proposed late season migratory bird hunting regulations as a discretionary public hearing in accordance with 455 DM 1. This modification will insure fullest opportunity for review and comment upon the subject matter scheduled for discussion. Consequently, the meeting announced at that date and time is hereby redesignated as the Waterfowl Regulations Public Hearing. Therefore, announcement of this discretionary public hearing is made as follows:

Name. Waterfowl Regulations Public Hearing.

Date. August 5, 1976.

Place. Auditorium, General Services Administration Bulding, F Street, between 18th and 19th Streets, NW., Washington, D.C.

Time. 9 a.m.

Purpose of hearing. Participants in the meeting will review staff recommendations of the U.S. Fish and Wildlife Service for hunting regulations governing the taking of waterfowl and other species of migratory birds for which framework regulations have not been finalized, and present to the Director recommendations for the 1976-77 hunting season frameworks.

Persons wishing to participate in this discretionary public hearing should notify the Director (FWS/MBM), U.S. Fish and Wildlife Service, U.S. Department of the Interior, C Street between 18th and 19th Streets, NW., Washington, D.C. 20705, or call AC-202, 343-8827. Statements of interested persons, including members of the Waterfowl Advisory Committee, should be presented in duplicate to the Hearing Officer before or shortly after the meeting.

Minutes of the hearing will be available for purchase from a public stenographic services company.

Dated: July 2, 1976.

LYNN A. GREENWALT,
Director,
Fish and Wildlife Service.

[FR Doc.76-19664 Filed 7-7-76;8:45 am]

National Park Service

[INT FES 76-34]

MASTER PLAN; OLYMPIC NATIONAL PARK, WASHINGTON

Availability of Final Environmental Statement

Pursuant to Section 102(2)(c) of the National Environmental Policy Act of 1969, the Department of the Interior has prepared a final environmental statement for the master plan, Olympic National Park, Washington.

The statement refers to a proposed conceptual master plan which will establish developmental patterns and provide management guidelines.

Copies of the statement are available from, or for inspection at, the following locations:

Pacific Northwest Region, National Park Service, Fourth and Pike Building, Seattle, Washington 98101.
Superintendent, Olympic National Park, 600 East Park Avenue, Port Angeles, Washington 98362.
National Park Service Information Office, Multnomah Building, 319 Southwest Pine, Portland, Oregon 97208.

Dated: June 30, 1976.

STANLEY D. DOREMUS,
Deputy Assistant Secretary
of the Interior.

[FR Doc.76-19611 Filed 7-7-76;8:45 am]

[INT FES 76-35]

MASTER PLAN FOR ST. CROIX NATIONAL SCENIC RIVERWAY, MINNESOTA AND WISCONSIN

Availability of Final Environmental Statement

Pursuant to Section 102(2)(C) of the National Environmental Policy Act of 1969, the Department of the Interior, together with the States of Minnesota and Wisconsin, have prepared a final environmental statement for the master plan, St. Croix National Scenic Riverway.

The environmental statement considers the ecological, social and economic effects of the acquisition, preservation, development and management with implementation of the plan or the alternatives by the administering agencies.

Copies of the final environmental statement are available from or for inspection, during normal business hours, at the following locations:

Regional Director, Midwest Regional Office, National Park Service, 1709 Jackson Street, Omaha, Nebraska 68102.
Commissioner, Department of Natural Resources, 301 Centennial Building, 658 Cedar Street, St. Paul, Minnesota 55155.
Superintendent, St. Croix National Scenic Riverway, P.O. Box 579, St. Croix Falls, Wisconsin 54024.
Secretary, Department of Natural Resources, P.O. Box 450, Madison, Wisconsin 53701.

Dated: June 30, 1976.

STANLEY D. DOREMUS,
Deputy Assistant Secretary
of the Interior.

[FR Doc.76-19612 Filed 7-7-76;8:45 am]

Office of Hearings and Appeals

[Docket No. M 76-213]

BARNES & TUCKER CO.

Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the porvisions of section 301(c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. 861(c) (1970), Barnes and Tucker Company has filed a petition to modify the application of 30 CFR 75.1710 to the following mines:

Mine No.	*Location*
20	Cambria.
24B	Indiana.
24D	Do.
25	Cambria.

30 CFR 75.1710 provides:

An authorized representative of the Secretary may require in any coal mine where the height of the coalbed permits that electric face equipment, including shuttle cars, be provided with substantially constructed canopies, or cabs, to protect the miners opertaing such equipment from roof falls and from rib and face rolls.

To be read in conjunction with § 75.-1710 is 30 CFR 75.1710-1 which in pertinent part provides:

* * * Except as provided in paragraph (f) of this section, all self-propelled electric face equipment, including shuttle cars, which is employed in the active workings of each underground coal mine on and after January 1, 1973, shall, in accordance with the schedule of time specified in subparagraphs (1), (2), (3), (4), (5), and (6) of this paragraph (a), be equipped with substantially constructed canopies or cabs, located and installed in such a manner that when the operator is at the operating controls of such equipment he shall be protected from falls of roof, face, or rib, or from rib and face rolls. The requirements of this paragraph (a) shall be met as follows:

(1) On and after January 1, 1974, in coal mines having mining heights of 72 inches or more;

(2) On and after July 1, 1974, in coal mines having mining heights of 60 inches or more, but less than 72 inches;

(3) On and after January 1, 1975, in coal mines having mining heights of 48 inches or more, but less than 60 inches;

(4) On and after July 1, 1975, in coal mines having mining heights of 36 inches or more, but less than 48 inches;

(5) On and after January 1, 1976, in coal mines having mining heights of 24 inches or more, but less than 36 inches; and

(6) On and after July 1, 1976, in coal mines having mining heights of less than 24 inches. * * *

The substance of Petitioner's statement is as follows:

1. Petitioner respectfully requests the modification of the application of the mandatory safety standard 30 CFR 75.-1710-1(a) with respect to its above-identified mines for the reason that the application of such standard will result in the actual diminution of safety to the miners.

2. Petitioner asserts that the installation of cabs or canopies on its electric face equipment, including shuttle cars, in its mines has created, and will continue to create, hazards to personnel operating such equipment as well as to fellow workers. Petitioner also asserts that technology does not presently exist to enable it to equip its self-propelled electric face equipment with suitable cabs or canopies so as to protect and provide for the safety of the operators of said equipment. Petitioner further asserts that based upon its own experience with presently available cabs or canopies, the use and installation of such cabs or canopies actually results in a diminution of safety to the miners in Petitioner's mines.

3. The average mining heights for Petitioner's mines are as follows:

(a) No. 20 Mine—44 inches to 67 inches;
(b) No. 24B Mine—30 inches to 50 inches;
(c) No. 24D Mine—38 inches to 48 inches;
(d) No. 25 Mine—38 inches to 46 inches;
(e) Proposed Avonmore Mine—36 inches to 72 inches;
(f) Proposed Tanoma Mine—30 inches to 42 inches;
(g) Proposed Yellow Creek Mine—36 inches to 54 inches.

4. The coal seems at Petitioner's mines undulate and roll, resulting in ascending and descending grades which further limit and prevent the effective use of cabs or canopies.

5. Roof conditions in Petitioner's mines vary frequently thereby requiring additional or extra supports (such as, but not limited to, cross beams) which, in turn, reduce overhead clearances as much as 12 inches.

6. Due to the type of coal being mined and due to the seam heights in Petitioner's mines, Petitioner does not experience any rib falls or rib rolls.

7. Because of the conditions of the seams in Petitioner's mines and because of the types of continuous mining machines which Petitioner employs, face falls or face rolls do not occur in Petitioner's mines.

8. Operators of face equipment, including shuttle car operators, are under MESA approved plans for permanently supported roof at all times. These supports consist of roof bolts and/or cross bars of wood or steel and such roof supports are considered satisfactory for all other face employees, including helpers on face equipment.

9. Petitioner's newly purchased low coal equipment, factory equipped with MESA-approved canopies, are not usable due to seam heights.

10. Petitioner believes that application of this mandatory standard will result in a diminuation of safety to miners for the following reasons:

(a) Employees and operators of canopied equipment strongly object to the cramped conditions created by the canopies. The cramped conditions induce fatigue and, therefore, impair alertness and safety. The inconvenience to the equipment operators has, on occasion, induced operators to attempt to operate equipment from outside, thereby exposing themselves and fellow workers to further hazard. In addition, equipment operators relate that the impaired vision and cramped positions necessitated by the canopies result in the following hazards and unsafe practices:

(1) Miners attempt to operate the machinery while standing between it and the rib, thus incurring a risk of being crushed should the machine slue.

(2) The combination of impaired vision and cramped positions causes the operator to expose his body and appendages, such as head and feet, to the risk of being crushed between the machine and rib.

(3) Ingress and egress from the cab is limited thereby preventing and interfering with quick escape when mining conditions warrant such escape.

(4) Impaired vision is given as a major cause by machine operators for the damaging or severing of power cables by running over them.

(5) Impaired vision subjects the operator and fellow employees to increased risks of injury because the operator cannot adequately see other employees and/or equipment.

(6) Because of reduced visibility, operators, on occasion, lean out of the cab while the equipment is in motion, thereby exposing themselves to danger.

(b) In traveling over undulating surfaces, equipment operators strike their heads on the top of the canopy. In certain cases equipment operators have sustained injury to their hands and fingers as a result of using canopied equipment.

(c) Equipment with canopies has, on occasion, damaged and sheared roof bolts which, in turn, creates hazardous roof conditions in Petitioner's mines.

(d) The Pennsylvania Department of Environmental Resources has rejected as unsafe the canopied equipment required by MESA.

11. MESA's Technical Support Group has been unable to provide Petitioner with suggestions or methods of alleviating the hazards referred to above.

12. Petitioner is willing to install canopies which do not diminish safety when they become available.

13. At present, Petitioner is unaware of any proposed commercially manufactured canopy which could be installed and still provide the same degree of safety to miners as the complete removal of the canopy would provide.

14. Hence, the alternative method Petitioner proposes to establish, in lieu of the mandatory standard, is the elimination of canopies on its face machinery, including shuttle cars, until such time as technology establishes beyond doubt that canopies can be safely used in Petitioner's mines.

REQUEST FOR HEARING OR COMMENTS

Persons interested in this petition may request a hearing on the petition or furnish comments on or before August 9, 1976. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

Dated: June 28, 1976.

JAMES R. RICHARDS,
Director, Office of Hearings and Appeals.

[FR Doc.76-19577 Filed 7-7-76;8:45 am]

[Docket No. M 76-211]

FONSO STANLEY COAL CO.

Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the provisions of section 301 (c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. 861(c) (1970), Fonso Stanley Coal Company has filed a petition to modify the application of 30 CFR 75.1710 to its No. 3 Mine, Pike County, Kentucky.

30 CFR 75.1710 provides:

An authorized representative of the Secretary may require in any coal mine where the height of the coalbed permits that electric face equipment, including shuttle cars, be provided with substantially constructed canopies, or cabs, to protect the miners operating such equipment from roof falls and from rib and face rolls.

To be read in conjunction with § 75.1710 is 30 CFR 75.1710-1 which in pertinent part provides:

* * * Except as provided in paragraph (f) of this section, all self-propelled electric face equipment, including shuttle cars, which is employed in the active workings of each underground coal mine on and after January 1, 1973, shall, in accordance with the schedule of time specified in subparagraphs (1), (2), (3), (4), (5), and (6) of this paragraph (a), be equipped with substantially constructed canopies or cabs, located and installed in such a manner that when the operator is at the operating controls of such equipment he shall be protected from falls of roof, face, or rib, or from rib and face rolls. The requirements of this paragraph (a) shall be met as follows:

(1) On and after January 1, 1974, in coal mines having mining heights of 72 inches or more;

(2) On and after July 1, 1974, in coal mines having mining heights of 60 inches or more, but less than 72 inches;

(3) On and after January 1, 1975, in coal mines having mining heights of 48 inches or more, but less than 60 inches;

(4) On and after July 1, 1975, in coal mines having mining heights of 36 inches or more, but less than 48 inches;

(5) On and after January 1, 1976, in coal mines having mining heights of 24 inches or more, but less than 36 inches; and

(6) On and after July 1, 1976, in coal mines having mining heights of less than 24 inches. * * *

The substance of Petitioner's statement is as follows:

1. Petitioner is presently mining in a seam of coal which varies in height from 43 to 44 inches.

2. Canopies have been installed on the equipment in the mine but Petitioner has found it impossible to safely operate the machinery. The canopies sheared off the roof bolts which were supporting the top. In one instance an injury was caused by a canopy striking the top.

3. All of Petitioner's employees have refused to operate machinery equipped with canopies.

REQUEST FOR HEARING OR COMMENTS

Persons interested in this petition may request a hearing on the petition or furnish comments on or before August 9, 1976. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

Dated: June 28, 1976.

JAMES R. RICHARDS,
Director, Office of Hearings and Appeals.

[FR Doc.76-19578 Filed 7-7-76;8:45 am]

[Docket No. M 76-387]

HIGH KNOB COAL CO.

Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the provisions of section 301 (c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. 861(c) (1970), High Knob Coal Company has filed a petition to modify the application of 30 CFR 75.1710 to its No. 1 Mine, Turkey Creek, Kentucky,

30 CFR 75.1710 provides:

An authorized representative of the Secretary may require in any coal mine where the height of the coalbed permits that electric face equipment, including shuttle cars, be provided with substantially constructed canopies, or cabs, to protect the miners operating such equipment from roof falls and from rib and face rolls.

To be read in conjunction with § 75.-1710 is 30 CFR 75.1710-1 which in pertinent part provides:

* * * Except as provided in paragraph (f) of this section, all self-propelled electric face equipment, including shuttle cars, which is employed in the active workings of each underground coal mine on and after January 1, 1973, shall, in accordance with the schedule of time specified in subparagraphs (1), (2), (3), (4), (5), and (6) of this paragraph (a), be equipped with substantially constructed canopies or cabs, located and installed in such a manner that when the operator is at the operating controls of such equipment he shall be protected from falls of roof, face, or rib, or from rib and face rolls. The requirements of this paragraph (a) shall be met as follows:

(1) On and after January 1, 1974, in coal mines having mining heights of 72 inches or more;

(2) On and after July 1, 1974, in coal mines having mining heights of 60 inches or more, but less than 72 inches;

(3) On and after January 1, 1975, in coal mines having mining heights of 48 inches or more, but less than 60 inches;

(4) On and after July 1, 1975, in coal mines having mining heights of 36 inches or more, but less than 48 inches;

(5) On and after January 1, 1976, in coal mines having mining heights of 24 inches or more, but less than 36 inches; and

(6) On and after July 1, 1976, in coal mines having mining heights of less than 24 inches. * * *

The substance of Petitioner's statement is as follows:

1. Petitioner feels that the installation of canopies on the following equipment is creating a hazard to the equipment operator: 114 BU 7 Joy Loader, 1 35L Jeffery cutter, 1 Battery Shuttle Car, and 1 Acme roof bolting machine.

2. The No. 1 Mine is in the Free Port seam which ranges from 60 to 62 inches in height. The coal seam has consistent ascending and descending grades creating dips in the coalbed. As a result of these dips, the canopies have to be installed in such a manner as to prevent the canopies from striking the roof and possibly destroying roof support. Also, the canopy only allows a 23-inch vertical operating compartment thus obstructing the vision of the equipment operator and creating a hazard to them as well as the other employees in the mine.

3. Petitioner feels that since the equipment operators' vision is obstructed and the position required in order to be seated in the decks is awkward, the installation of canopies could be contributing factors in any accidents which may arise.

REQUEST FOR HEARING OR COMMENTS

Persons interested in this petition may request a hearing on the petition or furnish comments on or before August 9, 1976. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

Dated: June 28, 1976.

JAMES R. RICHARDS,
Director, Office of Hearings and Appeals.

[FR Doc.76-19579 Filed 7-7-76;8:45 am]

[Docket No. M 76-328]

J. L. B. COAL CO., INC.

Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the provisions of section 301(c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. 861(c) (1970), J. L. B. Coal Co., Inc., has filed a petition to modify the application of 30 CFR 75.1710 to its No. 2 Mine, Pike County, Kentucky.

30 CFR 75.1710 provides:

An authorized representative of the Secretary may require in any coal mine where the height of the coalbed permits that electric face equipment, including shuttle cars, be provided with substantially constructed canopies, or cabs, to protect the miners operating such equipment from roof falls and from rib and face rolls.

To be read in conjunction with § 75.1710 is 30 CFR 75.1710-1 which in pertinent part provides:

* * * Except as provided in paragraph (f) of this section, all self-propelled electric face equipment, including shuttle cars, which is employed in the active workings of each underground coal mine on and after January 31, 1973, shall, in accordance with the schedule of time specified in subparagraphs (1), (2), (3), (4), (5), and (6) of this paragraph (a), be equipped with substantially constructed canopies or cabs, located and installed in such a manner that when the operator is at the operating controls of such equipment he shall be protected from falls of roof, face, or rib, or from rib and face rolls. The requirements of this paragraph (a) shall be met as follows:

(1) On and after January 1, 1974, in coal mines having mining heights of 72 inches or more;

(2) On and after July 1, 1974, in coal mines having mining heights of 60 inches or more, but less than 72 inches;

(3) On and after January 1, 1975, in coal mines having mining heights of 48 inches or more, but less than 60 inches;

(4) On and after July 1, 1975, in coal mines having mining heights of 36 inches or more, but less than 48 inches;

(5) On and after January 1, 1976, in coal mines having mining heights of 24 inches or more, but less than 36 inches; and

(6) On and after July 1, 1976, in coal mines having mining heights of less than 24 inches. * * *

The substance of Petitioner's statement is as follows:

1. Petitioner's mining operation centers on a coal seam which varies in height from 35 to 44 inches. It is almost impossible to mine coal in this low seam with equipment which has canopies installed.

2. In order to operate canopied equipment, the machine operator must lie on his back with his head hanging outside of the machine. Consequently, Petitioner finds it difficult to keep equipment operators in his employ.

3. The uneven grades in the subject mine create the danger of the canopies being sheared off when they come in contact with the roof.

REQUEST FOR HEARING OR COMMENTS

Persons interested in this petition may request a hearing on the petition or furnish comments on or before August 9, 1976. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies

of the petition are available for inspection at that address.

Dated: June 28, 1976.

JAMES R. RICHARDS,
Director, Office of Hearings and Appeals.

[FR Doc.76-19580 Filed 7-7-76;8:45 am]

[Docket No. M 76-261]

LOONEY & FIELDS COAL CO.

Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the provisions of section 301(c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. 861(c) (1970), Looney & Fields Coal Co. has filed a petition to modify the application of 30 CFR 75.1710 to its LB-6 Mine, Elkhorn City, Kentucky.

30 CFR 75.1710 provides:

An authorized representative of the Secretary may require in any coal mine where the height of the coalbed permits that electric face equipment, including shuttle cars, be provided with substantially constructed canopies, or cabs, to protect the miners operating such equipment from roof falls and from rib and face rolls.

To be read in conjunction with § 75.-1710 is 30 CFR 75.1710-1 which in pertinent part provides:

* * * Except as provided in paragraph (f) of this section, all self-propelled electric face equipment, including shuttle cars, which is employed in the active workings of each underground coal mine on and after January 1, 1973, shall, in accordance with the schedule of time specified in subparagraphs (1), (2), (3), (4), (5), and (6) of this paragraph (a), be equipped with substantially constructed canopies or cabs, located and installed in such a manner that when the operator is at the operating controls of such equipment he shall be protected from falls of roof, face, or rib, or from rib and face rolls. The requirements of this paragraph (a) shall be met as follows:

(1) On and after January 1, 1974, in coal mines having mining heights of 72 inches or more;

(2) On and after July 1, 1974, in coal mines having mining heights of 60 inches or more, but less than 72 inches;

(3) On and after January 1, 1975, in coal mines having mining heights of 48 inches or more, but less than 60 inches;

(4) On and after July 1, 1975, in coal mines having mining heights of 36 inches or more, but less than 48 inches;

(5) On and after January 1, 1976, in coal mines having mining heights of 24 inches or more, but less than 36 inches; and

(6) On and after July 1, 1976, in coal mines having mining heights of less than 24 inches. * * *

The substance of Petitioner's statement is as follows:

1. This mine is the Elkhorn Seam and the thickness of the seam is not consistent due to rolls in the bottom and small hills inside the mine. The seam thickness ranges from 38 to 50 inches inside the mine.

2. Petitioner's equipment consists of the following: 3 Porter Buggys, Acme Bolt Machine, loading machine, AR Elkhorn Scoop.

3. It would be impossible to remove this equipment to the outside without removing the canopies or placing the canopies at the lowest height in the mine. The operators would be placed in danger due to the different heights of coal. The canopies would strike roof bolts and headers due to a number of reasons, especially spilled coal lost in haulage.

4. Any piece of equipment with a canopy in low coal will cause operator of that equipment to have obstructed vision to the point that he would endanger himself and other workmen in the mine.

REQUEST FOR HEARING OR COMMENTS

Persons interested in this petition may request a hearing on the petition or furnish coments on or before August 9, 1976. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

Dated: June 28, 1976.

JAMES R. RICHARDS,
Director, Office of Hearings and Appeals.

[FR Doc.76-19581 Filed 7-7-76;8:45 am]

[Docket No. M 76-225]

PROSPECT COAL CO.

Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the provisions of section 301(c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. 861(c) (1970), Prospect Coal Company has filed a petition to modify the application of 30 CFR 75.1710 to its No. 1 Mine, Elkhorn City, Kentucky.

30 CFR 75.1710 provides:

An authorized representative of the Secretary may require in any coal mine where the height of the coalbed permits that electric face equipment, including shuttle cars, be provided with substantially constructed canopies, or cabs, to protect the miners operating such equipment from roof falls and from rib and face rolls.

To be read in conjunction with § 75.1710 is 30 CFR 75.1710-1 which in pertinent part provides:

* * * Except as provided in paragraph (f) of this section, all self-propelled electric face equipment, including shuttle cars, which is employed in the active workings of each underground coal mine on and after January 1, 1973, shall, in accordance with the schedule of time specified in subparagraphs (1), (2), (3), (4), (5), and (6) of this paragraph (a), be equipped with substantially constructed canopies or cabs, located and installed in such a manner that when the operator is at the operating controls of such equipment he shall be protected from falls of roof, face, or rib, or from rib and face rolls. The requirements of this paragraph (a) shall be met as follows:

(1) On and after January 1, 1974, in coal mines having mining heights of 72 inches or more;

(2) On and after July 1, 1974, in coal mines having mining heights of 60 inches or more, but less than 72 inches;

(3) On and after January 1, 1975, in coal mines having mining heights of 48 inches or more, but less than 60 inches;

(4) On and after July 1, 1975, in coal mines having mining heights of 36 inches or more, but less than 48 inches;

(5) On and after January 1, 1976, in coal mines having mining heights of 24 inches or more, but less than 36 inches; and

(6) On and after July 1, 1976, in coal mines having mining heights of less than 24 inches. * * *

The substance of Petitioner's statement is as follows:

1. Petitioner feels that the installation of canopies on this equipment is creating a hazard to the equipment operator. Its haulage equipment consists of four tractors and a Galis roof bolting machine.

2. The No. 1 Mine is on the Winfred Seam which ranges from 46 to 48 inches in height. The coal seam has consistent ascending and descending grades creating dips in the coalbed. As a result of these dips, the canopies have to be installed in such a manner as to prevent the canopies from striking the roof and possibly destroying roof support. Also this equipment only allows a 23-inch vertical operating compartment thus obstructing the vision of the equipment operator and creating a hazard to them as well as the other employees in the mine.

3. Petitioner feels that since the equipment operator's vision is limited and the position required in order to be seated in the decks is awkward, the installation of canopies could be contributing factors in any accidents which may arise.

REQUEST FOR HEARING OR COMMENTS

Persons interested in this petition may request a hearing on the petition or furnish comments on or before August 9, 1976. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

Dated: June 28, 1976.

JAMES R. RICHARDS,
Director, Office of Hearings and Appeals.

[FR Doc.76-19582 Filed 7-7-76;8:45 am]

[Docket No. M 76-227]

SOUTH BANK COAL CO., INC.

Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the provisions of section 301(c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. 861(c) (1970), South Bank Coal Company, Inc., has filed a petition to modify the application of 30 CFR 75.1710 to its No. 4 Mine located near Roderfield, West Virginia.

30 CFR 75.1710 provides:

An authorized representative of the Secretary may require in any coal mine where

the height of the coalbed permits that electric face equipment, including shuttle cars, be provided with substantially constructed canopies, or cabs, to protect the miners operating such equipment from roof falls and from rib and face rolls.

To be read in conjunction with § 75.1710 is 30 CFR 75.1710–1 which in pertinent part provides:

* * * Except as provided in paragraph (f) of this section, all self-propelled electric face equipment, including shuttle cars, which is employed in the active workings of each underground coal mine on and after January 1, 1973, shall, in accordance with the schedule of time specified in subparagraphs (1), (2), (3), (4), (5), and (6) of this paragraph (a), be equipped with substantially constructed canopies or cabs, located and installed in such a manner that when the operator is at the operating controls of such equipment he shall be protected from falls of roof, face, or rib, or from rib and face rolls. The requirements of this paragraph (a) shall be met as follows:

(1) On and after January 1, 1974, in coal mines having mining heights of 72 inches or more;

(2) On and after July 1, 1974, in coal mines having mining heights of 60 inches or more, but less than 72 inches;

(3) On and after January 1, 1975, in coal mines having mining heights of 48 inches or more, but less than 60 inches;

(4) On and after July 1, 1975, in coal mines having mining heights of 36 inches or more, but less than 48 inches;

(5) On and after January 1, 1976, in coal mines having mining heights of 24 inches or more, but less than 36 inches; and

(6) On and after July 1, 1976, in coal mines having mining heights of less than 24 inches. * * *

The substance of Petitioner's statement is as follows:

1. Petitioner is convinced that the required cabs or canopies will result in a substantial diminution of safety to the miners in this patricular mine. The height of this mine is less than 48 inches and in some locations approximately 30 inches. The installation of canopies low enough to allow movement of equipment in this low height substantially diminishes the operator's ability to see, and thereby causes the operator to assume positions that are unsafe in operating the equipment.

2. Petitioner would like to point out that its request for a waiver of the application of the mandatory safety standard is based entirely on its consideration of safety of the miners. The economic impact of having to install cabs or canopies on this equipment is very minor, but its miners are very fearful that the installation of this equipment will materially increase hazards to them when they are trying to perform their job in a safe and efficient manner. This request for waiver is made in the interest of safety, and in no way is Petitioner trying to erode safety requirements.

REQUEST FOR HEARING OR COMMENTS

Persons interested in this petition may request a hearing on the petition or furnish comments on or before August 9, 1976. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearing Division, U.S. Department of the Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

Dated: June 28, 1976.

JAMES R. RICHARDS,
Director, Office of Hearings and Appeals.

[FR Doc.76–19583 Filed 7–7–76;8:45 am]

[Docket No. M 76–350]

SPRING HOLLOW COAL CO., INC.

Petition for Modification of Application of Mandatory Safety Standard

Notice is hereby given that in accordance with the provisions of section 301(c) of the Federal Coal Mine Health and Safety Act of 1969, 30 U.S.C. 861(c) (1970), Spring Hollow Coal Company, Inc. has filed a petition to modify the application of 30 CFR 75.1710 to its No. 3 Mine, Buchanan County, Virginia.

30 CFR 75.1710 provides:

An authorized representative of the Secretary may require in any coal mine where the height of the coalbed permits that electric face equipment, including shuttle cars, be provided with substantially constructed canopies, or cabs, to protect the miners operating such equipment from roof falls and from rib and face rolls.

To be read in conjunction with § 75.1710 is 30 CFR 75.1710–1 which in pertinent part provides:

* * * Except as provided in paragraph (f) of this section, all self-propelled electric face equipment, including shuttle cars, which is employed in the active workings of each underground coal mine on and after January 1, 1973, shall, in accordance with the schedule of time specified in subparagraphs (1), (2), (3), (4), (5), and (6) of this paragraph (a), be equipped with substantially constructed canopies or cabs, located and installed in such a manner that when the operator is at the operating controls of such equipment he shall be protected from falls of roof, face, or rib, or from rib and face rolls. The requirements of this paragraph (a) shall be met as follows:

(1) On and after January 1, 1974, in coal mines having mining heights of 72 inches or more;

(2) On and after July 1, 1974, in coal mines having mining heights of 60 inches or more, but less than 72 inches;

(3) On and after January 1, 1975, in coal mines having mining heights of 48 inches or more, but less than 60 inches;

(4) On and after July 1, 1975, in coal mines having mining heights of 36 inches or more, but less than 48 inches;

(5) On and after January 1, 1976, in coal mines having mining heights of 24 inches or more, but less than 36 inches; and

(6) On and after July 1, 1976, in coal mines having mining heights of less than 24 inches.* * *

The substance of Petitioner's statement is as follows:

1. Petitioner submits that both canopies and cabs are incompatible with the operations in its mine (because of the size of the equipment in relation to the coal seam height), and that installation of canopies, cabs or similar device would result in such a serious diminution of safety that the mine would not be able to continue to operate, and in that the equipment operators (also the crew as a whole) have notified Spring Hollow Coal Company, a UMWA contract mine, that they will not operate this equipment if canopies or cabs are installed.

2. The average height in this coal mine is between 40 and 44 inches. On the battery-tractor haulroad there are places as low as 35 inches, measured by a MESA Inspector.

3. The electric face equipment subject to the Departmental regulations in this mine consists of the following:

Equipment name	*Overall height*
1-Royal cutting machine.	33 in.—control deck has 7 in. of ground clearance.
1-Paul Elswick roof - bolting machine.	30 in.—control deck has 6 in. of ground clearance.
1-Epling loading machine.	35 in.—from floor to highest operating point on boom.
1-Mescher battery-tractor.	30 in.—control deck 10 in. of ground clearance.
1-Epling battery-tractor.	28 in.—control deck has 8-in. ground clearance.

4. There is no history of roof falls in the face areas, or adverse rib or face conditions in this mine. The equipment operates in entries cut 10 to 20 feet wide.

5. A full roof bolting plan is used employing 36-inch roof bolts on 4-foot centers crosswise and lengthwise, in all working areas, and additional supports installed as needed.

6. The safety record of the employees in this mine is excellent and not one lost time accident has occurred in the year and one-half that Petitioner has been operating this mine.

7. Petitioner does not have an alternate method for achieving the results intended by 30 CFR 75.1710–1, but Petitioner maintains that application of 30 CFR 75.1710–1 to Petitioner's mine will result in a diminution of safety to the miners.

8. Petitioner maintains that with the installation of canopies or cabs, in relation to power cables installed overhead, will be of more danger than roof, rib or face conditions in the mine.

REQUEST FOR HEARING OR COMMENTS

Persons interested in this petition may request a hearing on the petition or furnish comments on or before August 9, 1976. Such requests or comments must be filed with the Office of Hearings and Appeals, Hearings Division, U.S. Department of Interior, 4015 Wilson Boulevard, Arlington, Virginia 22203. Copies of the petition are available for inspection at that address.

Dated: June 28, 1976.

JAMES R. RICHARDS,
Director,
Office of Hearings and Appeals.

[FR Doc.76–19584 Filed 7–7–76; 8:45 am]

COORDINATING SUBCOMMITTEE, COMMITTEE ON ENHANCED RECOVERY TECHNIQUES FOR OIL AND GAS IN THE UNITED STATES, NATIONAL PETROLEUM COUNCIL

Meeting

Notice is hereby given for the following meeting:

The Coordinating Subcommittee of the National Petroleum Council's Committee on Enhanced Recovery Techniques for Oil and Gas in the United States will meet on July 27, 1976, at 9:00 a.m., in Room 3 on the third floor, at the offices of the Standard Oil Company (Indiana), 200 East Randolph Drive, Chicago, Illinois.

The agenda includes the following items for review and discussion:

1. Progress reports of the Technology Task Group and the Economic Conditions Task Group.
2. Methodology for reporting the status of the study effort to the NPC Committee on Enhanced Recovery Techniques for Oil and Gas in the United States.
3. Overall timetable for the study effort.
4. Any other matters pertinent to the overall assignment of the Coordinating Subcommittee.

The purpose of the National Petroleum Council is to provide to the Secretary of the Interior, upon request, advice, information and recommendations upon any matter relating to petroleum or the petroleum industry.

The meeting will be open to the public to the extent that space and facilities permit. Any member of the public may file a written statement with the Council either before or after the meeting. Interested persons who wish to speak at the meeting must apply to the Council and obtain approval in accordance with its established procedures.

Further information about the meeting may be obtained from Ben Tafoya, Office of the Assistant Secretary—Energy and Minerals, Department of the Interior, Washington, D.C. (telephone: 343-6226).

Dated: July 1, 1976.

ROBERT L. PRESLEY,
Staff Assistant-Emergency Preparedness, Office of the Assistant Secretary—Energy and Minerals.

[FR Doc.76-19610 Filed 7-7-76;8:45 am]

SURFACE MINING REGULATIONS

Adoption of Requirements of State Reclamation Law Advance Notice of Proposed Rulemaking

The Department of the Interior has recently adopted regulations that changed the procedures governing the management of federally owned coal resources. 41 F.R. 20252 (1976). The regulations revised 30 C.F.R. Part 211 and 43 C.F.R. Part 23, added a new part, 43 C.F.R. Part 3041, and revoked 30 C.F.R. Part 216. The procedures in 30 C.F.R. Part 211 govern operations for the discovery, testing, handling, and mining of coal under federal coal leases, licenses and permits. 30 C.F.R. 211.1(a) (1976). One of the purposes of Part 211 is to require effective reclamation of mined lands as contemporaneously as practicable with coal development, and to minimize the adverse social, economic, and environmental effects of mining operations. 30 C.F.R. 211.1(b) (1976).

Part 211 established both procedures and performance standards to achieve this policy. Under these regulations, neither coal mining nor exploration is permitted unless the Department, specifically, the Geological Survey, has approved a lessee's mining plan or exploration plan; a plan will not be approved unless it would comply with the requirements of Part 211. Part 211 also established a procedure under which the Department, by rulemaking, may decide to approve mining plans in a particular state only if the plan would comply with the requirements of more stringent state reclamation laws. Part 211 says:

§ 211.75 Applicability of State law.

(a) On the effective date of this Part, and from time to time thereafter, the Secretary shall direct a prompt review of State laws and regulations in effect, relating to reclamation of lands disturbed by surface mining of coal in each State in which Federal coal has been leased, permitted, or licensed. If, after such review, the Secretary determines that the requirements of the laws and regulations of any such State afford general protection of environmental quality and values at least as stringent as would occur under exclusive application of this Part, he shall, by rulemaking, direct that the requirements of such State laws and regulations thereafter be applied as conditions upon the approval of any proposed exploration or mining plan, unless

(i) the Secretary determines that such application of the requirements of such laws and regulations would unreasonably and substantially prevent the mining of Federal coal in such State, and

(ii) the Secretary determines that it is in the overriding national interest that such coal be produced without such application of such requirements. In any such determination of overriding national interest, the Secretary will consult in advance of such determination with the Governor of the State involved.

30 C.F.R. 211.75(a) (1976).

The Department has begun to review state laws and regulations as required by 30 C.F.R. 211.75(a). The purpose of this advance notice of proposed rulemaking is to inform the public what steps the Department is taking to complete its review of the requirements of state reclamation laws. The final step in the process will be formal adoption and publication in the Federal Register of a rule which would make compliance with the requirements a state's reclamation laws and regulations a condition for the approval of all subsequently approved federal mine plans in the state.

An initial review of State laws and regulations regarding reclamation is being conducted by field personnel of the Department, principally, by employees of the Bureau of Land Management (BLM), and the Geological Survey. The laws and regulations of states where there are existing federal coal leases are being reviewed. The states are, Alabama, Alaska, California, Colorado, Kentucky, Montana, New Mexico, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Utah, Washington and Wyoming.

In this initial review, the field personnel are identifying state requirements and are comparing them with the requirements of Federal regulations. When the field office analysis is completed, it will be sent to the Washington office of the Bureau that did the review for further review. In some instances, the field office work has been completed, and the analysis has been sent to Washington. (The Geological Survey's field offices have completed their review of the requirements of all states except Ohio, Kentucky, Pennsylvania, and Alabama. The BLM's field offices have completed their review of the requirements of North Dakota, Montana, Wyoming, Colorado, New Mexico, Utah and Oklahoma.)

The analysis of the Washington Office of the Bureau will, in turn, be reviewed by a Task Force under the direction of the Deputy Under Secretary of the Interior William W. Lyons. The Task Force is composed of representatives from the Office of the Assistant Secretary, Energy and Minerals, the Office of the Assistant Secretary, Land and Water Resources, the BLM, the Fish and Wildlife Service, the Geological Survey, the Bureau of Mines, and the Office of the Solicitor. As the requirements of a state's reclamation law become identified, the Task Force will: (1) analyze the requirements of the state's reclamation laws; (2) compare its requirements with those of Federal regulations; and (3) make a preliminary recommendation whether compliance with the requirements of a state's laws should be made a condition of approval of a Federal mine plan under 30 C.F.R. 211.75(a), (a)(i-ii).

After the Task Force review is completed, the Deputy Under Secretary will prepare a paper for the Secretary that summarizes the findings of the Task Force and presents options that the Secretary may take. The Secretary will then decide which option to choose. His decision will be published in the FEDERAL REGISTER in a notice of proposed rulemaking.

If the requirements of a state's reclamation laws are to be adopted, the proposed rule will name state involved, list which requirements of state law are involved, and identify superseded federal regulations. For example, the proposed rulemaking might add a new section to Part 211 and might say,

211.76 *Adopted State Laws.* Pursuant to section 211.75(a) of this Part [Part 211] the Secretary has determined that Federal approval of a mining plan in the following states will be granted only if the mining plan would comply with the requirements of the reclamation law of the state in which the mine is located. The states, the reclamation requirements in each state, and the Federal regulations superseded by state requirements are:

(a) Name of State. (1) Requirements of State law. [List] (2) Federal regulations superseded. [List]

The notice will also: (1) list any other states' laws that have been reviewed, but which have not been made a condition of approval of a mine plan; and (2) explain the basis for the conclusion that the (i) requirements of a state's reclamation laws and regulations which have been reviewed provide or fail to provide protection at least equal to the protection given by Federal regulations, or (ii) would involve the adverse consequences described in 30 C.F.R. 211.75(a) (i) and (ii).

The notice of proposed rulemaking will be followed by a 60-day comment period. The Department considers it important that this rulemaking be completed as expeditiously as possible. Accordingly, the comment period will not be extended. Also, one or more public meetings will be held in each state whose laws the Department is reviewing. The Department will give at least 30-days notice of all meetings in both the Federal Register, and appropriate newspapers.

After the comment period has ended, and the public meetings have been completed, the Task Force will review the proposed rulemaking and will recommend appropriate changes to the Secretary for a final decision. After the Secretary has made his fianl decision, the Department will publish his decision in a notice of final rulemaking.

All comments on this advance notice of proposed rulemaking should be sent to: Deputy Under Secretary, William W. Lyons, Department of the Interior, 18th and C Streets, N.W., Washington, D.C. 20240.

Dated: July 1, 1976.

H. GREGORY AUSTIN,
Acting Secretary of the Interior.

[FR Doc.76-19609 Filed 7-7-76;8:45 am]

Office of the Secretary

OIL SHALE ENVIRONMENTAL ADVISORY PANEL

Meeting

Notice is hereby given in accordance with Public Law 92-463 that a meeting of the Oil Shale Environmental Advisory Panel will be held on July 21 and 22, 1976, at the Elk's Lodge, 35 North 300 West, Vernal, Utah. The meeting will begin at 1:00 p.m. on Wednesday, July 21, and conclude at 5:00 p.m. on Thursday, July 22.

The Panel was established to assist the Department of the Interior in the performance of its functions in connection with the supervision of oil shale leases issued under the prototype oil shale leasing program. The purpose of this meeting is to review the formal Detailed Development Plan for lease tracts U-a and U-b, develop summary advice on the tract C-a plan, consider the suspension requests for tracts C-a and C-b, review the Sixth Quarterly reports for the three oil shale projects, to receive reports from Interior officials, and to hear a briefing on water quality.

The meeting is open to the public. It is expected that space will permit 100 persons to attend the meeting in addition to the Panel members. Interested persons may make brief presentations to the Panel or file written statements. Requests should be made to Mr. William L. Rogers, Chairman, at the Office of the Secretary, Department of the Interior, Room 688, Building 67, Denver Federal Center, Denver, Colorado, 80225.

Dated: July 7, 1976.

JACK O. HORTON,
Assistant Secretary of the Interior.

[FR Doc.76-19981 Filed 7-7-76;12:21 pm]

DEPARTMENT OF AGRICULTURE

Forest Service

CARSON NATIONAL FOREST TIERRA AMARILLA GRAZING ADVISORY BOARD

Meeting

The annual meeting of the Tierra Amarilla Grazing Advisory Board will be held at 1 p.m. on Friday, July 30, 1976, at the Tres Piedras Ranger Station, Tres Piedras, New Mexico.

The purpose of this meeting is to elect officers of the Tierra Amarilla Grazing Advisory Board; discussion of Association Bylaws, responsibilities for Forest Service and Association; livestock trespass and grazing management and off-road vehicle use on the Carson National Forest.

The meeting will be open to the public. Persons who wish to attend should notify W. R. Snyder, Forest Supervisor, Carson National Forest, P.O. Box 558, Taos, New Mexico, phone (505) 758-2237. Written statements may be filed with the Board before or after the meeting.

W. R. SNYDER,
Forest Supervisor.

JUNE 25, 1976.

[FR Doc.76-19739 Filed 7-7-76;8:45 am]

SANTA ROSA PLANNING UNIT

Availability of Draft Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Forest Service, Department of Agriculture, has prepared a draft environmental statement for Santa Rosa Planning Unit, Humboldt National Forest, Nevada. The Forest Service report number is USDA-FS-DES (Adm) R4-76-18.

The environmental statement identifies and evaluates the probable effects of the land use plan for the Santa Rosa Planning Unit on the Humboldt National Forest, Nevada. The purpose of the plan is to allocate the land to resource uses and values in a pattern similar to the past. However, changes in management are proposed. Primary purpose of the change is to improve the stewardship of the land and improve resource production. The rangeland will be further developed for livestock and wildlife by constructing water developments and fences and by some vegetative manipulation.

This draft environmental statement was transmitted to CEQ on June 30, 1976.

Copies are available for inspection during regular working hours at the following locations:

USDA, Forest Service, South Agriculture Bldg., Room 3230, 12th St. and Independence Ave., SW., Washington, D.C. 20250.
Regional Planning Office, USDA, Forest Service, Federal Building, Room 4403, 324-25th Street, Ogden, Utah 84401.
Forest Supervisor, Humboldt National Forest, 976 Mountain City Highway, Elko, Nevada 89801.
District Forest Ranger, Santa Rosa Ranger District, 1231 Highway 40 East, Winnemucca, Nevada 89445.

A limited number of single copies are available upon request to Forest Supervisor Vern L. Thompson, Humboldt National Forest, 976 Mountain City Highway, Elko, Nevada 89801.

Copies of the environmental statement have been sent to various Federal, State, and local agencies as outlined in the CEQ Guidelines.

Comments are invited from the public, and from State and local agencies which are authorized to develop and enforce environmental standards, and from Federal agencies having jurisdiction by law or special expertise with respect to any environmental impact involved for which comments have not been requested specifically.

Comments concerning the proposed action and requests for additional information should be addressed to Forest Supervisor Vern L. Thompson, Humboldt National Forest, 976 Mountain City Highway, Elko, Nevada 89801. Comments must be received by August 31, 1976, in order to be considered in the preparation of the final environmental statement.

Dated: June 30, 1976.

P. M. REES,
Director,
Regional Planning and Budget.

[FR Doc.76-19738 Filed 7-7-76;8:45 am]

Soil Conservation Service

ESPANOLA-RIO CHAMA WATERSHED PROJECT, NEW MEXICO

Availability of Final Environmental Impact Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, Part 1500 of the Council on Environmental Quality Guidelines (38 FR 20550, August 1, 1973); and Part 650 of the Soil Conservation Service Guidelines (39 FR 19650, June 3, 1974); the Soil Conservation Service, U.S. Department of Agriculture, has prepared a final environmental impact statement (EIS) for the Espanola-Rio Chama Watershed project, Rio Arriba and Sandoval Counties, New Mexico, USDA-SCS-EIS-WS-(ADM)-76-1(F)-NM.

The environmental impact statement concerns a plan for watershed protection

and flood prevention. The planned works of improvement include conservation land treatment and ten floodwater retarding structures with principal spillway outlets, which will convey releases to the Rio Grande or to the Rio Chama. The outlets consist of 4.83 miles of pipelines, 1.11 miles of earth channel work, and 0.59 mile of lined channels. All the earth channel work will be in existing arroyos with ephemeral flows. The ten floodwater structures will provide for 3,379 acre-feet of sediment storage and 1,684 acre-feet of floodwater detention capacity.

The final EIS has been filed with the Council on Environmental Quality.

A limited supply is available at the following location to fill single copy requests.

Soil Conservation Service, USDA, 517 Gold Avenue, SW, Room 3301, Albuquerque, New Mexico 87103

(Catalog of Federal Domestic Assistance Program No. 10.904, Watershed Protection and Flood Prevention Program—Public Law 83-566.)

Dated: June 30, 1976.

SHELDON G. BOONE,
Acting Deputy Administrator for Water Resources, Soil Conservation Service.

[FR Doc.76-19646 Filed 7-7-76;8:45 am]

GOOSE CREEK WATERSHED PROJECT, WASHINGTON

Availability of Final Environmental Impact Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969; Part 1500 of the Council on Environmental Quality Guidelines (38 FR 20550, August 1, 1973); and Part 650 of the Soil Conservation Service Guidelines (39 FR 19650, June 3, 1974); the Soil Conservation Service, U.S. Department of Agriculture, has prepared a final environmental impact statement (EIS) for the Goose Creek Watershed project, Lincoln County, Washington, USDA-SCS-EIS-WS-(ADM)-75-1(F)-WA.

The EIS concerns a plan for watershed protection, flood prevention and recreation. The planned works of improvement provide for conservation land treatment, a multipurpose flood control and recreation structure and recreation facilities, work on approximately 750 feet of channel through the town of Wilbur, and two minor flood control structures and diversion channels for the town of Creston.

The final EIS has been filed with the Council on Environmental Quality.

A limited supply is available at the following location to fill single copy requests:

Soil Conservation Service, USDA, 360 U.S. Courthouse, Spokane, Washington 99201

(Catalog of Federal Domestic Assistance Program No. 10.904, Watershed Protection and Flood Prevention Program—Public Law 83-566.)

Dated: June 30, 1976.

SHELDON G. BOONE,
Acting Deputy Administrator for Water Resources, Soil Conservation Service.

[FR Doc.76-19645 Filed 7-7-76;8:45 am]

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

MARINE FISHERIES ADVISORY COMMITTEE; SUBCOMMITTEE ON PLANNING FOR EXTENDED JURISDICTION

Public Meeting

Pursuant to section 10(a)(2) of the Federal Advisory Committee Act, 5 U.S.C., Appendix I, notice is hereby given of a meeting of the Marine Fisheries Advisory Committee subcommittee on Planning for Extended Jurisdiction.

The meeting will be held on Tuesday and Wednesday, July 27 and 28, 1976, in Conference Room 9 of the Sheraton Inn/International Conference Center, 11810 Sunrise Valley Drive, Reston, Virginia. That meeting will convene at 10:00 a.m. on Tuesday, July 27 and adjourn for the day at approximately 5:00 p.m. The subcommittee will reconvene on Wednesday, July 28 at 8:30 a.m. It is anticipated that the meeting will conclude by approximately 12:00 noon on July 28.

Items proposed for discussion included:

July 27, 1976

Morning Session—Status of Implementation. Afternoon Session—Operation Manual for Regional Councils National Standards for Council Operations.

July 28, 1976

Morning Session—Operations Manual, continued Guidelines for Management Plans.

The meeting is open to the public throughout and there will be seating for approximately 20 public members available on a first come, first served basis. Members of the public having an interest in specific items for discussion are also advised that agenda changes are at times made prior to the meeting. To receive information on changes, if any, made to the agenda, interested members of the public should contact:

Mr. Alfred J. Blilk, Executive Secretary, Marine Fisheries Advisory Committee, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, U.S. Department of Commerce, Washington, D.C. 20235, Telephone: Area Code 202-634-7270.

on or about July 20, 1976.

At the discretion of the Chairman, interested members of the public may be permitted to speak at times which will allow the orderly conduct of subcommittee business, and a reasonable time relation between the subcommittee's discussion of a given subject and an address to that same subject by a member of the public.

Interested members of the public who wish to submit written comments should do so by addressing the same to the Executive Secretary, as above. To receive due consideration and facilitate their inclusion within the record of the meeting, typewritten statements should be received within 10 days after the close of the subcommittee meeting.

Dated: July 2, 1976.

ROBERT M. WHITE,
Administrator, National Oceanic and Atmospheric Administration.

[FR Doc.76-19824 Filed 7-7-76;8:45 am]

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration

[Docket No. 76F-0219]

MONSANTO CO.

Filing of Petition for Food Additive

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786 (21 U.S.C. 348(b)(5))), notice is given that a petition (FAP 6B3167) has been filed by the Monsanto Co., 800 N. Lindberg Blvd., St. Louis, MO 63166, proposing that § 121.2566 Antioxidants and/or stabilizers for polymers (21 CFR 121.2566) be amended to provide for the safe use of cupric acetate and potassium bromide with nylon 66 in the production of spunbonded fabric intended for filtration of food.

The environmental impact analysis report and other relevant material have been reviewed, and it has been determined that the proposed use of the additive will not have a significant environmental impact. Copies of the environmental impact analysis report may be seen in the office of the Assistant Commissioner for Public Affairs, Rm. 15B-42 or the office of the Hearing Clerk, Food and Drug Administration, Rm. 4-65, 5600 Fishers Lane, Rockville, MD 20852, during working hours, Monday through Friday.

Dated: June 25, 1976.

HOWARD R. ROBERTS,
Acting Director, Bureau of Foods.

[FR Doc.76-19619 Filed 7-7-76;8:45 am]

[Docket No. 76F-0220]

VELSICOL CHEMICAL CORP.

Filing of Petition for Food Additive

Pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(b)(5), 72 Stat. 1786 (21 U.S.C. 348(b)(5))), notice is given that a petition (FAP 6B3211) has been filed by the Velsicol Chemical Corp., 341 E. Ohio St., Chicago, IL 60611, proposing that § 121.2520 Adhesives (21 CFR 121.2520) be amended to provide for the safe use of pentaerythritol tetrabenzoate as a component of food-packaging adhesives.

The environmental impact analysis report and other relevant material have been reviewed, and it has been determined that the proposed use of the additive will not have a significant environmental impact. Copies of the environmental impact analysis report may be

seen in the office of the Assistant Commissioner for Public Affairs, Rm. 15B–42 or the office of the Hearing Clerk, Food and Drug Administration, Rm. 4–65, 5600 Fishers Lane, Rockviller, MD 20852, during working hours, Monday through Friday.

Dated: June 29, 1976.

HOWARD R. ROBERTS,
Acting Director, Bureau of Foods.

[FR Doc.76–19620 Filed 7–7–76;8:45 am]

Health Resources Administration

LONG-TERM CARE ADVISORY COMMITTEE

Renewal and Change of Name

Pursuant to the Federal Advisory Committee Act, Public Law 92–463 (5 U.S.C. Appendix I), the Health Resources Administration announces the renewal by the Secretary, HEW, on June 24, 1976, with the concurrence by the Office of Management and Budget Committee Management Secretariat, of the following advisory committee:

Designation: Long-Term Care Advisory Committee, formerly the Long-Term Care for the Elderly Research Review and Advisory Committee.

Purpose: The Committee will advise and make recommendations to the Secretary, the Assistant Secretary for Health, and the Director, Division of Long-Term Care, Office of the Administrator, Health Resources Administration, on delineating national problems, issues, and unmet needs concerning the delivery of long-term care services and the status of research, education, and technical assistance activities in the long-term care field.

Authority for this committee will expire June 30, 1978, unless the Secretary formally determines that continuance is in the public interest.

Dated: July 1, 1976.

JAMES A. WALSH,
Associate Administrator for Operations and Management.

[FR Doc.76–19621 Filed 7–7–76;8:45 am]

National Institutes of Health

COMMISSION FOR THE CONTROL OF EPILEPSY AND ITS CONSEQUENCES

Meeting

Pursuant to Pub. L. 92–463, notice is hereby given of the meeting of the Commission for the Control of Epilepsy and Its Consequences, National Institute of Neurological and Communicative Disorders and Stroke, National Institutes of Health, on July 22, 23, 1976, at the Thunderbird Motor Inn at Jantzen Beach, Portland, Oregon 97217.

The entire meeting will be open to the public from 9 to 5 p.m. for the purpose of obtaining an overview of the status of governmental and private services within the States of Alaska, Arizona, California, Hawaii, Idaho, Montana, Nevada, Oregon and Washington, and to obtain information regarding the unmet needs of persons with epilepsy as viewed within that region. Discussion of Commission goals and objectives will follow testimony. Attendance by the public will be limited to space available.

Mrs. Ruth Dudley, Chief, Office of Scientific and Health Reports, Bldg. 31, Room 8A03, Bethesda, Maryland 20014, (301) 496–5751, will provide summaries of the meeting and rosters of committee members.

Dr. Richard L. Masland, Executive Director, Federal Bldg., Room 1C06, Bethesda, Maryland 20014, (301) 496–1378, will furnish substantive program information.

(Catalog of Federal Domestic Assistance Program No. 13.852, National Institutes of Health.)

Dated: July 2, 1976.

DR. R. W. LAMONT-HAVERS,
Deputy Director, National Institutes of Health.

[FR Doc.76–19884 Filed 7–7–76;8:45 am]

INTERAGENCY COORDINATING COMMITTEE

Meeting

Notice is hereby given of the meeting of the Interagency Coordinating Committee for Cancer Control and Rehabilitation, NCI, sponsored by the Division of Cancer Control and Rehabilitation, August 12, 1976, Building 31, Conference Room 8, National Institutes of Health.

The meeting will be open to the public from 9 a.m. to adjournment. The purpose of the meeting is to exchange information on various programs of cervical cancer screening sponsored by different agencies within the Public Health Service. Attendance by the public will be limited to space available.

Dr. Margaret H. Sloan, Special Assistant to the Director of the Division of Cancer Control and Rehabilitation, Blair Building, Room 722, Telephone (301) 427–7969 will provide substantive program information.

Dated: July 1, 1976.

RONALD W. LAMONT-HAVERS,
Deputy Director, National Institutes of Health.

[FR Doc.76–19885 Filed 7–7–76;8:45 am]

Public Health Service

HEALTH RESOURCES ADMINISTRATION

Availability of "Draft Guidelines Concerning the Development of Health Systems Plans and Annual Implementation Plans"

Notice is hereby given that DHEW Regional Offices have available for distribution to the public "Draft Guidelines Concerning the Development of Health Systems Plans and Annual Implementation Plans" upon which the Department is seeking comments during a 45-day comment period. Based upon comments received the draft guidelines will be finalized.

The National Health Planning and Resources Development Act of 1974 (Pub. L. 93–641), which adds Title XV to the Public Health Service Act, authorizes the Secretary to enter into agreements with eligible entities for the designation of such entities as health systems agencies for health service areas established pursuant to section 1511 of the Act as geographic areas appropriate for the effective planning and development of physical and mental health services. The primary responsibility of such agencies is the provision of effective health planning for its health service area, and the promotion of the development within the area of health services, manpower, and facilities which meet identified needs and reduced documented inefficiencies, for the purpose of improving the health of residents of the health service area, increasing the accessibility, acceptability, continuity and quality of health services provided them, restraining increases in the cost of providing them health services and preventing unnecessary duplication of health resources. Fundamental to accomplishing this purpose is the development and use by the health systems agencies of a health systems plan and annual implementation plan required by section 1513(b) (2) and (3) of the Act. The draft guidelines for which comments are hereby solicited include the guidelines for the development of such health systems plans and annual implementation plans.

The National Health Planning and Resources Development Act of 1974 also added a new Title XVI to the Public Health Service Act which provides authority for assistance for medical facility construction. Section 1602(3) of the Public Health Service Act requires the Secretary to prescribe "criteria for determining needs for medical facility beds and needs for medical facilties, and for developing plans for the distribution of such beds and facilities." Appended to the Guidelines are draft "Criteria for Determining Need for Medical Beds and Facilities" on which comments are also solicited.

Comments or suggestions for improvement of the draft guidelines may be sent to: Division of Planning Methods and Technology, Bureau of Health Planning and Resources Development, 5600 Fishers Lane, Room 12–22, Rockville, Maryland 20852. Copies of the "Draft Guidelines Concerning the Development of Health Systems Plans and Annual Implementation Plans" may be obtained through the DHEW Regional Offices as listed below:

Dated: July 1, 1976.

KENNETH M. ENDICOTT,
Administrator, Health Resources Administration.

DHEW Regional Office I, John F. Kennedy Federal Building, Boston, Massachusetts 02203.
DHEW Regional Office II, 26 Federal Plaza, New York, New York 10007.
DHEW Regional Office III, Post Office Box 13716, Philadelphia, Pennsylvania 19108.
DHEW Regional Office IV, 50 Seventh Street, N.E., Atlanta, Georgia 30323.
DHEW Regional Office V, 300 South Wacker Drive, Chicago, Illinois 60606.
DHEW Regional Office VI, 1200 Main Tower, Dallas, Texas 75202.
DHEW Regional Office VII, 601 East 12th Street, Kansas City, Missouri 64106.
DHEW Regional Office VIII, 9017 Federal Office Building, Denver, Colorado 80202.

DHEW Regional Office IX, 50 Fulton Street, San Francisco, California 94102.
DHEW Regional Office X, 1321 Second Avenue; Arcade Plaza, Seattle, Washington 98101.

[FR Doc.76-19662 Filed 7-7-76;8:45 am]

CONSUMER PRODUCT SAFETY COMMISSION

POWER LAWN EQUIPMENT

Extension of the Period for Publishing a Proposed Consumer Product Safety Standard or Withdrawing Notice of Proceeding

The purpose of this notice is to extend by ten months, from June 30, 1976, to April 30, 1977, the period in which the Consumer Product Safety Commission must publish in the FEDERAL REGISTER either a proposed consumer product standard for power lawn equipment or a notice withdrawing the previously published notice of proceeding for the development of a standard.

A proceeding to develop a consumer product safety standard for power lawn equipment was commenced under the Consumer Product Safety Act by a notice in the FEDERAL REGISTER of July 22, 1974 (39 FR 2662), in which the Commission solicited either (1) offers to develop a recommended consumer product safety standard or (2) the submission of existing standards to serve as a recommended consumer product safety standard. The Commission subsequently accepted the offer of Consumers Union (CU) to develop a safety standard for this product, and CU submitted a recommended standard to the Commission on July 17, 1975. A more detailed discussion of the history of the power lawn equipment standard development proceeding occurs in the FEDERAL REGISTER of October 1, 1975 (40 FR 45220). By notice in the FEDERAL REGISTER of Monday March 4, 1976 (41 FR 9914), the period in which the Consumer Product Safety Commission must either publish a rule proposing a consumer product safety standard for power lawn equipment or publish a notice withdrawing the notice of proceeding was extended to June 30, 1976.

The standard which CU recommended to the Commission is lengthy and complex and contains numerous provisions which are controversial in terms of their cost and their effect on the utility of the products involved. A particularly complex issue raised by the submitted standard concerns the method and acceptance criteria of the novel "thrown objects" test which was recommended by CU to detect which mowers throw objects in a hazardous manner. The Commission, however, has determined that more test data are required to adequately correlate this test to hazards which exist while mowing on turf. Accordingly, the Commission has decided to contract for a testing program to produce data to determine the correlation with actual mowing of the thrown objects test recommended by CU and of two other thrown objects tests (American National Standards Institute B71.1a-1974 and Underwriters Laboratories Inc. UL-82). The Commission expects that this testing will result in the selection of a test method and acceptance criteria for inclusion in the standard to be proposed by the Commission.

It has been necessary to rewrite many provisions of the CU recommended standard to increase the technical clarity of the requirements. Other provisions are being evaluated to determine if the risks which they address are sufficient to warrant the inclusion of these provisions in a mandatory standard. Consideration is being given to whether certain provisions of the standard, such as blade stopping time, should be implemented in graduated steps where immediate compliance with the ultimate requirement will be costly or difficult. The Commission has utilized groups of consumers as an additional means of evaluating the desirability of these provisions of the standard and is using the information obtained from these groups in its evaluation of the standard.

In addition the Commission is preparing an analysis of the economic impact of the technical provisions of the standard, including any modifications made by the Commission. Accordingly, the Commission has determined that an extension of ten months is necessary for final testing and validation which must be conducted for all requirements which are to be part of any standard to be proposed.

Therefore, in accordance with the provisions of section 7(f) of the Consumer Product Safety Act (15 U.S.C. 2056(f)), the Commission hereby extends until April 30, 1977, the time in which it must either publish a proposed consumer product safety standard applicable to power lawn equipment or withdraw the Notice of Processing. This period may be further extended by a notice published in the FEDERAL REGISTER stating good cause.

Dated: July 2, 1976.

SADYE E. DUNN,
Secretary, Consumer Product Safety Commission.

[FR Doc. 76-19753 Filed 7-7-76; 8:45 am]

[CPSC Docket No. 76-5]

UPS 'N DOWNS, INC. ET AL.

Flammable Fabrics Act Enforcement Proceeding; Prehearing Conference by Telephone

In the Matter of Ups 'N Downs, Inc., a corporation, Susan Ives of N.J., Inc., a wholly owned subsidiary, Susan Ives of N.Y., Ltd., a wholly owned subsidiary, Proving Ground, Inc., a wholly owned subsidiary, and Burton B. Brous, individually and as an officer of said corporations.

The Commission's Staff, having on May 10, 1976, filed a Notice of Enforcement in the above entitled proceeding charging Respondents with having violated certain provisions of the Federal Trade Commission and the Flammable Fabrics Acts and the rules and regulations promulgated thereunder, including the Standard for the Flammability of Clothing Textiles (CS 191-53), by having sold, or delivered after sale, or shipped in commerce, articles of wearing apparel known as Michael Milea Sportswear Tops, styles MP408, 409, 410 and 425 which were not manufactured in conformance with all the requirements of CS 191-53, and;

The Staff, having proposed the issuance of an Order directing Respondents, inter alia (1) to cease and desist from manufacturing, selling, importing, and transporting any product, fabric or related material which fails to conform to the requirements of the applicable standards issued under the Flammable Fabrics Act; (2) to conform to the provisions of the Flammable Fabrics Act and the regulations and standards thereunder; (3) to give public notice to all customers who purchased said Michael Milea Sportswear tops, that those articles do not comply with the Standard, may be dangerously flammable and that said customers may return the sportswear tops for replacement or complete refund of the purchase price at the option of Respondents; and

Respondents, having on June 1, 1976, filed a general denial of the allegations in the Notice of Enforcement, and having further alleged that all Michael Milea Sportswear tops obtained by the Commission's Staff from Respondents have been tested by the Commission and found to conform with the Flammability Standard CS 191-53.

Please take notice that a prehearing conference by telephone will take place at 10:00 A.M., EDST., Friday, July 9, 1976. The following are the pertinent telephone numbers: Enforcement Attorneys Claire B. Marcus and Margaret M. Rasey (301) 492-6629, Peter Eisenberg, Esquire, and Jeremy D. Morley, Esquire, Attorneys for Respondents (212) 867-1600, and the Administrative Law Judge, Paul N. Pfeiffer (202) 634-7171.

Dated: June 28, 1976.

PAUL N. PFEIFFER,
Administrative Law Judge.

[FR Doc.76-19613 Filed 7-7-76;8:45 am]

COUNCIL ON WAGE AND PRICE STABILITY

RISING HEALTH CARE COSTS

Public Hearing

This notice is intended to provide the time, date and place of a public hearing about rising health care costs, to be held by the Council on Wage and Price Stability in Chicago, Illinois. This hearing will be held on July 20 and 21, 1976, in the Presidential Ballroom of the Midland Hotel, 172 West Adams, Chicago, Illinois, starting at 9:00 a.m. and continuing until completed.

The above hearing, a previous hearing in New York and a hearing to be subsequently held in San Francisco, were previously announced in a notice in the June 3, 1976 FEDERAL REGISTER. (See 41 FR 22407.) As explained in that notice, the hearing will focus principally on the following topics:

(1) What factors are responsible for the rapid rise in health care costs?

(2) What can and is being done by the medical care industry, by third-party payers, by the consumer, or by labor and

management in other sectors of the economy to stem the increases in costs?

The above June 3, 1976 FEDERAL REGISTER notice directed parties interested in presenting oral and/or written testimony to contact Susanne Tierney of the Council on Wage and Price Stability at Room 4002, New Executive Office Building, 726 Jackson Place, NW., Washington, D.C. 20506 (telephone 202–456–7113).

WILLIAM LILLEY III,
Acting Director.

[FR Doc.76–19434 Filed 7–7–76;8:45 am]

ENVIRONMENTAL PROTECTION AGENCY

[FRL 574–6]

BACKGROUND REPORT: RECOMMENDATIONS ON GUIDANCE FOR TECHNIC TO REDUCE UNNECESSARY EXPOSURE FROM X-RAY STUDIES IN FEDERAL HEALTH CARE FACILITIES

Issuance and Availability

Notice is hereby given that the Agency's Interagency Working Group on Medical Radiation has issued a second Subcommittee report which develops basic background material and recommended technic for performing diagnostic x-ray studies in Federal health care facilities. The report is available for review and comment from the address listed below. This report and a previous one on prescription of diagnostic x-ray studies (41 FR 10705) were developed under a program initiated by the Environmental Protection Agency pursuant to 42 USC 2021h, wherein "the Administrator shall advise the President with respect to radiation matters, directly or indirectly affecting health, including guidance to all Federal agencies in the formulation of radiation standards and in the establishment and execution of programs of cooperation with States."

The report of the Subcommittee on Technic of Exposure Prevention examines technic for performing diagnostic x-ray examinations and makes recommendations to assure that good radiographic technic is used in Federal health care facilities. The recommendations in the report address quality assurance, radiographic technic, operator qualifications, and patient exposure for selected routine examinations.

Comments on the information and recommendations provided in the background report and/or the provision of additional information for consideration in developing recommendations for Federal Radiation Guidance would be welcomed. The comments on this report and the one on prescription announced earlier will be considered by the Interagency Working Group and the Agency in preparing a Federal Radiation Guidance Report which will form the basis, upon the approval by the Administrator, for recommendations for guidance to Federal agencies for diagnostic x-ray studies. The guidance is expected to demonstrate, at the Federal level, achievable and reasonable reductions in x-ray exposure that can provide a basis for a national goal of radiation protection compatible with the benefits of this important use of radiation.

Requests for single copies of the report entitled, "Recommendations on Guidance for Technic to Reduce Unnecessary Exposure from X-ray Studies in Federal Health Care Facilities" should be addressed to the Criteria and Standards Division (AW–460), Office of Radiation Programs, U.S. Environmental Protection Agency, Room 635 East Tower, 401 M Street, SW, Washington, D.C. 20460. Information that reviewers wish to provide for consideration or other comments should also be sent to this address. Such information would be of most value if received by August 16, 1976. Copies of all written submissions to the Agency will be available for inspection and copying at the above address.

Dated: June 30, 1976.

EDWARD F. TUERK,
Acting Assistant Administrator for Air and Waste Management.

[FR Doc.76–19574 Filed 7–7–76;8:45 am]

[FRL 569–5; FIFRA Docket Nos. 246, et al.]

CHAPMAN CHEMICAL COMPANY, ET AL.

Consolidated Mercury Cancellation Hearing

By Order dated March 26, 1976, I granted a motion for reconsideration of that portion of my February 17, 1976, Order [41 F.R. 16497 (April 19, 1976)], which cancelled the registrations of mercurial biocides for use in latex paints. On May 27, 1976, I issued my Decision and Order on Reconsideration. These three documents are published herewith.

Dated: June 24, 1976.

RUSSELL E. TRAIN,
Administrator.

ORDER GRANTING MOTION FOR RECONSIDERATION

In re: Chapman Chemical Company, *et al.*, Registrants. (Consolidated Mercury Cancellation Proceeding), FIFRA Dockets No. 246 *et al.*

On March 1, 1976, Troy Chemical Corporation, Tenneco Chemicals, Inc., Cosan Chemical Corporation, and the National Paint and Coatings Association, all parties to the above-captioned proceeding, moved the Administrator to reconsider his Decision and Order of February 17, 1976, insofar as it cancels registrations of mercurial pesticides for use in water-based paints and coatings. On March 10, 1976, Respondent EPA filed an answer to the motion opposing reconsideration.

Section 164.110(c) of the Rules of Practice governing this proceeding provides that a motion to reconsider a final order of the Administrator must be made within 10 days after the date of service of the final order and that such motion "must state specifically the matters claimed to have been erroneously decided and alleged errors must be briefly stated."

As grounds for reconsideration, the movants have incorporated by reference their Motion to Stay dated and filed February 25, 1976 (including Affidavits attached thereto) and appended to the motion a Statement of Matters Erroneously Decided and Errors Committed. They assert that several conclusions contained in the February 17 Decision and Order were erroneously decided and that a number of alleged factual and legal errors were committed.

On March 2, 1976, I issued an Order Granting Temporary Stay of the February 17, 1976 Decision and Order in this proceeding pursuant to applications for stay filed by several parties to this proceeding, including the movants. In the March 2 Order, I concluded that there was a substantial likelihood that irreparable harm will occur with respect to some of the parties to this proceeding in the absence of a stay of the February 17 Order. Without adopting the specific contentions or characterizations of the applicants, I also concluded that the risk of immediate harm to man or the environment from the continued use of mercurial pesticides was not sufficient to outweigh the harm to the applicants which would be likely to occur during the period required for judicial review of the February 17 Decision and Order. I also considered a temporary stay of the February 17 Order appropriate to allow the parties ample opportunity to phase out the production and formulation of mercurial pesticides for which registrations were cancelled.

In view of the stay of the February 17 Order, and in consideration of the allegations of factual and legal errors asserted by the movants, I find that a sufficient basis and opportunity now exists to reconsider the matters alleged in the aforementioned Statement of Matters Erroneously Decided and Errors Committed. Accordingly, the foregoing Motion for Reconsideration is hereby granted.

This Order applies only with respect to registrations of mercurial pesticides for use in water-based paints and coatings cancelled pursuant to the February 17 Decision and Order, and is specifically limited to alleged factual and legal errors set forth in the Statement of Matters Erroneously Decided and Errors Committed appended to the motion, as well as Findings and Conclusions contained in the February 17 Decision and Order upon which such allegations are based.

The movants, Respondent, and any other party to this proceeding having an interest in matters to be reconsidered are hereby requested to file with the Administrator briefs or memoranda addressing the factual and legal matters to be reconsidered by no later than April 16, 1976.

Dated: March 26, 1976.

RUSSELL E. TRAIN.

DECISION OF THE ADMINISTRATOR ON RECONSIDERATION

In re: Chapman Chemical Company, *et al.*, Registrants. (Consolidated Mercury Cancellation Proceeding) FIFRA Docket No. 246 *et al.*

On reconsideration of the portions of my Decision and Order of February 17, 1976 cancelling the registrations of mercurial pesticides for use in water-based paints and coatings, I conclude that I erred. Accordingly, I am today modifying my February 17 Order to reinstate such registrations.

BACKGROUND

On December 12, 1975, Administrative Law Judge ("ALJ") Bernard D. Levinson issued his Initial Decision in the above-captioned proceedings. At issue were whether and to what extent I should cancel the registrations of pesticide products containing mercury under the Federal Insecticide, Fungicide, and Rodenticide Act ("FIFRA"), 7 U.S.C. §§ 135 *et seq.*

The ALJ recommended that the registrations of mercurial pesticides for certain uses be cancelled and that registrations for other uses be continued. With respect to paints and coatings, the ALJ recommended (*a*) that I allow mercurial pesticides to be used as an in-can bactericide and exterior fungicide

in *water*-based paints and coatings and (*b*) that I cancel registrations for all other uses in paints and coatings (basically uses in *oil*-based formulae).

My February 17 Order accepted some of the ALJ's recommendations and rejected others. With respect to paints and coatings, I cancelled the registrations of all mercurial pesticide products used in *all* types of paints, both water-based and oil-based.

On March 1, four parties to these proceedings filed a joint motion for reconsideration, asking that I modify my February 17 Order so as to allow the continued use of mercurial pesticides in water-based paints. I granted the motion for reconsideration on March 26, and asked for briefs from interested parties. The moving parties and Respondent (EPA) filed their briefs with me on April 16.

DISPOSITION ON RECONSIDERATION

In carrying out his risk-benefit analysis (as required by §§ 6(b) and 2(bb) of FIFRA), the ALJ determined that registrations for mercurial pesticides should be cancelled only for uses where non-mercurial substitutes are adequate and effective (p. 56 of ALJ's Initial Decision). Because he found that substitutes for mercurials in water-based paints are not adequate and effective (pp. 23–29), he recommended that mercurial registrations for such uses not be cancelled (pp. 63–64). While I found no error in the ALJ's basic approach to risk/benefit assessment (p. 10 of my February 17 Decision), I disagreed with his conclusions as to the adequacy and effectiveness of the non-mercurial substitutes for use in water-based paints (pp. 26–32 of my February 17 Decision).

Upon review of the ALJ's Initial Decision, relevant portions of the record, and all briefs filed on April 16, it appears that my February 17 Decision gave undue weight to certain portions of the testimony which led me to overestimate the overall equivalency and efficacy of non-mercurial substitutes. I am now convinced by the briefs and the record that non-mercurials are insufficient substitutes for a great number of paint manufacturers producing a broad variety of paint formulations.

In light of the foregoing, I must conclude that on the present record, the non-mercurial substitutes for bactericides and fungicides in water-based paints are not sufficiently adequate and effective to warrant cancelling the mercurial registrations. I therefore concur with the discussion at pages 23–29 of the ALJ's Initial Decision, and adopt his findings of fact ##20–21. My February 17 Decision and Order remain unaffected to the extent they are not superseded by today's Decision and accompanying Order.

EXTENSION OF STAY

On March 2, 1976, I entered an order granting a temporary stay of the effectiveness of the entire February 17 Order. The stay was to continue through June 30, 1976 or until the conclusion of judicial review proceedings, whichever occurred first. Since judicial review proceedings have themselves been stayed pending this reconsideration, June 30 no longer appears to be a reasonable date. I am therefore *sua sponte* extending the deadline to November 30, 1976 (or until the conclusion of judicial review, if earlier). The remaining portions of my March 2 Order, including the prohibition on stockpiling, remain fully in effect.

Dated: May 27, 1976.

RUSSELL E. TRAIN.

ORDER REINSTATING CERTAIN REGISTRATIONS AND EXTENDING EFFECTIVENESS OF STAY

In re: Chapman Chemical Company, *et al.*, Registrants. (Consolidated Mercury Cancellation Proceeding) FIFRA Docket No. 246 *et al.*

In accordance with the foregoing Decision on Reconsideration, my Order of February 17, 1976 in the above-captioned proceedings is hereby modified to reinstate the registrations of mercurial pesticides for the following uses:

(a) As an in-can preservative in water-based paints and coatings; and

(b) As a fungicide in water-based paints and coatings used for exterior application.

Further in accordance with the foregoing Decision on Reconsideration, my Order Granting Temporary Stay of March 2, 1976 in the above-captioned proceedings is hereby modified by deleting therefrom clause No. 2 on page 5 and by substituting therefor the following:

"This stay shall continue through November 30, 1976, or the conclusion of judicial review proceedings, whichever occurs first. If judicial review is not completed by November 30, 1976, any party may petition the Administrator at that time for an extension of the stay."

Dated: May 27, 1976.

RUSSELL E. TRAIN.

NOTE.—This is a republication of a document which was originally printed on June 29, 1976 at 41 FR 26742 with several pages out of order.

[FR Doc.76-18378 Filed 6-28-76;8:45 am]

[FRL 575-3]

COLORADO STATE IMPLEMENTATION PLAN

Required Revisions for Attainment and Maintenance of the National Ambient Air Quality Standards

The EPA Regional Administrator for Region VIII has determined that the implementation plan for the State of Colorado is inadequate to provide for the attainment and maintenance of the national ambient air quality standards (NAAQS) for suspended particulates (TSP), carbon monoxide (CO), photochemical oxidants and nitrogen dioxide (NO_2) in some areas of the State of Colorado. The areas and pollutants for which the State Implementation Plan (SIP) is inadequate are specified in Table 1. As a result of these findings, the Regional Administrator has requested that the State of Colorado submit revisions to the implementation plan over the next two years to correct those deficiencies. He has notified the Governor of Colorado of this matter in a letter dated June 25, 1976.

TABLE 1.—*Areas in Colorado requiring State SIP actions*

Area	Pollutants designated	SIP action required
Colorado Springs AQMA	Particulates	Revision.
	Carbon monoxide	(1)
Oil shale AQMA	Particulates	Revision.
	Sulfur dioxide	None.
	Carbon monoxide	Do.
	Photochemical oxidants	Do.
Metropolitan Denver	Particulates	Revision.
	Carbon monoxide	Do.
	Photochemical oxidants	Do.
	Nitrogen dioxide	Do.
North Central	Particulates	Do.
	Carbon monoxide	Do.
	Photochemical oxidants	Do.
Pueblo	Particulates	None.
	Carbon monoxide	Do.

[1] The Regional Administrator is delaying his decision on carbon monoxide (CO) until July 31, 1976, because the analysis for Colorado Springs is incomplete.

DETAILED DISCUSSION OF ACTION

On May 31, 1972 (37 FR 10855), under section 110 of the Clean Air Act and 40 CFR Part 51, the Administrator approved, in part, the control strategy for the attainment and maintenance of the national primary and secondary standards in Colorado. The SIP was originally designed to attain the standards by mid-1975 with the exception of the secondary standards for suspended particulates in the Metropolitan Denver, San Isabel and Pawnee Air Quality Control Regions (AQCR) and the standards for CO and photochemical oxidants in the Metropolitan Denver AQCR. Attainment dates have been extended 18 months for particulate, and until May 31, 1977 for carbon monoxide and photochemical oxidants. Furthermore, on March 8, 1973 (38 FR 6279), EPA disapproved all SIPs with respect to maintenance of the national standards.

Following this action, on June 2, 1975 (40 FR 23746) EPA identified the Colorado Springs, Colorado-Utah Oil Shale Interstate area, Metropolitan Denver, North Central Colorado and Pueblo as air quality maintenance areas (AQMAs), areas that have the potential for failing to maintain one or more national air quality standards.

The Regional Administrator finds that the Colorado SIP is substantially inadequate to attain and/or maintain a national standard in some of the AQMAs designated. The bases for his determinations and the required actions are discussed below for each area.

COLORADO SPRINGS AQMA

The Colorado Springs AQMA encompasses El Paso County and was designated for both TSP and CO. Because of the lack of a completed air quality analysis for CO in Colorado Springs, the Regional Administrator has insufficient evi-

dence that the national standards are not being attained and will not be maintained. Thus, he will not call for a plan revision at this time. However, because a completed analysis for Colorado Springs will be available to the Regional Administrator soon, he is deferring his decision on the adequacy of the SIP for this pollutant until July 31, 1976. At that time the Regional Administrator will announce his findings in the FEDERAL REGISTER.

Furthermore, the Regional Administrator has determined that the Colorado SIP is substantially inadequate to attain and maintain the national standards for TSP in the Colorado Springs AQMA. The bases for this finding are the following:

Recent air quality data submitted by the State,

Evaluation of the status of compliance with the existing SIP, and

A technical report entitled Colorado Air Quality Maintenance Area Analysis—Draft prepared for the State by a consultant and submitted to EPA.

In summary, the draft analysis indicates that fugitive dust sources of TSP, largely re-entrained dust from paved roads, are responsible for non-attainment. Since existing regulations do not cover these sources, the Regional Administrator finds that a revision to parts of the control strategy for TSP in the SIP is needed. He hereby requests the State to submit a revision for TSP as follows:

1. The State shall prepare and submit by July 1, 1977, a plan revision containing—

a. All achievable emission limitations that are needed to provide for attainment and maintenance of the national standards for TSP, and

b. A demonstration of the effect on air quality concentrations of such measures.

2. If additional strategies such as land use and transportation measures are needed for attainment and maintenance of the national standards, the State shall prepare and submit by July 1, 1978—

a. Such measures for attainment and maintenance of the national standards for TSP.

b. A demonstration that the control strategy will attain and maintain the national standards.

3. The completed plan revision must demonstrate that the national standards will be maintained for at least 10 years after the attainment date.

OIL SHALE AQMA

The Colorado portion of the Oil Shale AQMA encompasses Moffat, Rio Blanco, Mesa and Garfield Counties. This area was designated for the following pollutants: total suspended particulates (TSP); sulfur dioxide (SO_2); photochemical oxidants (Ox); and carbon monoxide (CO). The Regional Administrator has found that the SIP is substantially inadequate for TSP only.

Most of the Oil Shale AQMA is presently undeveloped, hence high levels of SO_2 and CO would not be expected since both pollutants are related to human activity. Carbon monoxide is primarily emitted by motor vehicles. Since motor vehicle activity is limited in the unpopulated areas of the AQMA at the current time and sufficient monitoring data are not available in populated areas, a specific control strategy is not necessary at this time.

SO_2 is generated by fuel combustion, usually for the production of electric power. Although the construction of major new sources of SO_2 in this AQMA does seem likely, the State's present new source review procedures, along with the Prevention of Significant Deterioration Requirements promulgated by EPA on December 5, 1974 (39 FR 42510) should insure that the national standards are protected.

The Regional Administrator does reserve the right to call for SIP revisions at a future date if air quality analyses indicate that there is a likelihood that either CO or SO_2 will become air pollution problems.

With respect to photochemical oxidants, the standards are now being exceeded in the AQMA. There are, however, few manmade sources emitting the primary ingredients of photochemical oxidants (hydrocarbons and oxides of nitrogen) in the AQMA presently. Hence even though background photochemical oxidant levels are close to the standards, no known control strategy could be imposed to reduce ambient levels of Ox. Thus the Administrator will not call for an oxidant SIP revision for this AQMA, at this time.

The Regional Administrator does strongly encourage the State of Colorado to impose stringent emission limitations on new sources emitting hydrocarbons in the AQMA in order to minimize oxidant levels in the future.

The Regional Administrator has determined that the Colorado SIP is substantially inadequate to attain and maintain the national standards for TSP. The standards for TSP are presently being violated in the Oil Shale AQMA specifically, at Rifle, Grand Junction, and Craig, Colorado. At the present time the causes of these violations are not well defined. The history of violations at these sites has extended over a period of several years.

Because of these continued violations and an analysis completed for this area (Characterization of Particulate Sources Influencing Monitoring Sites in Region VIII Non-Attainment Areas—June 1976), the Regional Administrator finds that a revision to parts of the control strategies for TSP in the SIP is needed and requests that the State address these inadequacies as follows:

1. The State shall prepare and submit by July 1, 1977, a plan revision containing—

a. A detailed description of the reasons for the violations.

b. All achievable emission limitations that are possible, if current regulations are inadequate, to provide for attainment and maintenance of the national standards for TSP.

c. A demonstration of the effect on air quality concentrations of such measures.

2. If additional measures such as land use measures are needed for attainment and maintenance of the national standards, the State shall prepare and submit by July 1, 1978—

a. Such measures for attainment and maintenance of the national standards for TSP.

b. A demonstration that the control strategy will attain and maintain the national standards.

3. The completed plan revision must demonstrate that the national standards for TSP will be maintained for 10 years after attainment.

4. If, during the course of developing plan revisions, the State can demonstrate that the attainment and maintenance of TSP national standards will be severely impaired by natural sources of TSP, the State is requested to notify the Regional Administrator of its findings and recommendations.

METROPOLITAN DENVER AQMA

The Metropolitan Denver AQMA, which includes Adams, Arapahoe, Boulder, Clear Creek, Denver, Douglas, Gilpin, and Jefferson Counties, was designated for TSP, CO, photochemical oxidants, and No_2. The State of Colorado Department of Health has completed a detailed air quality analysis for this AQMA and has informed the Regional Administrator of the results of this analysis. Accordingly the Regional Administrator has determined that the Colorado SIP is substantially inadequate to provide for the attainment and maintenance of TSP, CO and photochemical oxidants standards and for the maintenance of the NO_2 standard.

The analysis performed by the State included a review of existing air quality in the AQMA which indicated that TSP, CO, and photochemical oxidant levels are significantly in excess of air quality standards and that NO_2 levels are approaching the standard. The State's air quality projections indicate that without additional strategies TSP levels will continue to increase through 1985 and that standards for CO, photochemical oxidants, and NO_2 will still be exceeded at that time. Projections for the year 2000 indicate achievement of CO standards, but not of the photochemical oxidant standard.

The continued violation of TSP levels can be attributed to area source emissions growth primarily in the form of fugitive dust. A very significant source is re-entrained road dust from paved streets. Although the Federal Motor Vehicle Control Program (FMVCP) will provide significant reductions in CO levels by 1985, these reductions will not be sufficient to achieve standards by that date. In fact, levels are predicted to increase slightly through 1980 due to growth in automobile travel before the FMVCP is able to effectively counter this growth. The situation is somewhat similar for hydrocarbon emissions which result in photochemical

oxidant standard violations. Even with stationary source hydrocarbon controls and the FMVCP, AQMA photochemical oxidant levels will continue to be in excess of the standard through the turn of the century. Growth in both stationary and mobile sources of NO_2 is expected to cause violations of the NO_2 standard by 1980. Without further control in addition to the FMVCP the standard will be exceeded through 1985.

Although there are a number of strategies in the existing plan that have the potential to improve air quality in the AQMA the State has not been successful in implementing all of them. In light of this and the results of the analysis indicating that the existing plan is substantially inadequate, the Regional Administrator finds that revisions to parts of the plan for TSP, CO, photochemical oxidants, and NO_2 are necessary and hereby requests that the State submit revisions on the following schedule:

1. The State shall prepare and submit by July 1, 1977, a plan revision containing—

a. All achievable emission limitations that are needed to provide for attainment and maintenance of the national standards for TSP, CO, and photochemical oxidants, and maintenance of the NO_2 standard, and

b. A demonstration of the effect on air quality concentrations of such measures.

2. If additional strategies such as land use and transportation measures are needed for attainment and maintenance of the national standards, the State shall prepare and submit by July 1, 1978—

a. Such measures for attainment and maintenance of the national standards for TSP, CO, and photochemical oxidants and maintenance of the NO standard.

b. A demonstration that the control strategy will attain and maintain the national standards.

3. The completed plan revision must demonstrate that the national standards for the above pollutants will be maintained for at least 10 years after the attainment date.

NORTH CENTRAL AQMA

This AQMA encompasses Larimer and Weld Counties in Colorado. It was designated for TSP, CO, and photochemical oxidants. The Regional Administrator finds that the Colorado SIP is inadequate for all three designated pollutants in this AQMA. The basis for this finding is an air quality maintenance analysis prepared for the State by a consultant. Limited air quality data indicates violations of the photochemical oxidant standards in Fort Collins, Colorado, one of the metropolitan areas in the AQMA. Likewise violations of the national standard for CO were recorded in Fort Collins by a monitor operated by the consultant. Several areas of the AQMA are in violation of the TSP standard.

The analysis conducted by the consultant does not adequately explain the reasons for the oxidant violations in Fort Collins, however, given the magnitude of the violations (a maximum one hour value 1.6 times the standard) it is logical to assume that auto traffic in the front-range area, Denver, Greeley, and Fort Collins specifically; are probably contributing to the violations. It is not yet known how much each of these urban areas is contributing to the Fort Collins excursions. Additionally, violations have been recorded in at least one other location in the AQMA, namely Windsor, Colorado. Since transportation control strategies are required to eliminate these violations the Regional Administrator does believe it is appropriate to call for a revision of the SIP to include additional TSP strategies or expand the geographic coverage of existing strategies.

Carbon monoxide violations have also been recorded in Fort Collins. The maximum recorded value was over twice the standard. These violations are traffic related and hence the Regional Administrator is calling for a SIP revision to develop strategies for mitigation of the CO problem. The State is urged to collect CO monitoring data in other urban areas in the AQMA.

TSP national ambient air quality standards are being violated currently in this AQMA. The likely causes for these violations have been identified by an analysis entitled "Characterization of Particulate Sources Influencing Monitoring Sites in Region VIII Non-Attainment Areas."

Because of the inadequacies identified above, the Regional Administrator finds that revisions to the Colorado plan are needed and hereby requests that the State submit revisions as follows:

1. The State shall prepare and submit by July 1, 1977, plan revisions containing—

a. All achievable emission limitations that are needed to provide for attainment and maintenance of the national standards for TSP, CO, and Ox and

b. A demonstration of the effect on air quality concentrations of such measures.

2. If additional strategies such as land use and transportation measures are needed for attainment and maintenance of the national standards, the State shall prepare and submit by July 1, 1978—

a. Such measures for attainment and maintenance of the national standards for TSP, CO, and Ox and

b. A demonstration that the control strategy will attain and maintain the national standards.

3. The completed plan revision must demonstrate that the national standards will be maintained for at least 10 years after attainment.

PUEBLO AQMA

The Pueblo AQMA encompasses Pueblo County and was originally designated for total suspended particulates (TSP) and carbon monoxide (CO). Because of the lack of sufficient air quality monitoring data for CO, the Regional Administrator has insufficient evidence to call for a SIP revision for CO in the Pueblo AQMA.

However, because of the potential for CO emissions in this urbanized area, the Regional Administrator urges the State of Colorado to expand its CO monitoring program in that AQMA. If, in the future, the need for a SIP revision is demonstrated, the Regional Administrator will indicate that need to the Governor of the State of Colorado at that time.

Since there is no evidence that the existing SIP is substantially inadequate to attain and maintain the TSP standards in the Pueblo AQMA, the Regional Administrator is not requesting a SIP revision at this time. The TSP monitoring network in the Pueblo AQMA has recorded numerous violations of the national standards. The major source of particulate emissions in that area is the CF&I Steel Corporation, which is presently not in compliance with the approved emission limitations in the SIP.

Another source of particulates is fugitive emissions (i.e., unpaved roads). These sources are also regulated by provisions in the existing SIP which have not been fully implemented.

It would therefore not be appropriate to require a revision to the existing SIP while significant portions have not been fully implemented (through State and Federal enforcement and other available procedures) and their impacts on ambient air quality have not been documented.

Normally the Regional Administrator would request that the Governor submit to EPA a letter of intent which identifies the various action steps the State will take to develop the plan revision in accordance with the requirements set forth in this notice. This is not necessary, however, since the State has already indicated this intent in their air program grant application.

All of the applicable plan remains in effect until the plan revision is submitted by the State to EPA and is approved by EPA or until EPA promulgates substitute or additional regulations.

This notice is not subject to rulemaking procedures. The need for a plan revision is based upon a technical finding by the Regional Administrator which indicates that the Colorado SIP is substantially inadequate and needs to be revised. Authority for such action is provided in sections 110(a)(2)(H) and 110(c) of the Clean Air Act, 1970. Ample opportunity for public comment on the Regional Administrator's determination of plan inadequacy will be provided during the public hearing that the State is required to hold on the plan revision before submission to EPA. If EPA must propose and promulgate its own regulations, EPA will provide opportunity for written comments and, if the State held no public hearings on the revisions, will provide opportunity for a public hearing. Authority: Section 110(a)(2)(H) of the Clean Air Act, as amended, 42 U.S.C. 1857c-5(a)(2)(H) and section 110(c) of the Clean Air Act, as amended, 42 U.S.C. 1857c-5(c).

Although no formal public comment period is required, the Regional Administrator strongly feels that the technical basis for his determination should be made available to the public. Therefore, copies of applicable technical reports are available for public copying and inspec-

tion at the EPA Region VIII Library, 1860 Lincoln Street, Denver, Colorado 80203. Copies of the Metropolitan Denver AQMA results are available at the Colorado Department of Health offices in Denver, Colorado 80220.

Dated: June 30, 1976.

JOHN A. GREEN,
Regional Administrator,
Environmental Protection Agency.

[FR Doc.76-19762 Filed 7-7-76;8:45 am]

[PP6G1750/T70; FRL 575-1]

HEXADECYL CYCLOPROPANECARBOXYLATE

Establishment of a Temporary Tolerance for Pesticide

Zoecon Corp., 975 California Ave., Palo Alto CA 94304, has submitted a pesticide petition (PP 6G1750) to the Environmental Protection Agency (EPA). This petition requests that temporary tolerances be established for residues of the insecticide hexadecyl cyclopropanecarboxylate in or on the raw agricultural commodities apples and pears at 3 parts per million (ppm) and in or on the raw agricultural commodity group citrus fruits at 1 ppm (all of which are intended for the fresh-fruit market only).

Establishment of these temporary tolerances will permit the marketing of the above raw agricultural commodities treated in accordance with an experimental use permit that is being issued concurrently under the Federal Insecticide, Fungicide, and Rodenticide Act.

An evaluation of the scientific data reported has shown that these tolerances are adequate to cover residues resulting from the proposed experimental use, and it has been determined that these tolerances will protect the public health. It has been concluded, therefore, that the temporary tolerances should be established on condition that the pesticide be used in accordance with the experimental use permit with the following provisions.

1. The total amount of the pesticide to be used must not exceed the quantity authorized by the experimental use permit.

2. Zoecon Corp. must immediately notify the EPA of any findings from the experimental use that have a bearing on safety. The firm must also keep records of production, distribution, and performance and on request make the records available to any authorized officer or employee of the EPA or the Food and Drug Administration.

These temporary tolerances expire June 30, 1977. Residues not in excess of 3 ppm remaining in or on apples and pears and 1 ppm in or on citrus fruits after this expiration date will not be considered to be actionable if the pesticide is legally applied during the term of and in accordance with the provisions of the experimental use permit and temporary tolerances. These temporary tolerances may be revoked if the experimental use permit is revoked or if any scientific data or experience with this pesticide indicate such revocation is necessary to protect the public health. (Sec. 408(j) of the Federal Food, Drug, and Cosmetic Act (21 U.S.C. 346a(j)).)

Dated: June 30, 1976.

JOHN B. RITCH, Jr.,
Director,
Registration Division.

[FR Doc.76-19760 Filed 7-7-76;8:45 am]

[FRL 575-4]

MONTANA STATE IMPLEMENTATION PLAN

Required Revisions for Attainment and Maintenance of the National Ambient Air Quality Standards

SYNOPSIS

The EPA Regional Administrator for Region VIII has determined that the State implemenation plan (SIP) for Montana is inadequate to provide for the attainment and maintenance of the National Ambient Air Quality Standards (NAAQS) for suspended particulates (TSP) and sulfur dioxide (SO_2) in several areas of the State of Montana. The areas and pollutants for which the SIP is inadequate are specified in Table 1. As a result of these findings, he has requested that the State of Montana submit revisions to the implementation plan over the next two years to correct those deficiencies. The Regional Administrator has notified the Governor of Montana of this matter in a letter dated June 24, 1976.

TABLE 1.—*SIP actions in Montana*

Area	Pollutants designated	SIP action required
Missoula AQMA	Carbon monoxide	None.
	Particulates	Revision.
Helena AQMA	Sulfur dioxide	None.
Anaconda-Butte AQMA	Particulates	Revision.
	Sulfur dioxide	Do.
Billings AQMA	Carbon monoxide	(1)
	Particulates	Revision.
	Sulfur dioxide	Do.
Southeast Montana Coal Resource AQMA.	Particulates	Do.
	Sulfur dioxide	None.
Kalispell AQMA	Particulates	(1)
Libby		(2)
Great Falls		(2)

[1] The Regional Administrator has deferred his decision on this action until July 31, 1976.
[2] An analysis for particulates is due on Jan. 1, 1977.

DETAILED DISCUSSION OF ACTION

On May 31, 1972 (37 FR 10842), under Section 110 of the Clean Air Act and 40 CFR Part 51, the Administrator approved, in part, the control strategy for the attainment and maintenance of the National primary and secondary standards in Montana. The SIP was originally designed to attain the standards by mid-1975 with the exception of the secondary standard for sulfur dioxide (SO_2) in the Helena Intrastate AQCR which was to have been attained by mid-1977. Furthermore, on March 8, 1973 (38 FR 6279), EPA disapproved all SIPs with respect to maintenance of the national standards.

Following this action, on June 2, 1975 (40 FR 23746), 40 CFR Part 52 (Section 52.1381) EPA identified the Kalispell, Missoula, Helena, Anaconda-Butte, Billings, and Southeastern Montana Coal Resource Areas as air quality maintenance areas (AQMAs)—areas that have the potential for failing to maintain one or more of the National air quality standards.

The Regional Administrator finds that the Montana SIP is substantially inadequate to attain and/or maintain a National standard in some of the AQMA's designated. In addition, data recently made available to the Regional Administrator have indicated that the National standards for TSP are presently being violated in Great Falls and Libby, Montana, and a SIP revision may be necessary for those areas. The bases for the Regional Administrator's determinations and the required actions are discussed below for each area.

MISSOULA AQMA

The Missoula AQMA encompasses Missoula County and was designated for both TSP and CO. Because of the lack of adequate air quality monitoring data for CO in Missoula, the Regional Administrator has insufficient evidence that the National standards are not being attained and will not be maintained. Thus, he will not call for a plan revision at this time. However, because of the high potential for CO emissions in that area, the Regional Administrator urges the State of Montana to institute a CO monitoring program in that area and is working with the State Agency to institute such a program. If that program indicates the need for a SIP revision, the Regional Administrator will call for an appropriate SIP revision.

The Regional Administrator has determined that the Montana SIP is substantially inadequate to attain and maintain the National secondary standard for TSP in the Missoula AQMA. The bases for this finding are the following:

Recent air quality data submitted by the State,

Evaluation of the status of compliance with the existing SIP, and

A technical report prepared for the State by a consultant and submitted to EPA.

The ambient air quality data in Missoula has indicated that the National annual secondary standard for TSP was violated in 1975. This sampler is impacted by both point and area sources of emissions. While additional point

source emission reductions will be realized through implementation of the existing SIP, these reductions will not be sufficient to attain and maintin the secondary standard given the increases in area source emissions projected.

Because of these identified inadequacies, the Regional Administrator finds that a revision to parts of the control tratégy for TSP in the SIP is needed and hereby requests the State to submit a revision as follows:

1. The State shall prepare and submit by July 1, 1977, a plan revision containing—

a. All achievable emission limitations that are needed to provide for attainment and maintenance of the national standards for TSP, and

b. A demonstration of the effect on air quality concentrations of such measures.

2. If additional measures such as land use measures are needed for attainment and maintenance of the national standards, the State shall prepare and submit by July 1, 1978—

a. Such measures for attainment and maintenance of the National standards for TSP.

b. A demonstration that the control strategy will attain and maintain the National standards.

3. The completed plan revision must demonstrate that the National standards for TSP will be maintained for 10 years.

HELENA AQMA

The Helena AQMA encompasses Lewis and Clark County and was designated for SO_2. The Regional Administrator has determined that the Montana SIP is minimally adequate to attain and maintain the NAAQS for SO_2 in the Helena AQMA. This finding is based upon the following:

(1) Data submitted by the State in support of a plan revision proposed by the State on May 21, 1975.

(2) Review performed by EPA of the May 21 plan revision submittal.

(3) An analysis prepared and submitted by the State which indicated a minimal growth in SO_2 emissions from area sources in Helena.

The major source of SO_2 emissions in the Helena AQMA is a lead smelter located in East Helena which contributes over 99% of the overall SO_2 emissions in the AQMA. The Montana SIP requires 75% reduction in emissions of SO_2 from the Sinter belt gas stream (this results in a 72% reduction in overall emissions). This requirement was submitted to EPA as a plan revision on May 21, 1975 and was approved by the Administrator on September 19, 1975. This provision requires a review of the control requirements and their adequacy in late 1978. The Regional Administrator agrees with the need for a continual review of the smelter's emissions and their impact. Thus, while the Regional Administrator is not requiring a plan revision at this time, he requests the State of Montana to report to EPA at the completion of its 1978 review indicating the adequacy of the existing SIP in attaining and maintaining the NAAQS in the Helena AQMA.

ANACONDA-BUTTE AQMA

The Anaconda-Butte AQMA encompasses Deer Lodge and Silver Bow Counties and was designated for TSP and SO_2. The Regional Administrator finds that the Montana SIP is substantially inadequate to attain and maintain the National standards for both pollutants. The bases for this finding are the following:

Recent air quality data submitted by the State,

Evaluation of the status of compliance with the existing SIP, and

Technical reports which describe existing and projected emission sources and their impact on ambient air quality.

The major cause of non-attainment of the National standards for SO_2 is a copper smelter located in Deer Lodge County and for which there is no approved regulation that would adequately reduce emissions of SO_2 from that source. The State of Montana has submitted a measure requiring 75% reduction of SO_2 emissions. Disapproval of this measure was proposed by EPA on October 29, 1975, and a measure requiring 89% emission reduction has been proposed by EPA. Analyses performed by EPA indicate that the reductions proposed by the State are insufficient to provide for attainment and maintenance of the NAQS.

The National standards for TSP are presently being violated in Silver Bow County. The causes of these violations are a combination of point sources, large mining operations, and fugitive emissions from unpaved roads in the area. Thus, a plan revision aimed at controlling particulate emissions from all source types is necessary.

Because of these identified inadequacies, the Regional Administrator finds that revisions to parts of the control strategies for TSP and SO_2 in the SIP are needed and hereby requests the State to submit these revisions as follows:

1. The State shall prepare and submit by July 1, 1977, plan revisions containing—

a. All achievable emission limitations that are needed to provide for attainment and maintenance of the national standards for SO_2 and TSP, and

b. A demonstration of the effect on air quality concentrations of such measures.

2. If additional measures such as land use measures are needed for attainment and maintenance of the National standards, the State shall prepare and submit by July 1, 1978—

a. Such measures for attainment and maintenance of the national standards for SO_2 and TSP, and

b. A demonstration that the control strategy will attain and maintain the national standards.

3. The completed plan revision must demonstrate that the National standards will be maintained for 10 years.

BILLINGS AQMA

The Billings AQMA encompasses Carbon, Stillwater, Sweet Grass, Yellowstone, and Big Horn (excluding Northern Cheyenne Indian Reservation) Counties. It was designated for TSP, CO, and SO_2. Due to inadequacies in the data base, the Regional Administrator has deferred his decision on the need for a CO plan revision in the Billings AQMA until July 31, 1976.

The Regional Administrator has determined that the Montana SIP is substantially inadequate for maintenance of the National standards for SO_2 and TSP. The basis of these findings is the detailed air quality maintenance analysis that was prepared for the State by a consultant and submitted by EPA.

The TSP analysis indicates that the increase in TSP levels expected is related to increases in vehicular traffic and entrainment of dust from both paved and unpaved streets. Thus, the SIP revision should address this problem and is not likely to affect existing limitations on point sources. On the contrary, the SO_2 analysis indicates that the major problem is associated with existing point sources which cause extreme violations of the National 24-hour standard and should be required to reduce emissions further in the SIP revision.

Because of these identified inadequacies, the Regional Administrator finds that revisions to parts of the control strategies for TSP and SO_2 in the SIP are needed and hereby requests the State to submit a revision as follows:

1. The State shall prepare and submit by July 1, 1977, a plan revision containing—

a. All achievable emission limitations that are needed to provide for maintenance of the National standards for TSP and SO_2, and

b. A demonstration of the effect on air quality concentrations of such measures.

2. If additional measures such as land use measures are needed for maintenance of the national standards, the State shall prepare and submit by July 1, 1978—

a. Such measures for maintenance of the National standards for TSP and SO_2.

b. A demonstration that the control strategy will maintain the national standards.

3. The completed plan revision must demonstrate that the National standards for TSP and SO_2 will be maintained for 10 years.

SOUTHEASTERN MONTANA COAL RESOURCE AQMA

This AQMA encompasses Carter, Custer, Fallon, Powder River, Rosebud, and

Treasure Counties and the Northern Cheyenne Indian Reservation. It was designated for both TSP and SO_2. The Regional Administrator has determined that the NAAQS for SO_2 will be maintained in the Southeastern Montana Coal Resource AQMA. The basis for this finding is an air qualiy analysis performed by the State. This analysis indicates that essentially all of the existing emissions of SO_2 are emitted from a coal fired power plant in the vicinity of Colstrip, Montana, and dispersion modelling performed for that plant shows a potential contribution of 152 $\mu g/m^3$ twenty-four hour maximum. The only significant sources of growth of SO_2 emissions projected in the next ten years are from major point sources subject to review under the requirements of the State new source review program and the Federal program for prevention of significant deterioration. These two programs should assure continued maintenance of the NAAQS for SO_2.

The analysis indicated that because of the energy resources in the Colstrip area, intensive growth of sources of SO_2 are expected. A study of aid quality impacts of the projected sources has indicated that additional sources can be accommodated by reduction of emissions beyond those presently required by existing enforceable emission limitations.

The Regional Administrator has determined that the Montana SIP is substantially inadequate to attain and maintain the National primary and secondary standards for TSP in the SE Montana Coal Resource AQMA. The bases for this determination are:

Recent air quality data submitted by the State.

A detailed air quality maintenance analysis prepared for the State by a consultant and submitted to EPA.

A violation of the national primary annual standard has been recorded in Colstrip. The major contributors to this violation are construction and strip mining activities. Projections indicate a threefold increase in strip mining output by 1985, which will substantially increase particulate emissions in the immediate vicinity of Colstrip.

Because of these identified inadequacies, the Regional Administrator finds that a revision to parts of the control strategy for TSP in the SIP is needed and hereto requests the State to submit a revision as follows:

1. The State shall prepare and submit by July 1, 1977, a plan revision containing—

a. All achievable emission limitations that are needed to provide for attainment and maintenance of the National standards for TSP, and

b. A demonstration of the effect on air quality concentrations of such measures.

2. If additional measures such as land use and transportation measures are needed for attainment and maintenance of the National standards, the State shall prepare and submit by July 1, 1978—

a. Such measures for attainment and maintenance of the National standards for TSP, and

b. A demonstration that the control strategy will attain and maintain the National standards.

3. The completed plan revision must demonstrate that the National standards will be maintained for 10 years.

KALISPELL AQMA

The Kalispell AQMA encompasses Flathead and Lake Counties and was designated for TSP. Due to inadequacies in the data to characterize the sources of particulate matter emissions in this AQMA, the Regional Administrator has deferred any decision on the need for a plan revision until July 31, 1976.

LIBBY/GREAT FALLS

Libby and Great Falls, Montana are located in Lincoln and Cascade Counties, respectively. While neither area was designated as an AQMA, recent ambient air quality data submitted by the State of Montana indicate that the National primary standards for TSP are presently being violated in both areas. Thus, revisions to the Montana SIP for these areas may be necessary.

Because of the potential inadequacies in the Montana SIP for TSP in Great Falls and Libby, Montana, the Regional Administrator requests the State of Montana to submit an analysis pursuant to the requirements of 40 CFR Part 51 Subpart D by January 1, 1977. If these analyses indicate the need for a plan revision in either area, the Regional Administrator will announce the need for a revision in the FEDERAL REGISTER and establish a date for the State of Montana to submit any required revisions.

Normally, the Regional Administrator would request the Governor to submit to EPA a letter of intent which identifies the various action steps the State will take to develop the plan revisions in accordance with the requirements set forth in this notice. However, this is unnecessary since the Montana Department of Health and Environmental Sciences has already indicated their intent in their air program grant application.

This notice is not subject to rule-making procedures. The need for a plan revision is based upon a technical finding by the Regional Administrator which indicates that the control strategies for TSP and SO_2 are substantially inadequate for certain areas and need to be revised. Authority for such action is provided in Sections 110(a)(2)(H) and 110(c) of the Clean Air Act, 1970. Ample opportunity for public comment on the Regional Administrator's determination of plan inadequacy will be provided during the public hearing that the State is required to hold on the plan revision before submission to EPA. If EPA must propose and promulgate its own regulations, EPA will provide opportunity for written comments and, if the State held no public hearings on the revisions, will provide opportunity for a public hearing. Authority: Section 110(a)(2)(H) of the Clean Air Act, as amended, 42 U.S.C. 1857c-5(c).

Although no formal public comment period is required, the Regional Administrator strongly feels that the technical basis for his determination should be made available to the public. Therefore, copies of applicable technical reports are available for public copying and inspection at the EPA Region VIII Library, 1860 Lincoln Street, Denver, Colorado 80203. Copies are also available at the Montana Department of Health and Environmental Sciences offices in Helena (Cogswell Building), Montana.

Dated: June 30, 1976.

JOHN A. GREEN,
Regional Administrator,
Environmental Protection Agency.

[FR Doc.76-19763 Filed 7-7-76;8:45 am]

[FRL 575-5]

NORTH DAKOTA STATE IMPLEMENTATION PLAN

Determination that Plan is Adequate To Provide for Maintenance of Standards in the Cass AQMA and McLean-Mercer-Oliver AQMA

On June 2, 1975, EPA identified the Cass AQMA and the McLean-Mercer-Oliver AQMA as areas having the potential for failing to maintain certain National Ambient Air Quality Standards. The Cass AQMA was identified for particulate matter, and the McLean-Mercer-Oliver AQMA was identified for particulate matter, sulfur dioxide, nitrogen dioxdie and photochemical oxidants (40 CFR 52.1820). As required under 40 CFR 51.41, the State of North Dakota submitted a detailed air quality analysis for these AQMAs. This analysis demonstrates that the North Dakota plan is adequate to maintain the National standards for particulate matter, sulfur dioxide and nitrogen dioxide through 1985. Therefore, the Regional Administrator is not calling for a plan revision for these pollutants at this time.

The Regional Administrator has reviewed the State's analysis and finds it consistent with the requirements of 40 CFR 51, Subpart D, with one exception. The analysis of photochemical oxidants was limited to an inventory of hydrocarbon sources and an evaluation of air quality monitoring data. The required technique for predicting ambient photochemical oxidant concentrations does not apply in situation where there are little or no man-made hydrocarbon emissions, therefore, he is aproving the use of this alternate technique.

The analysis did indicate that violations of the National photo-chemical oxidant standard have occurred in the McLean-Mercer-Oliver AQMA and that these violations are not the result of minor sources of hydrocarbons identified by the inventory. Because there are no significant man-made sources of hydrocarbons in this AQMA, the Regional Administrator is not calling for plan revisions, however, he is requesting that the

State consider, in its new source review, stringent hydrocarbon control of all new major stationary hydrocarbon sources located in this AQMA to prevent exacerbation of the photochemical oxidant levels.

40 CFR 51.12(h) requires that the plan provide for a reassessment of all areas of the State at least every five years to determine if any areas are in need of plan revisions. If EPA determines at some future date that the implementation plan for North Dakota is substantially inadequate to maintain the National Ambient Air Quality Standards, the Regional Administrator will, at that time, call for a plan revision to correct the inadequacy.

Copies of the analysis for these AQMAs are available for public inspection and copying at the North Dakota State Department of Health, Missouri Office Building, 1200 Missouri Avenue, Bismarck, North Dakota and the EPA Region VIII Library, 1860 Lincoln Street, Denver, Colorado. The Regional Administrator invites comments on the analysis or the adequacy of the plan at any time in the future.

Dated: June 30, 1976.

JOHN A. GREEN,
Regional Administrator,
Environmental Protection Agency.

[FR Doc.76-19764 Filed 7-7-6;8:45 am]

PESTICIDE ENFORCEMENT POLICY STATEMENT NO. 4

Preventive Pest Control Treatments in the Absence of Target Pests

I. GENERAL BACKGROUND

On May 5, 1975, the Environmental Protection Agency (EPA) published in the FEDERAL REGISTER a document entitled "Institution of Enforcement Policy Statements" (40 Fed. Reg. 19526). It was the Agency's purpose in instituting this series of Pesicide Enforcement Policy Statements (PEPS) to inform the general public and persons engaged in the formulation, distribution, sale, application, or other use of pesticides of the policies adopted by the Agency in the enforcement of the provisions of the Federal Insecticide, Fungicide, and Rodenticide Act, as amended in 1972 and 1975 (P.L. 92-516, 86 Stat. 973; P.L. 94-140, 89 Stat. 751; 7 U.S.C. 136 *et. seq.;* hereinafter referred to as FIFRA). PEPS are prepared and published by EPA's Office of Enforced. Unless otherwise provided, a PEPS indicates how the Agency will exercise its prosecutorial discretion, and does not interpret the law or otherwise define what is and what is not lawful conduct under FIFRA. If the Administrator subsequently promulgates regulations which interpret FIFRA, the Office of Enforcement will revoke or amend any prior PEPS which is inconsistent with such regulations. A detailed explanation of the purpose and scope of the series of PEPS was set forth in the May 5, 1975, FEDERAL REGISTER notice.

Federal regulation of the use of pesticides was established for the first time with the enactment of the 1972 amendments, specifically through the provisions of FIFRA section 3(d)(1), section 4 and section 12(a)(2)(G).[1] Any person who uses a registered pesticide in a manner inconsistent with its labeling is in violation of the Act and may be subject to civil or criminal sanctions.[2] However, as set forth in the legislative history, Congress intended that EPA enforce the prohibition of section 12(a)(2)(G) in a "common sense manner" and not prohibit uses of registered pesticides which are in no way harmful and which have demonstrated beneficial effects.[3]

II. PURPOSE AND SCOPE OF THIS PEPS

This policy statement concerns the preventive use of registered pesticides on a commodity or crop, or the pesticidal treatment of an environmental area in the absence of a target pest.[4] Whether preventive pest control treatments in the absence of a target pest constitute violations of FIFRA section 12(a)(2)(G) is a question which arises in many categories of pest control including, but not limited to, structural and agricultural pest control.

The Agency encourages preventive pest control measures which do not require the use of chemical pesticides, such as good sanitation practices, the establishment of physical barriers to pests, and integrated pest management procedures. However, the use of pesticides in preventive treatments is a commonly recognized and accepted pest control practice (e.g., in the establishment of pesticide barriers against insect damage including impregnation of wood; in the protection against rodents; in protection against plant diseases; and in the use of pre-emergent herbicides). Interested persons have inquired into the circumstances and conditions under which the preventive use of such products is deemed consistent with the purposes and objectives of FIFRA.

Section 2(u) of FIFRA defines the term "pesticide" to mean, in part, "any substance or mixture of substances intended for preventing, destroying, repelling, or mitigating any pests." Many labels, however, do not affirmatively provide for the use of the pesticide as a preventive treatment for pests listed on the label. To protect man and the environment from unreasonable adverse effects of pesticides, the Agency will continue to take enforcement action against those persons who abuse the practice of preventive pest control and unnecessarily introduce chemicals into the environment.

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[1] FIFRA section 3(d)(1) (7 U.S.C. 136 a(d)(1)) provides that as part of the registration of a pesticide, the Administrator shall classify each pesticide for general or for restricted use, or for both general use and restricted use as the Administrator, in his discretion, may require. See 40 CFR Part 162.2 (C)).

FIFRA section 4(a)(1) (7 U.S.C. 136b(a)(1)) empowers the Administrator to prescribe standards for the certification of applicators of restricted use pesticides. The Agency has promulgated regulations establishing certain categories of commercial (professional) applicators and setting forth minimum standards that commercial and private applicators must meet before they are certified to use pesticides classified under section 3 for "restricted use." (40 CFR Part 171).

FIFRA section 12(a)(2)(G) provides that it is unlawful for "any person to use any registered pesticide in a manner inconsistent with its labeling." This section became effective upon the date of enactment of FIFRA and was determined by the Administrator to be self implementing. (FIFRA Implementation Plan 39 Fed. Reg. 1142). The regulations implementing the registration provision of the 1972 amendments define pesticide "use" to mean "any act of handling or release of a pesticide, or exposure of man or the environment to a pesticide through acts, including but not limited to:

(1) Application of a pesticide, including mixing and loading and any required supervisory action in or near the area of application;

(2) Storage actions for pesticides and pesticide containers; and

(3) Disposal actions for pesticides and pesticide containers." (40 CFR 162.3(oo)).

This definition of the term "use" has been adopted by the Office of Enforcement in the enforcement of pesticide labeling under FIFRA section 12(a)(2)(G).

[2] House Committee on Agriculture, H.R. Rep. No. 92-511, 92nd Cong., 1st Sess. 16 (1971); Senate Committee on Agriculture and Forestry, S. Rep. No. 92-838, 92nd Cong., 2d Sess. 16 (1972). As the Senate Committee on Agriculture and Forestry noted:

* * * it is the belief of the Committee that the use of the word "inconsistent" should be read and administered in a way so as to visit penalties only upon those individuals who have disregarded instructions on a label that would indicate to a man of ordinary intelligence that use not in accordance with such instructions might endanger the safety of others or the environment.

[3] Senate Committee on Agriculture and Forestry, S. Rep. No. 92-838, 92d Cong., 2d Sess. 16 (1972). As the Senate Committee on Agriculture and Forestry stated:

(i)t is not the intention of the Committee to prohibit any use which is in no way harmful, and which has only beneficial effects on man and his environment.

[4] As used in this PEPS, the term, "preventive pest control treatment" means any application or use of a pesticide in the absence of a target pest or use of a pesticide which is primarily intended to prevent, prohibit, discourage, or repel pests which would be reasonably expected to occur in that environment in the absence of the treatment. As used here, "preventive pest control treatment" includes both pretreatments in anticipation of an actual infestation (e.g., at a newly-constructed house) and retreatments to abate a recurring pest problem.

III. SUMMARY OF ENFORCEMENT POLICY REGARDING PREVENTIVE PEST CONTROL TREATMENT

In the exercise of its prosecutorial discretion the Agency has determined that it will not generally initiate an enforcement action against a person who uses a registered pesticide in a preventive pest control treatment in the absence of the target pest where all of the following conditions are met:

(A) the label of the pesticide which is used does not affirmatively prohibit preventive treatments; and

(B) the target pest is reasonably expected to infest the treated area; and

(C) the pesticide is normally safe and efficacious against the target pest when used is a preventive capacity.

This PEPS in no way limits enforcement liability for a violation of any affirmative labeling requirement including, but not limited to, dosage rate, application method, and residue tolerances for agricultural commodities.

All of the limiting and defining provisions contained in the paragraphs which follow are an integral part of this policy statement.

III. ELABORATION OF ENFORCEMENT POLICY REGARDING PREVENTIVE PEST CONTROL TREATMENTS

A. NO AFFIRMATIVE LABEL PROHIBITION OF PREVENTIVE TREATMENTS

Where the EPA-accepted label specifically prohibits preventive pest control treatments, the Agency will strictly enforce the provisions of section 12(a)(2)(G) of the Act. Where the EPA-accepted label is silent regarding preventive treatment, the Agency will make a presumption in favor of such preventive treatments subject to the limitations of section (B) and (C) below.[5]

B. LIKELIHOOD OF PEST INFESTATION

Preventive pest control treatments are permissible if the target pest may reasonably be expected to infest the area to be treated. Whether a pest infestation is likely to occur in a given situation will be determined by the Agency on a case-by-case basis. This determination will be based upon the Agency's knowledge of pest infestations in the proposed use site or application environment, and on recognized pest control practices.

C. SAFETY AND EFFICACY OF PREVENTIVE TREATMENT

Preventive pest control treatments must be performed in a manner which is safe and efficacious and which conforms to good pest control practice. In determining whether a preventive pest control application conforms to good pest control practice the Agency will (a) exercise its legislative mandate to protect man and the environment from unreasonable adverse effects of pesticides in a manner which is consistent with its charge to not prohibit pesticide use which is "in no way harmful, and which has only beneficial effects,"[6] and will (b) consider pest control practices which are commonly relied upon by responsible pest control operators, and which have achieved the desired pest control results when utilized under similar conditions in the past.

IV. PUBLIC COMMENT

The Administrative Procedure Act (5 U.S.C. 553(b)) provides that the solicitation of comments is not required of Federal agencies for "interpretative rule, general statements of policy, rules of agency organization, procedure, or practice." EPA has determined that this PEPS falls within this exemption from the requirement to solicit public comment. Accordingly, the Agency is not soliciting public comment regarding matters published in this notice. However, interested persons may submit written comments regarding the policy set forth in this PEPS to the Pesticides and Toxic Substances Enforcement Division (EN-342), Office of Enforcement, U.S. Environmental Protection Agency, 401 M St. SW., Room 3624, Washington, D.C. 20460. Three copies of these comments should be submitted to facilitate the work of EPA and others interested in inspecting such documents.

Dated: July 1, 1976.

STANLEY W. LEGRO,
Assistant Administrator for Enforcement.

[FR Doc.76-19761 Filed 7-7-76;8:45 am]

[FRL 574-8]

SCIENCE ADVISORY BOARD ECOLOGY ADVISORY COMMITTEE

Open Meeting

Pursuant to Public Law 92-463, notice is hereby given that a meeting of the Ecology Advisory Committee of the Science Advisory Board will be held beginning at 9:00 a.m., July 26, 1976, in the Administrator's Conference Room (Room 1101), Waterside Mall West Tower, 401 M Street SW, Washington, D.C.

This meeting is the eighth meeting of the Ecology Advisory Committee. The agenda includes consideration of the Committee's report, "Assessment of the Scientific Quality of the Ecological Research Programs of the Office of Research and Development", and the "Executive Summary" of that report; discussion of the 'Environmental Research Outlook 1976-1980," Office of Research and Development's five year plan; the future activities of the Committee; and member items of interest.

The meeting is open to the public. Any member of the public wishing to attend, participate, or obtain additional information should contact Dr. J Frances Allen, Executive Secretary, Ecology Advisory Committee, (703) 557-7720.

JULY 2, 1976.

THOMAS D. BATH,
Staff Director,
Science Advisory Board.

[FR Doc.76-19759 Filed 7-7-76;8:45 am]

[FRL 574-4]

STANDARDS OF PERFORMANCE FOR NEW STATIONARY SOURCES (NSPS) AND NATIONAL EMISSION STANDARDS FOR HAZARDOUS AIR POLLUTANTS (NESHAPS)

Delegation of Authority to State of California

On December 23, 1971 (36 FR 24876) and March 8, 1974 (39 FR 9308), pursuant to section 111 of the Clean Air Act, as amended, the Administrator promulgated regulations in 40 CFR Part 60 establishing standards of performance for 12 categories of new stationary sources (NSPS). In addition, on April 6, 1973 (38 FR 8820), pursuant to section 112 of the Clean Air Act, as amended, the Administrator promulgated in 40 CFR Part 61 national emission standards for three hazardous air pollutants (NESHAPS). Sections 111(c) and 112(d) require the Administrator to delegate authority to implement and enforce the standards to any state which submits an adequate procedure. Nevertheless, the Administrator retains concurrent authority to implement and enforce the standards following delegation of authority to a state.

On August 19, 1973, the Regional Administrator, Region IX, forwarded to the states in his Region information setting forth the requirements for an adequate procedure for implementing and enforcing the NSPS and NESHAPS. On December 11, 1975, William A. Lewis, Jr., Executive Officer of the State of California Air Resources Board, submitted a request on behalf of the Fresno, Mendocino, San Joaquin, and Sacramento County Air Pollution Control Districts for delegation of authority to implement and enforce the NSPS and NESHAPS. Included in that request were copies of the NSPS and NESHAPS regulations adopted by the Fresno, Mendocino, San Joaquin, and Sacramento County Air Pollution Control Districts and citations to State law and District regulations which provide the State and District with the requisite authority to implement and enforce the NSPS and NESHAPS.

After a thorough review of the request for delegation, the Regional Administrator has determined that for the source categories set forth in paragraphs (A), (B), and (C) of the following official letter to Mr. Lewis delegation is appropriate subject to the conditions set forth in

[5] For example, products whose accepted labeling direct application "for termite control" may be used in preventive treatments or in regularly-scheduled re-treatments in the absence of active infestation by the target pest. Furthermore, products whose accepted labeling provides for "regularly scheduled" treatments (in addition to those which stipulate a specific re-treatment interval) may be applied in the absence of an active infestation.

[6] FIFRA section 2(bb) requires the Administrator, in evaluating the effects of a preventive pest control treatment on the environment to "take into account the economic, social and environmental costs and benefits of the use of any pesticide" (7 U.S.C. 136(bb)). See the Report of the Senate Committee on Agriculture and Forestry, S. Rep. No. 92-838, 92d Cong. 2d Sess. 16 (1972).

paragraphs (1) through (11) of that letter, dated March 29, 1976:

Mr. WILLIAM H. LEWIS, Jr.,
Executive Officer, California Air Resources Board, 1709 11th Street, Sacramento CA 95814.

DEAR MR. LEWIS: This is in response to your letter of December 11, 1975, requesting delegation of authority for implementation and enforcement of the Standards of Performance for New Stationary Sources (NSPS) and the National Emission Standards for Hazardous Air Pollutants (NESHAPS) to the State of California on behalf of the Fresno, Mendocino, San Joaquin and Sacramento County Air Pollution Control Districts.

We have reviewed the pertinent laws of the State of California and the rules and regulations of the Fresno, Mendocino, San Joaquin and Sacramento County Air Pollution Control Districts, and have determined that they provide an adequate and effective procedure for implementation and enforcement of the NSPS and NESHAPS by the Air Pollution Control Districts and the State of California. Therefore, we hereby grant delegation of the NSPS and NESHAPS to the State of California on behalf of the Fresno, Mendocino, San Joaquin, and Sacramento County Air Pollution Control Districts as of the date of this letter as follows:

A. Authority for twelve categories of new sources located in the Fresno, Mendocino, and San Joaquin County Air Pollution Control Districts subject to the standards of performance for new stationary sources promulgated in 40 CFR Part 60 as in effect November 12, 1974. The categories of new sources covered by the delegation are fossil fuel-fired steam generators; incinerators; portland cement plants; nitric acid plants; sulfuric acid plants; asphalt concrete plants; petroleum refineries; storage vessels for petroleum liquids; secondary lead smelters; secondary brass and bronze ingot production plants; iron and stele plants; and sewage treatment plants.

B. Authority for three categories of new sources located in the Sacramento County Air Pollution Control District subject to the standards of performance for new stationary sources promulgated categories of new sources covered by the delegation are asphalt concrete plants, storage vessels for petroleum liquids and sewage treatment plant.

C. Authority for all sources located in the Fresno, Mendocino and San Joaquin County Air Pollution Control Districts subject to the national emission standards for three hazardous air pollutants promulgated in 40 CFR Part 61 as in effect November 12, 1974. The hazardous air pollutants covered by the delegation are asbestos, beryllium; and mercury.

D. Authority for all sources located in the Sacramento County Air Pollution Control District subject to the national emission standards for the hazardous air pollutant asbestos promulgated in 40 CFR Part 61 as in effect November 12, 1974.

This delegation is based upon the following conditions:

1. Quarterly reports will be submitted to EPA by the Fresno, Mendocino, San Joaquin and Sacramento County Air Pollution Control Districts through the State of California Air Resources Board.

2. Enforcement of the NSPS and NESHAPS in the Fresno, Mendocino, San Joaquin and Sacramento County Air Pollution Control Districts will be the primary responsibility of the Districts and the State of California Air Resources Board. If any of the Districts and the State determine that such enforcement is not feasible and so notify EPA, or where any of the Districts or the State act in a manner inconsistent with the terms of this delegation, EPA will exercise its concurrent enforcement authority pursuant to Section 113 of the Clean Air Act, as amended, with respect to sources within the appropriate District subject to the NSPS and NESHAPS.

3. Acceptance of this delegation of NSPS and NESHAPS does not commit the State of California and the Fresno, Mendocino, San Joaquin, and Sacramento County Air Pollution Control Districts to request or accept delegation of future standards and requirements. However, delegation of additional NSPS or NESHAPS standards or requirements, not hereby delegated would require a new request for delegation.

4. The State of California and the Fresno, Mendocino, San Joaquin and Sacramento County Air Pollution Control Districts are not requesting delegation of authority over Federal facilities within the Districts which are subject to the NSPS and NESHAPS. However, this does not relieve Federal facilities of the responsibility of complying with all applicable State laws and Fresno, Mendocino, San Joaquin or Sacramento County District regulations.

5. The Fresno, Mendocino, San Joaquin, and Sacramento County Air Pollution Control Districts will at no time grant a variance from compliance with:

a. Fresno County District Rule 115, 422, and 423;

b. Mendocino County District Article 16 and 17;

c. San Joaquin County District Rule 422 and 423;

d. Sacramento County District Rule 112, 113, Appendix A, or Appendix B.

except as provided in this paragraph. Should any of these Districts grant such a variance, EPA will consider the source receiving the variance to be in violation of the applicable Federal regulation and may initiate enforcement action against the source pursuant to Section 113 of the Clean Air Act. The granting of such variances by a District shall also constitute grounds for revocation of delegation by EPA. However, if the Fresno, Mendocino, San Joaquin or Sacramento County District in the future amends Rules 115, 422, or 423, or Articles 16 or 17, or Rules 422 or 423, or Rules 112 or 113, respectively, so as to make the District regulation more stringent than the applicable Federal regulation, the District may grant variances from the more stringent District regulation if such variances do not relieve subject sources of the responsibility of complying with standards equally as stringent as those contained in the applicable Federal regulations.

6. The Fresno, Mendocino, San Joaquin, and Sacramento County Air Pollution Control Districts will utilize only the methods specified in 40 CFR Parts 60 and 61 in performing source tests pursuant to their NSPS and NESHAPS regulations. Any use by a District of test methods to determine compliance with NSPS or NESHAPS not in accordance with the terms and conditions of this delegation shall constitute grounds for revocation of delegation by EPA.

7. The Air Resources Board and EPA will develop a system of communication sufficient to guarantee that each office is always fully informed regarding the current compliance status of subject sources in the Fresno, Mendocino, San Joaquin and Sacramento County Air Pollution Control Districts and regarding interpretation of applicable standards.

8. If at any time there is a conflict between a State or Fresno County or Mendocino County or San Joaquin County or Sacramento County Air Pollution Control District regulation and a Federal regulation (40 CFR Part 60 or 61), the Federal regulation must be applied if it is more stringent than that of the State or District. In the event of such a conflict, if either the Air Resources Board or a District determine that it is unwilling or unable to apply the more stringent Federal regulation, it will so notify EPA. EPA, in consultation with the Air Resources Board and the District, will then modify or revoke the terms of this delegation to the extent it determines to be appropriate.

9. If the Regional Administrator determines that a State or Fresno County or Mendocino County or San Joaquin County or Sacramento County Air Pollution Control District procedure for enforcing or implementing the NSPS or NESHAPS is inadequate, or is not being effectively carried out, this delegation may be revoked in whole or in part. Any such revocation shall be effective as of the date specified in a Notice of Revocation to the Air Resources Board.

10. As of the date of this delegation, sources subject to the NSPS or NESHAPS located within the Fresno, Mendocino, San Joaquin or Sacramento County Air Pollution Control District are required to submit all reports pursuant to the NSPS and NESHAPS to the appropriate Air Pollution Control District and to EPA, Region IX.

11. The State of California and the Fresno, Mendocino, San Joaquin and Sacramento County Air Pollution Control Districts will notify all sources in the categories delegated herein and subject to continuous monitoring requirements contained in 40 CFR Part 60 of such requirements even if such requirements are not covered by the terms of this delegation.

A Notice announcing this delegation will be published in the FEDERAL REGISTER in the near future. The Notice will state, among other things, that, effective immediately, all reports required pursuant to the Federal NSPS and NESHAPS by sources located in the Fresno County Air Pollution Control District shall be submitted to the Air Pollution Control District Office at 1246 "L" Street, Fresno, CA 93721, that all such reports by sources located in the Mendocino County Air Pollution Control District shall be submitted to the Air Pollution Control District Office at Courthouse, Ukiah, CA 95482, that all such reports by sources located in the San Joaquin County Air Pollution Control District shall be submitted to the Air Pollution Control Office at 1601 E. Hazelton Street, P.O. Box 2009, Stockton, CA 95201, and that all such reports by sources located in the Sacramento County Air Pollution Control District shall be submitted to the Air Pollution Control District Office at 3701 Branch Center Road, Sacramento, CA 95827, as well as to EPA, Region IX.

Since this delegation is effective immediately, there is no requirement that the State notify EPA of its acceptance. Unless EPA receives from the State written notice of objections within 10 days of the date of receipt of this letter, the State and Districts will be deemed to have accepted all of the terms of the delegation.

Sincerely,

PAUL DE FALCO, Jr.,
Regional Administrator.

cc: Fresno County APCD
Mendocino County APCD
San Joaquin County APCD
Sacramento County APCD

Therefore, pursuant to authority delegated to him by the Administrator, the Regional Administrator notified Mr. Lewis on March 29, 1976, that authority to implement and enforce the NSPS and NESHAPS was delegated to the State of California on behalf of the Fresno, Men-

docino, San Joaquin, and Sacramento County Air Pollution Control Districts.

Copies of the request for delegation of authority and the Regional Administrator's letter of delegation are available for public inspection at the following addresses:

California Air Resources Board, 1709 11th Street, Sacramento CA 95814.

Environmental Protection Agency, Region IX, Enforcement Division, 100 California Street, San Francisco CA 94111.

Division of Stationary Source Enforcement, Waterside Mall, Room 3202, 401 "M" Street, SW, Washington, DC 20460.

Effective immediately, all reports required pursuant to the NSPS and NESHAPS by sources located in the Fresno County Air Pollution Control District should be submitted to the office of the Air Pollution Control District, located at 515 S. Cedar Avenue, Fresno, CA 93702, as well as to EPA, Region IX. Also effective immediately, all reports required pursuant to the NSPS and NESHAPS by sources located in the Mendocino County Air Pollution Control District should be submitted to the office of the Air Pollution Control District, located at County Courthouse, Ukiah, CA 95482, as well as to EPA, Region IX. Also, effective immediately, all reports required pursuant to the NSPS and NESHAPS by sources located in the San Joaquin County Air Pollution Control District should be submitted to the office of the Air Pollution Control District located at 1601 E. Hazelton Street, Stockton, CA 95201, as well as to EPA, Region IX. Also, effective immediately, all reports required pursuant to the NSPS and NESHAPS by sources located in the Sacramento County Air Pollution Control District should be submitted to the office of Air Pollution Control District located at 2221 Stockton Boulevard, Sacramento, CA 95827, as well as to EPA, Region IX.

Dated: June 7, 1976.

R. L. O'CONNELL,
Acting Regional Administrator,
Region IX, EPA.

[FR Doc.76-19572 Filed 7-7-76;8:45 am]

[FRL 575-6]

STATE IMPLEMENTATION PLANS

Required Revision To the South Dakota State Implementation Plan for the Black Hills and the Sioux Falls Air Quality Maintenance Areas

SYNOPSIS

The EPA Regional Administrator for Region VIII has determined that the implementation plan for the State of South Dakota is inadequate to provide for the attainment and maintenance of the primary and secondary national ambient air quality standards for particulate matter in the Black Hills Air Quality Maintenance Area (AQMA) and for the maintenance of the secondary national ambient air quality standards for particulate matter in the Sioux Falls AQMA. As a result of these findings, he has requested that the State of South Dakota submit revisions to the implementation plan over the next two years to correct those deficiencies. The Regional Administrator has notified the Governor of South Dakota of this matter in a letter dated June 24, 1976.

DETAILED DISCUSSION OF ACTION

On May 31, 1972 (34 FR 10893), under Section 110 of the Clean Air Act and 40 CFR Part 51, the Administrator approved the State's plan for the attainment and maintenance of the national primary and secondary air quality standards for particulate in all areas of the State of South Dakota by mid 1975. Subsequent to this original approval, EPA reevaluated State implementation plans and on March 8, 1973 (38 FR 6279) disapproved all State implementation plans due to a lack of provisions to maintain national standards.

Following this action, on June 2, 1975 (40 FR 23751), EPA identified the Black Hills AQMA and the Sioux Falls AQMA as areas having the potential for failing to maintain the national standards for particulate.

The technical basis for this call for plan revision is the South Dakota Air Quality Maintenance Area Analysis (June 1976) prepared for the State by a consultant and submitted to EPA. In summary, the authors of this report conclude that there is a need for implementation plan revision to provide for attainment and maintenance of the particulate standards in the Black Hills AQMA and for maintenance of these standards in the Sioux Falls AQMA. The Regional Administrator has determined that the analysis submitted by the State is consistent with the requirements of 40 CFR Part 51 Subpart D—Sections 51.40 through 51.63 (41 FR 18382) with the exception of the technique used to project air quality concentrations in the Black Hills AQMA. The Regional Administrator approves the use of this alternate technique because the rugged terrain in the Black Hills AQMA precludes the use of the conventional models referenced in the Part 51 regulations.

In addition to the analysis submitted by the State, the State and EPA have reviewed existing implemenation plan regulations and point source compliance status. Available ambient air monitoring data have been analyzed and indicated that existing concentrations were in excess of the long term (annual) primary particulate standards for the Black Hills, while existing particulate concentrations in the Sioux Falls AQMA were below the secondary particulate standards.

The major cause of the present and projected particulate problems in the two AQMAs as discussed in the South Dakota Air Quality Maintenance Area Analysis is fugitive dust sources (e.g., unpaved roads, reentrained dust from paved roads and rock quarries). Thus, the regulations pertaining to conventional stationary point sources of particulates should not be affected by the necessary implementation plan revisions. The Regional Administrator recognizes that the emission test data necessary to quantify the approximate impact of fugitive dust sources have been unavailable until recently and that such data, although still somewhat incomplete, were not available to the State at the time of their original submittal of an implementation plan. The Regional Administrator wishes to make it clear that this call for revision is due to increased knowledge of non-point sources of particulate matter.

Because of the inadequacies identified above, the Regional Administrator finds that a revision to parts of the control strategy for particulate matter in the South Dakota Implementation Plan is needed and hereby requests that the State submit a revision for both the Black Hills AQMA and Sioux Falls AQMA as follows:

1. The State is requested to prepare and submit by July 1, 1977, a plan revision containing:

a. Fugitive dust controls and emission limitations that are needed for the attainment and maintenance of the secondary and primary national standards for particulate in the case of the Black Hills AQMA and for maintenance of the secondary particulate standards in the case of the Sioux Falls AQMA.

b. A demonstration of the effect on air quality of such measures.

2. If additional control strategies such as land use measures are needed to provide for attainment and/or maintenance of primary and secondary particulate standards, the State is requested to prepare and submit by July 1, 1978 all such measures accompanied by a demonstration that these measures, in conjunction with those submitted previously, will provide for both attainment and maintenance (for a period of ten years after attainment) of both primary and secondary particulate standards. If land use measures are necessary, the Regional Administrator realizes that the responsibility for developing and implementing such measures may be delegated to local agencies.

Furthermore, in light of recent particulate monitoring data in excess of particulate standards outside of the two air quality maintenance areas submitted by the State in May 1976, the Regional Administrator is requesting that the State submit an attainment/maintenance analysis for these areas by January 1, 1977. Further, it is recommended that the State consider applying fugitive dust control strategies developed for the air quality maintenance areas on a statewide basis if the measures will help to achieve standards at these non-AQMA monitoring sites.

Normally the Regional Administrator would request that the Governor submit to EPA a letter of intent which identifies the various action steps the State will take to develop the plan revision in accordance with the requirements set forth in this notice. This is not necessary, however, since the State has already indicated this intent in their air program grant application dated April 30, 1976.

All of the applicable plan remains in effect until the plan revision is submitted by the State to EPA and is approved by EPA or until EPA promulgates substitute or additional regulations.

This notice is not subject to rule-making procedures. The need for a plan revision is based upon a technical finding by the Regional Administrator which indicates that the control strategies for particulate in the Black Hills AQMA and Sioux Falls AQMA are substantially inadequate and need to be revised. Authority for such action is provided in Sections 110(a)(2)(H) and 110(c) of the Clean Air Act, 1970. Ample opportunity for public comment on the Regional Administrator's determination of plan inadequacy will be provided during the public hearing that the State is required to hold on the plan revision before submission to EPA. If EPA must propose and promulgate its own regulations, EPA will provide opportunity for written comments and, if the State held no public hearings on the revisions, will provide opportunity for a public hearing. Authority: Section 110(a)(2)(H) of the Clean Air Act, as amended, 42 U.S.C. 1857c-5(a)(2)(H) and Section 110(c) of the Clean Air Act, as amended, 42 U.S.C. 1857c-5(c).

Although no formal public comment period is required, the Regional Administrator strongly feels that the technical basis for his determination should be made available to the public. Therefore, copies of applicable technical reports are available for public copying and inspection at the EPA Region VIII Library, 1860 Lincoln Street, Denver, Colorado 80203. Copies are also available at the South Dakota Department of Environmental Protection offices in Pierre (Joe Foss Building), Rapid City and Sioux Falls.

Dated: June 30, 1976.

JOHN A. GREEN,
Regional Administrator,
Environmental Protection Agency.

[FR Doc.76-19765 Filed 7-7-76;8:45 am]

[FRL 575-7]

STATE IMPLEMENTATION PLANS

Required Revision To The Utah State Implementation Plan for the Salt Lake City, Provo, and North Central Utah Air Quality Maintenance Areas

SYNOPSIS

The EPA Regional Administrator for Region VIII has determined that the implementation plan for the State of Utah is inadequate to provide for the attainment and maintenance of the primary and secondary national ambient air quality standards for particulate matter in the Salt Lake City, Provo, and North Central Utah Air Quality Maintenance Areas (AQMAs). As a result of these findings, he has requested that the State of Utah submit revisions to the implementation plan over the next one to two years to correct those deficiencies. The Regional Administrator has notified the Governor of Utah on this matter in a letter dated June 25, 1976.

DETAILED DISCUSSION OF ACTION

On May 31, 1972 (37 FR 10898), under Section 110 of the Clean Air Act and 40 CFR Part 51, the Administrator approved, in part, the State's control strategy for the attainment and maintenance of the national primary and secondary air quality standards for particulate matter in all areas of the State of Utah by mid 1975. Subsequent to this original approval, EPA reevaluated State implementation plans and on March 8, 1973 (38 FR 6279) disapproved all implementation plans due to a lack of provisions to maintain national standards. A two year extension for attainment of the national standards for particulate matter in the Wasatch Front Air Quality Control Region was granted by the Administrator on September 5, 1974 (39 FR 32113).

Following this action, on June 2, 1975 (40 FR 23751), EPA identified the Colorado-Utah Oil Shale Interstate AQMA, the North Central Utah AQMA, the Provo AQMA, the Salt Lake City AQMA, the Southeastern Utah Coal Resource AQMA, the Southwestern Utah Coal Resource AQMA, and the Wayne County Coal Resource AQMA as areas having the potential for failing to maintain the national standards for particulate matter and/or sulfur dioxide.

The technical basis for this call for plan revision is the Air Quality Maintenance Area Analysis for the State of Utah (June 1976) prepared by the Utah Bureau of Air Quality and submitted to EPA. In summary, the report concludes that there is a need for implementation plan revision to provide for attainment and maintenance of the particulate standards in the Salt Lake City, Provo, and North Central Utah AQMAs. The Regional Administrator has determined that the analysis submitted by the State is consistent with the requirements of 40 CFR Part 51 Subpart D—Sections 51.40 through 51.63 (41 FR 18382).

In addition to the analysis submitted by the State, the State and EPA have reviewed existing implementation plan regulations and point source compliance status. This review substantiated the need for plan revision in the AQMAs identified above. Available ambient air monitoring data have been analyzed and indicate existing concentrations in excess of the primary and secondary standards for particulate matter in these areas.

One of the major causes of the present and projected particulate matter problems in the three AQMAs requiring plan revisions is fugitive dust sources (e.g., unpaved roads, reentrained dust from paved roads, and rock quarries). The Regional Administrator recognizes that the emission test data necessary to quantify the approximate impact of fugitive dust sources have been unavailable until recently and that such data, although still somewhat incomplete, were not available to the State at the time of their original submittal of an implementation plan. The Regional Administrator wishes to make it clear that this call for revision is due primarily to increased knowledge of non-point sources of particulate matter. However, the State may also choose to amend the regulations pertaining to stationary point sources of particulate matter.

Because of the inadequacies identified above, the Regional Administrator finds that a revision to parts of the control strategy for particulate matter in the Utah Implementation Plan is needed and hereby requests that the State submit a revision for the Salt Lake City AQMA, the Provo AQMA, and the North Central Utah AQMA, as follows:

1. The State shall prepare and submit by July 1, 1977, a plan revision containing:

a. Fugitive dust controls and emission limitations that are needed for the attainment and maintenance of the primary and secondary national standards for particulate matter in the AQMAs.

b. A demonstration of the effect on air quality of such measures.

2. If additional control strategies such as land use measures are needed to provide for attainment and/or maintenance of primary and secondary particulate matter standards, the State shall prepare and submit by July 1, 1978 all such measures accompanied by a demonstration that these measures, in conjunction with those submitted previously, will provide for both attainment and maintenance of both primary and secondary particulate matter standards.

The State's analysis indicates that ambient levels of particulate matter and sulfur dioxide should not exceed the national standards in the energy development areas designated as AQMAs with the possible exception of Beaver County in the Southwestern Utah Coal Resource AQMA. However, the State's present new source review procedures, along with the Prevention of Significant Deterioration Requirements promulgated by EPA on December 5, 1974 (39 FR 42510) should insure that the national standards are protected. Growth in population and related activities in the energy areas is not expected to have significant impact on emissions of particulate matter or sulfur dioxide.

The State has determined that the current State and EPA regulations applicable to the copper smelter in Salt Lake County will be adequate to assure the attainment and maintenance of the national standards for sulfur dioxide in the Salt Lake City AQMA.

Although the State has demonstrated that plan revisions are not required at this time in the energy AQMAs and the Salt Lake City AQMA for sulfur dioxide, the Regional Administrator will require periodic reviews of these areas to assure that potential growth in emissions associated with energy development does not cause violations of any national standards.

Normally the Regional Administrator would request that the Governor submit

to EPA a letter of intent which identifies the various action steps the State will take to develop the plan revision in accordance with the requirements set forth in this notice. This is not necessary, however, since the State has already indicated this intent in their air program grant application.

All of the applicable plan remains in effect until the plan revision is submitted by the State to EPA and is approved by EPA or until EPA promulgates substitute or additional regulations.

This notice is not subject to rule-making procedures. The need for a plan revision is based upon a technical finding by the Regional Administrator which indicates that the control strategies for particulate matter in the Salt Lake City AQMA, the Provo AQMA, and the North Central Utah AQMA, are substantially inadequate and need to be revised. Authority for such action is provided in Sections 110(a)(2)(H) and 110(c) of the Clean Air Act, 1970. Ample opportunity for public comment on the Regional Administrator's determination of plan inadequacy will be provided during the public hearing that the State is required to hold on the plan revision before submission to EPA. If EPA must propose and promulgate its own regulations, EPA will provide opportunity for written comments and, if the State held no public hearings on the revisions, will provide opportunity for a public hearing. Authority: Section 110(a)(2)(H) or the Clean Air Act, as amended, 42 U.S.C. 1857c-5(a)(2)(H) and Section 110(c) of the Clean Air Act, as amended, 42 U.S.C. 1857c-5(c).

Although no formal public comment period is required, the Regional Administrator strongly feels that the technical basis for his determination should be made available to the public. Therefore, copies of applicable technical reports are available for public copying and inspection at the EPA Region VIII Library, 1860 Lincoln Street, Denver, Colorado 80203. Copies are also available at the Utah Bureau of Air Quality, Salt Lake City, Utah.

Date: June 30, 1976.

JOHN A. GREEN,
Regional Administrator,
Environmental Protection Agency.

[FR Doc.76-19766 Filed 7-7-76;8:45 am]

[FRL 575-8]

STATE IMPLEMENTATION PLANS

Required Revision to the Wyoming State Implementation Plan for the Sweetwater and the Powder River Basin Air Quality Maintenance Areas

SYNOPSIS

The EPA Administrator for Region VIII has determined that the implementation plan for the State of Wyoming is inadequate to provide for the attainment and maintenance of primary and secondary particulate standards in the Sweetwater Air Quality Maintenance Area (AQMA). As a result of this determination, he has requested that the State of Wyoming submit revisions to the implementation plan over the next two years to correct any deficiencies. The Regional Administrator has notified the Governor of Wyoming of this matter in a letter dated June 25, 1976.

DETAILED DISCUSSION OF ACTION

On May 31, 1972 (37 FR 10893), under Section 110 of the Clean Air Act and 40 CFR Part 51, the Administrator approved the State's plan for the attainment and maintenance of the national primary and secondary ambient air quality standards. Subsequent to this original approval, EPA reevaluated State implementation plans and on March 8, 1973 (38 FR 6279) disapproved all State implementation plans due to lack of provision to maintain national standards.

Following this action, on June 2, 1975 (40 FR 23752) EPA designated the Powder River Basin AQMA and Sweetwater AQMA as areas having the potential for failing to maintain ambient air quality standards. These designations were for particulates and sulfur dioxide in the Sweetwater AQMA and for particulates and photochemical oxidants in the Powder River Basin AQMA.

The State, assisted by a consultant, has prepared and submitted to EPA an air quality analysis for each designated AQMA. In summary, this report, the Wyoming Air Quality Maintenance Area Analysis (May, 1976), indicates the need for implementation plan revisions to provide for both attainment and maintenance of primary and secondary particulate standards in the Sweetwater AQMA. The analysis of sulfur dioxide for the Sweetwater AQMA indicated that the plan was adequate to maintain air quality standards through 1985, therefore no revisions for this pollutant are required now. For the Powder River Basin AQMA the analysis results indicated that without control of fugitive dust emissions from surface mining of coal there is a potential for exceeding secondary particulate standards in the next five to ten years. Since the State of Wyoming can require, through their existing permit system, the necessary degree of control, plan revisions are not required. The State is encouraged to continue to monitor area source emissions growth in the Gillette area to assure that sources not covered by the permit system do not increase at a rate greater than that predicted in the Wyoming Air Quality Maintenance Area Analysis. Furthermore, since the analysis concluded that photochemical oxidant levels may already be above the standard in the Powder River Basis AQMA, due primarily to natural hydrocarbon contributions, the State should require stringent control of new major hydrocarbon sources locating in the area through their permit program. A plan revision is not, however, necessary at this time.

In addition to the analysis cited above the State and EPA have reviewed existing implementation plan regulations and point source compliance status. This review substantiated the need for particulate plan revisions. Available ambient air quality monitoring data have been analyzed and indicated existing concentrations in excess of the primary particulate standards in the Sweetwater AQMA.

According to the results of the Wyoming Air Quality Maintenance Area Analysis, the major cause of particulate attainment and maintenance problems in the Sweetwater AQMA can be traced to fugitive dust sources (construction activity, aggregate storage, tailings ponds, dusty roads, etc.) Thus, the regulations pertaining to conventional stationary point sources of particulate should not be affected by the necessary implementation plan revisions.

Because of these identified inadequacies, the Regional Administrator finds that a revision to the control strategies for particulate in the plan are needed and hereby requests the State to submit a revision as follows:

1. The State shall prepare and submit by July 1, 1977, a plan revision containing:

a. All achievable emission limitations that are needed to provide for attainment and maintenance of the national standards for particulate in the Sweetwater AQMA.

b. A demonstration of the effect on air quality concentrations of such measures.

2. If additional strategies such as land use measures are needed for attainment and maintenance of the national standards, the State shall prepare and submit by July 1, 1978:

a. Such measures for attainment and maintenance of the national standards for particulate in the Sweetwater AQMA.

b. A demonstration that the control strategy will attain and maintain the national standards.

3. The completed plan revision must demonstrate that the national standards will be maintained for 10 years after attainment.

Normally the Regional Administrator would request that the Governor submit to EPA a letter of intent which identifies the various action steps the State will take to develop the plan revision in accordance with the requirements set forth in this notice. This is not necessary, however, since the State has already indicated this intent in their air program grant application.

All of the applicable plan remains in effect until the plan revision is submitted by the State to EPA and is approved by EPA or until EPA promulgates substitute or additional regulations.

This notice is not subject to rule-making procedures. The need for a plan revision is based upon a technical finding by the Regional Administrator, which indicates that the control strategies for particulate in the Sweetwater AQMA are substantially inadequate and need to be revised. Authority for such action is provided in Sections 110(a)(2)(H) and 110(c) of the Clean Air Act, 1970. Ample opportunity for public comment on the

Regional Administrator's determination of plan inadequacy will be provided during the public hearing that the State is required to hold on the plan revision before submission to EPA. If EPA must propose and promulgate its own regulations, EPA will provide opportunity for written comments and, if the State held no public hearings on the revisions, will provide opportunity for a public hearing. Authority: Section 110(a)(2)(H) of the Clean Air Act, as amended, 42 U.S.C. 1857c-5(a)(2)(H) and Section 110(c) of the Clean Air Act, as amended, 42 U.S.C. 1857c-5(c).

Although no formal public comment period is required, the Regional Administrator strongly feels that the technical basis for his determination should be made available to the public. Therefore, copies of applicable technical reports are available for public copying and inspection at the EPA Region VIII Library 1860 Lincoln Street, Denver, Colorado 80203. Copies are also available at the Wyoming Department of Environmental Quality offices in Cheyenne.

Dated: June 30, 1976.

JOHN A. GREEN,
Regional Administrator,
Environmental Protection Agency.

[FR Doc.76-19767 Filed 7-7-76;8:45 am]

ENERGY RESEARCH AND DEVELOPMENT ADMINISTRATION

MOUND LABORATORY

Preparation of Environmental Impact Statement

Notice is hereby given that, in accordance with the National Environmental Policy Act of 1969, the Energy Research and Development Administration (ERDA) has commenced the preparation of a draft environmental impact statement on the operations at the Mound Laboratory, Montgomery County, Miamisburg, Ohio. The principal activities of this large multidisciplinary research facility, which has been in operation for about 30 years, include the manufacture of nuclear weapon components and research and development work on matters of direct interest to the nuclear weapons program and to peaceful applications of nuclear energy.

The current cumulative impact on the environment of the operation of the various facilities will be assessed as well as the anticipated future impact of continuing the operations at the Mound Laboratory site. When completed, the draft statement will be circulated for public review. The comments received on the draft statement will be considered in the preparation of the final statement which will provide environmental input into ERDA decisions affecting the future operations at the site.

Copies of documents to be utilized in the preparation of this statement will be available for public inspection at:

Mound Laboratory, Room A-106-A, Mound Road, Miamisburg, Ohio.

In addition, a bibliography of those documents will be available for public inspection at ERDA's public document rooms at:

ERDA Headquarters, 20 Massachusetts Avenue, Washington, D.C.
Albuquerque Operations Office, Kirtland Air Force Base East, Albuquerque, New Mexico.
Chicago Operations Office, 9800 South Cass Avenue, Argonne, Illinois.
Idaho Operations Office, 550 Second Street, Idaho Falls, Idaho.
Oak Ridge Operations Office, Federal Building, Oak Ridge, Tennessee.
Nevada Operations Office, 2753 South Highland Drive, Las Vegas, Nevada.
Richland Operations Office, Federal Building, Richland, Washington.
San Francisco Operations Office, 1333 Broadway, Oakland, California.
Savannah River Operations Office, Savannah River Plant, Aiken, South Carolina.

All persons or organizations desiring to submit comments or suggestions for consideration in connection with the preparation of the draft environmental statement should send them to W. H. Pennington, Director, Office of NEPA Coordination, Mail Station E-201, U.S. Energy Research and Development Administration, Washington, D.C. 20545, (301) 353-4241. These comments and views should be received no later than September 7, 1976. Those desiring a copy of the draft statement when it is issued should notify Mr. Pennington.

Dated at Germantown, Maryland, this 30 day of June 1976.

For the Energy Research and Development Administration.

JAMES L. LIVERMAN,
Assistant Administrator
for Environment and Safety.

[FR Doc.76-19608 Filed 7-7-76;8:45 am]

EXPORT-IMPORT BANK OF THE UNITED STATES

PRIVACY ACT OF 1974

Systems of Records

Notice by the Export-Import Bank of the United States of its systems of records as prescribed by the Privacy Act of 1974 was published herein on August 27, 1975 (40 FR 39201). Notice of an amendment to said systems of records was published herein on March 4, 1976 (41 FR 9420). No comments were received with respect to either notice. Consequently, the systems of records and the amendment are hereby adopted.

FRANCIS P. COLLINS,
Vice President—Administration.

JUNE 17, 1976.

[FR Doc.76-19592 Filed 7-7-76;8:45 am]

FEDERAL MARITIME COMMISSION

ATLANTICA CONTAINERSHIP SERVICE

Agreement Filed

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1100 L Street, N.W., Room 10126, or may inspect the agreement at the Field Offices located at New York, N.Y., New Orleans, La., San Juan, Puerto Rico, and San Francisco, California. Comments on such agreements, including requests for hearing, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, on or before July 19, 1976. Any person desiring a hearing on the proposed agreement shall provide a clear and concise statement of the matters upon which they desire to adduce evidence. An allegation of discrimination or unfairness shall be accompanied by a statement describing the discrimination or unfairness with particularity. If a violation of the Act or detriment to the commerce of the United States is alleged, the statement shall set forth with particularity the acts and circumstances said to constitute such violation or detriment to commerce.

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

ATLANTICA CONTAINERSHIP SERVICE

MODIFICATION OF AGREEMENT

Notice of Agreement Filed by:

Stanley O. Sher, Esquire, Billig, Sher & Jones, P.C., Suite 300, 2033 K Street, N.W., Washington, D.C. 20005

Agreement No. 9958-3, among the member lines of the above-named agreement, (1) deletes Villain & Fassio from membership therein, (2) adds CP Ships (London)—Canadian Pacific Steamship Limited to membership and (3) provides that the parties may form another company or entity to act as carrier and may employ Atlantica S.p.A. or another entity as manager, the name of said company to be reported to the Commission.

By Order of the Federal Maritime Commission.

Dated: July 2, 1976.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.76-19774 Filed 7-7-76;8:45 am]

COMPAGNIE MARITIME DES CHARGEURS, S.A., ET AL.

Agreement Filed

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

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Mari-

time Commission, 1100 L Street, N.W., Room 10126; or may inspect the agreement at the Field Offices located at New York, N.Y., New Orleans, Louisiana, San Francisco, California, and Old San Juan, Puerto Rico. Comments on such agreements, including requests for hearing, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C. 20573, within 7 days after publication of this notice in the FEDERAL REGISTER. Any person desiring a hearing on the proposed agreement shall provide a clear and concise statement of the matters upon which they desire to adduce evidence. An allegation of discrimination or unfairness shall be accompanied by a statement describing the discrimination or unfairness with particularity. If a violation of the Act or detriment to the commerce of the United States is alleged, the statement shall set forth with particularity the acts and circumstances said to constitute such violation or detriment to commerce.

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

COMPAGNIE MARITIME DES CHARGEURS REUNIS, S.A. ELDER DEMPSTER LINES LIMITED COMPAGNIE MARITIME BELGE, S.A. AND COMPAGNIE MARITIME ZAIROISE S.A.R.L.

Notice of Agreement Filed by:

Edwin Longcope, Esq., Hill, Betts & Nash, One World Trade Center, Suite 5215, New York, New York 10048.

Agreement No. 10224 would establish a joint service agreement among Compagnie Maritime Des Chargeurs Reunis, S.A., Elder Dempster Lines Limited, Compagnie Maritime Belge, S.A., and Compagnie Maritime Zairoise S.A.R.L., operating under the trade name North American West Africa Lines (NAWAL), in the trade between U.S. Great Lakes, Atlantic and Gulf ports and Eastern Canadian ports, on the one hand, and West African ports south of the southerly border of Rio de Oro, Spanish Sahara and north of the northerly border of Nambia (South West Africa), including the Atlantic Islands of the Azores, Madeira, Canary, and Cape Verdes, also the islands of Fernando Po, Principe, and San Thome in the Gulf of Guinea, on the other hand. The joint service is in accordance with the terms and conditions set forth in said agreement.

By Order of the Federal Maritime Commission.

Dated: July 2, 1976.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.76-19776 Filed 7-7-76;8:45 am]

[Docket No. 76-35]

CONSOLIDATION ALLOWANCE RULE

Enlargement of Time To File Petitions to Intervene

JUNE 30, 1976.

In the matter of cancellation of the consolidation allowance rule published in the freight tariffs of conferences and the rate agreement operating from United States Atlantic ports to ports in the United Kingdom, Ireland, the Scandinavian peninsula and continental Europe.

Notice is hereby given that the time within which petitions to intervene may be filed in this proceeding is enlarged to and including July 12, 1976.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.76-19772 Filed 7-7-76;8:45 am]

INDEPENDENT OCEAN FREIGHT FORWARDER LICENSE

Applicants

Notice is hereby given that the following applicants have filed with the Federal Maritime Commission applications for licenses as independent ocean freight forwarders pursuant to Section 44(a) of the Shipping Act, 1916, (Stat. 522 and 46 U.S.C. 841(b)).

Persons knowing of any reason why any of the following applicants should not receive a license are requested to communicate with the Director, Bureau of Certification and Licensing, Federal Maritime Commission, Washington, D.C. 20573.

Comstock & Theakton Inc., 233 Broadway, New York, NY 10007. Officers: David N. Simcox, President/Treasurer; Harold Spatzer, Vice President; John J. Jacubovics, Vice President; J. W. Jasper, Secretary.

By the Federal Maritime Commission.

Dated: July 1, 1976.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.76-19771 Filed 7-7-76;8:45 am]

PACIFIC-INDONESIAN CONFERENCE AND PACIFIC-STRAITS CONFERENCE

Agreements Filed

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

Interested parties may inspect and obtain a copy of the agreements at the Washington office of the Federal Maritime Commission, 1100 L Street, NW., Room 10126; or may inspect the agreements at the Field Offices located at New York, N.Y., New Orleans, Louisiana, San Francisco, California, and Old San Juan, Puerto Rico. Comments on such agreements, including requests for hearing, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, on or before July 28, 1976. Any person desiring a hearing on the proposed agreements shall provide a clear and concise statement of the matters upon which they desire to adduce evidence. An allegation of discrimination or unfairness shall be accompanied by a statement describing the discrimination or unfairness with particularity. If a violation of the Act or detriment to the commerce of the United States is alleged, the statement shall set forth with particularity the acts and circumstances said to constitute such violation or detriment to commerce.

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

PACIFIC-INDONESIAN CONFERENCE
AND
PACIFIC-STRAITS CONFERENCE

Notice of Agreements Filed by:

H. R. Rollins, Secretary, Pacific Indonesian Conference, Pacific-Straits Conference, 635 Sacramento Street, San Francisco, California 94111.

The Pacific-Indonesian Conference and the Pacific-Straits Conference have filed identical modifications, Agreements 6060-20 and 5680-22 respectively, to their approved basic agreements which read as follows:

Agency Representation:

"No member of the Conference shall represent, nor allow its agents to represent, any vessel in the trade covered by this Agreement other than those operated for account of a member, except as husbanding agents or as agent for vessels loading full or partial cargoes of open rated commodities not subject to a minimum rate, or as may be agreed by two-thirds vote of the parties hereto. Husbanding agent as referred to herein does not include the solicitation or booking of cargo."

By Order of the Federal Maritime Commission.

Dated: July 2, 1976.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.76-19775 Filed 7-7-76;8:45 am]

SECURITY FOR THE PROTECTION OF THE PUBLIC; INDEMNIFICATION OF PASSENGER FOR NONPERFORMANCE OF TRANSPORTATION

Issuance of Certification [Performance]

Notice is hereby given that the following have been issued a Certificate of Financial Responsibility for Indemnification of Passengers for Nonperformance of Transportation pursuant to the provisions of Section 3, Public Law 89-777 (80 Stat. 1357, 1358) and Federal Maritime Commission General Order 20, as amended (46 CFR Part 540):

American Express Company
American Express Plaza
New York, New York 10004

Dated: July 2, 1976.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.76-19773 Filed 7-7-76;8:45 am]

[Rate Schedule No. 435, et al.]

FEDERAL POWER COMMISSION

ATLANTIC RICHFIELD CO.

Rate Change Filings Pursuant to Commission's Opinion No. 699–H

JUNE 28, 1976.

Take notice that the producers listed in the Appendix attached hereto have filed proposed increased rates to the applicable new gas national ceiling based on the interpretation of vintaging concepts set forth by the Commission in its Opinion No. 699–H, issued December 4, 1974. Pursuant to Opinion No. 699–H the rates, if accepted, will become effective as of the date of filing.

The information relevant to each of these sales is listed in the Appendix.

Any person desiring to be heard or to make any protest with reference to said filings should on or before July 16, 1976, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). A protest will not serve to make the protestant a party to the proceeding. Any party wishing to become a party to a proceeding must file a petition to intervene in accordance with the Commission's Rules.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76–19464 Filed 7–7–76;8:45 am]

[Rate Schedule No. 129, et al.]

CHAMPLIN PETROLEUM CO.

Rate Change Filings Pursuant to Commission's Opinion No. 699–H

JUNE 28, 1976.

Take notice that the producers listed in the Appendix attached hereto have filed proposed increased rates to the applicable new gas national ceiling based on the interpretation of vintaging concepts set forth by the Commission in its Opinion No. 699–H, issued December 4, 1974. Pursuant to Opinion No. 699–H the rates, if accepted, will become effective as of the date of filing.

The information relevant to each of these sales is listed in the Appendix.

Any person desiring to be heard or to make any protest with reference to said filings should on or before July 16, 1976, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). A protest will not serve to make the protestant a party to the proceeding. Any party wishing to become a party to a proceeding must file a petition to intervene in accordance with the Commission's Rules.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76–19465 Filed 7–7–76;8:45 am]

[Docket Nos. CI68–62, et al.]

EXXON CORP. ET AL.

Applications for Certificates, Abandonment of Service and Petitions To Amend Certificates [1]

JUNE 28, 1976.

Take notice that each of the Applicants listed herein has filed an application or petition pursuant to Section 7 of the Natural Gas Act for authorization to sell natural gas in interstate commerce or to abandon service as described herein, all as more fully described in the respective applications and amendments which are on file with the Commission and open to public inspection.[2]

Any person desiring to be heard or to make any protest with reference to said applications should on or before July 19, 1976, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure a hearing will be held without further notice before the Commission on all applications in which no petition to intervene is filed within the time required herein if the Commission on its own review of the matter believes that a grant of the certificates or the authorization for the proposed abandonment is required by the public convenience and necessity. Where a petition for leave to intervene is timely filed, or where the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or to be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

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[1] This notice does not provide for consolidation for hearings of the several matters covered herein.

[2] This notice contains Limited Term Applications.

Docket No. and date filed	Applicant	Purchaser and location	Price per 1,000 ft [3]	Pressure base
CI68-62 D 6-1-76	Exxon Corp., P.O. Box 2180, Houston, Tex. 77001.	Panhandle Eastern Pipe Line Co., North Greensburg Field, Woods County, Okla.	Nonproductive	
CI74-528 C 5-7-76	do	El Paso Natural Gas Co., Sand Hills Field, Crane County, Tex.	[1] 62.43	14.65
CI74-528 C 6-7-76	do	do	[1] 62.43	14.65
CI75-538 D 5-25-76 [2]	Mobil Oil Corp., 3 Greenway Plaza East, Suite 800, Houston, Tex. 77046.	Trunkline Gas Co., Grand Isle Area, block 95 field, offshore Louisiana.	[3] 52.0	14.73
CI76-578 A 5-28-76	Southern Union Supply Co., Fidelity Union Tower, Dallas, Tex. 75201.	Southern Union Co., North Vacuum Morrow Field, Lea County, N. Mex.	[4] [5] $1.131633	14.73
CI76-579 A 5-28-76	do	El Paso Natural Gas Co., North Vacuum Morrow Field, Lea County, N. Mex.	[6] [7] 86.0495	14.73
CI76-580 A 6-4-76	Monsanto Co., 1300 Post Oak Tower, 5051 Westheimer, Houston, Tex. 77056.	Transwestern Pipeline Co., Nash Federal No. 2 well, Eddy County, N. Mex.	[8] 55.8786	14.65
CI76-581 A 6-2-76	Florida Gas Exploration Co. (operator) et al., P.O. Box 44, Winter Park, Fla. 32789.	Florida Gas Transmission Co., North Montegut Field, Terrebonne Parish, La.	[9] $1.25	15.025
CI76-582 6-1-76 [10]	Coastal States Gas Producing Co., 5 Greenway Plaza East, Houston, Tex. 77046.	South Texas Natural Gas Gathering Co., Atwood area, Hidalgo County, Tex.	[11] 17.06107	14.65
CI76-583 B 6-7-76	Orville Slaughter, 2626 Adams St., Denver, Colo. 80205.	Eufaula Enterprises, Inc., acreage in Kay County, Okla.	Lease will expire July 31, 1976	
CI76-584 B 6-3-76	Coastal States Gas Producing Co., 5 Greenway Plaza East, Houston, Tex. 77046.	South Texas Natural Gas Gathering Co., Encinitas Field, Brooks County, Tex.	Nonproductive	
CI76-585 A 6-7-76	Texaco, Inc., P.O. Box 60252, New Orleans, La. 70160.	United Gas Pipe Line Co., Lapeyrouse Field, Terrebonne Parish, La.	[12] 75.0	15.025
CI76-586 A 6-7-76	Atlantic Richfield Co., P.O. Box 2819, Dallas, Tex. 75221.	Southern Natural Gas Co., South Pass, block 61 field, offshore Louisiana.	[13] 163.52	15.025
CI76-588 A 6-4-76	Anadarko Production Co., P.O. Box 1330, Houston, Tex. 77001.	Panhandle Eastern Pipe Line Co., Wacker D No. 1 well, Morton County, Kans.	[14] 51.7176	14.65
CI76-589 A 6-7-76	do	Panhandle Eastern Pipe Line Co., Shine A No. 1 well, Stevens County, Kans.	[14] 51.7176	14.65
CI76-591 B 6-7-76	Coastal States Gas Producing Co., 5 Greenway Plaza East, Houston, Tex. 77046.	Tennessee Gas Pipeline Co., a division of Tenneco, Inc., El Ebanito Field, Starr County, Tex.	Wells have been plugged and abandoned	
CI76-592 A 6-9-76	Cities Service Co., P.O. Box 300, Tulsa, Okla. 74102.	Pacific Alaska LNG Co., Lewis River Field, Cook Inlet area, Alaska.	49.0	14.65
CI76-593 6-10-76 [15]	Joseph L. Hargrove et al., 700 Commerical National Bank Bldg., Shreveport, La. 71101.	United Gas Pipe Line Co., South Drew Field, Ouachita Parish, La.	$1.40	15.025
CI76-594 A 6-10-76	Energy Reserves Group, Inc., P.O. Box 1201, Wichita, Kans. 67201.	Northern Natural Gas Co., acreage in Irion County, Tex.	[16] 60.7102	14.65
CI76-595 (CS72-162) F 6-11-76	Gulf Oil Corp. (successor to Nafco Oil & Gas, Inc.), P.O. Box 2100, Houston, Tex. 77001.	Tennessee Gas Pipeline Co., a division of Tenneco, Inc., Bethany-Carthage Field, Panola County, Tex.	[17] 15.0565	14.65
CI76-596 B 6-1-76	Coastal States Gas Producing Co., 5 Greenway Plaza East, Houston, Tex. 77046.	Tennessee Gas Pipeline Co., a division of Tenneco, Inc., Hidalgo Field, Hidalgo County, Tex.	Expiration of contract	
CI76-597 6-10-76 [15]	Producer's Gas Co., 950 1 Energy Sq., Dallas, Tex. 75206.	United Gas Pipe Line Co., acreage in Dewey County, Okla.	[4] $1.837	14.65
CI76-598 A 6-10-76	Union Texas Petroleum, a division of Allied Chemical Corp., P.O. Box 2120, Houston, Tex. 77001.	Phillips Petroleum Co., North Avalon Field, Eddy County, N. Mex.	[18] 51.7192	14.65
CI76-600 A 6-9-76	Cities Service Oil Co., P.O. Box 300, Tulsa, Okla. 74102.	Colordao Interstate Gas Co., acreage in Seward County, Kans.	[4] 51.8076	14.65
CI76-601 A 6-14-76	Texaco, Inc., P.O. Box 60252, New Orleans, La. 70160.	Tennessee Gas Pipeline Co., a division of Tenneco, Inc., Mobile South No. 1 area, offshore Louisiana.	[19] 163.0	15.025
CI76-602 A 6-14-76	Ocean Production Co., P.O. Box Box 61780, New Orleans, La. 70161.	Trunkline Gas Co., block 140, South Timbalier area, off-shore Louisiana.	[4] 53.041	15.025
CI76-603 A 6-14-76	Pioneer Production Corp., P.O. Box 2542, Amarillo, Tex. 79105.	United Gas Pipe Line Co., Jennings Field, Jefferson Davis Parish, La.	[20] 52.02	15.025
CI76-604 B 6-14-76	Exxon Corp., P.O. Box 2180, Houston, Tex. 77001.	Kansas-Nebraska Natural Gas Co., West Big Springs, Deuel County, Nebr.	Leases have been assigned to Kansas-Nebraska	
CI76-605 6-14-76 [15]	Mobil Oil Corp., 3 Greenway Plaza East, Suite 800, Houston, Tex. 77046.	United Gas Pipe Line Co., Waskom Field, Harrison County, Tex.	$1.25	14.65
CI76-606 B 6-11-76	Trident Corp., Drawer G, Woodsboro, Tex. 78393.	Coastal States Gas Producing Co., Maguelitos Field, Webb County, Tex.	Nonproductive	
CI76-607 B 6-15-76	Wm. T. Burton Industries, Inc., P.O. Box 100, Sulphur, La. 70663.	Trunkline Gas Co., Southwest Esther Field, Vermilion Parish, La.	Depleted	

Filing code: A—Initial service.
B—Abandonment.
C—Amendment to add acreage.
D—Amendment to delete acreage.
E—Succession.
F—Partial succession.
See footnote at end of table.

[1] Includes 5.03¢ upward British thermal unit adjustment and 1.49¢ gathering.
[2] Application to change the contract term from 10 to 15 yrs.
[3] Pursuant to opinion No. 699.
[4] Subject to upward and downward British thermal unit adjustment.
[5] Cost of ½ of the production which is attributable to applicant's interest in the well—base price 52.0¢, taxes 3.43¢, upward British thermal unit adjustment 7.36776¢, shrinkage 19.82524¢, and transportation 18.15¢.
[6] National rate.
[7] Cost of ½ of the production which is attributable to applicant's interest in the well—base price 52.0¢, taxes 3.4284¢, upward British thermal unit adjustment 4.4341¢, and shrinkage 14.96514¢.
[8] Subject to upward and downward British thermal unit adjustment and pursuant to opinion No. 699-H.
[9] Plus 7¢ tax reimbursement and subject to upward and downward British thermal unit adjustment. Applicant is willing to accept a certificate pursuant to sec. 2.56(a) of the Commission's general policy and interpretations.
[10] Application to cover applicant's interest in a sale by a small producer.
[11] Subject to downward British thermal unit adjustment. Initial delivery to Nov. 13, 1971, 15.0¢, Nov. 14, 1971, to Nov. 13, 1974, 16.06¢, and Nov. 14, 1974, to present, 17.06¢.
[12] Subject to upward and downward British thermal unit adjustment. Applicant is willing to accept a certificate pursuant to opinion No. 749 at the prevailing national rate, currently 30.971¢ at 15.025, effective Jan. 1, 1976, subject to upward or downward British thermal unit adjustment, plus 0.51¢ gathering allowance.
[13] Subject to upward and downward British thermal unit adjustment. Applicant is willing to accept a certificate pursuant to the national rate.
[14] Pursuant to opinion No. 699-H.
[15] Limited-term application.
[16] Includes 4.8083¢ upward British thermal unit adjustment. Applicant is willing to accept the national rate.
[17] Subject to downward British thermal unit adjustment and includes 0.565¢ tax reimbursement.
[18] Purchaser shall pay seller a prorata share of any tax reimbursement which buyer receives from the sale at the tailgate of buyer's plant of gas having the same pricing vintage as gas delivered.
[19] Subject to upward and downward British thermal unit adjustment. Applicant is willing to accept a certificate pursuant to opinion No. 699-H, subject to upward or downward British thermal unit adjustment, plus gathering allowance of 0.51¢.
[20] From 1st deliveries to Jan. 1, 1976, 52.02¢, plus upward and downward British thermal unit adjustment, tax reimbursement and gathering allowance of 0.51¢, 1.02¢ on Jan. 1, 1976, and 1.02¢ on each Jan. 1 thereafter and provision for escalation to nationwide area rate.

[FR Doc.76-19463 Filed 7-7-76;8:45 am]

[Docket Nos. RP73-112; et al.]

ALGONQUIN GAS TRANSMISSION

Amended Notice of Filing of Offer of Settlement

JUNE 30, 1976.

On June 25, 1976, a "Notice of Filing of Offer of Settlement" was issued stating that on June 16, 1976 Algonquin Gas Transmission Company filed with the Commission an Offer (Offer) of Settlement in the captioned proceedings. Said Notice stated, in addition, that according to Algonquin the Offer relates to rates in effect since January 1, 1974 and will, if accepted, terminate the proceedings, provide for refunds, and provide for reduced rates for the future. The Notice fixed a date for the filing of protests or comments by interested parties.

The Notice did not state that the Offer was filed by Algonquin in response to a Commission letter, dated April 29, 1976, and that such letter, which was served on all parties, contemplates further settlement procedures to be arranged following review of the Offer by the Staff. Accordingly, in order to implement the settlement procedures already suggested, it will not be necessary to file protests or comments as suggested in the June 25, 1976 Notice. Public notice of additional procedures will be issued. In addition, comments of interested parties will be sought prior to Commission action on the offer.

In light of the foregoing, any party desiring to be heard with respect to the Offer or to participate in settlement procedures in response to the Offer should file a Notice or Petition to Intervene with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, on or before July 9, 1976. It will not be necessary for existing parties to indicate their interest by the filing of a new Notice or Petition to Intervene since they will be given an opportunity to participate fully in any further settlement procedures.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19733 Filed 7-7-76;8:45 am]

[Docket No. ER76-21]

AMERICAN ELECTRIC POWER SERVICE CORP.

Certification of Settlement Agreement

JUNE 30, 1976.

Take notice that on June 24, 1976, Presiding Administrative Law Judge Max L. Kane certified to the Commission a proposed settlement involving Indiana & Michigan Electric Company's (I&M) proposed rate increase in the above-captioned docket.

Copies of the proposed settlement are on file with the Commission and are available for public inspection. Any person desiring to comment on the matters contained therein should file such comments with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, on or before July 16, 1976.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19689 Filed 7-7-76;8:45 am]

[Docket No. CI72-651]

ANADARKO PRODUCTION CO.

Withdrawal

JUNE 30, 1976.

On June 9, 1976, Anadarko Production Company filed a motion to withdraw its application for a certificate of public convenience and necessity and the related supplement to Rate Schedule No. 178 filed on January 21, 1976 in the above-designated proceeding.

Notice is hereby given that pursuant to Section 1.11(d) of the Commission's Rules and Regulations, the withdrawal of the above application shall become effective on July 9, 1976.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19725 Filed 7-7-76;8:45 am]

[Docket No. E-7671]

BLANDIN PAPER CO. ET AL.

Filing of Proposed Settlement

JUNE 30, 1976.

Take notice that on June 21, 1976, Blandin Paper Company, Minnesota Power & Light Company, and the Potlach Corporation, with Ford Motor Company (Companies), submitted an offer of settlement with respect to the amounts payable under Section 10(f) of the Federal Power Act (16 U.S.C. § 803(f)) for benefits received in the years 1925–1965 from six headwater improvements owned and operated by the Corps of Engineers in the Upper Mississippi River Basin and for FPC Staff costs of studies. The Companies propose that the total amount to be paid by all parties be $137,758 for headwater benefits and $63,600 for costs of studies, or a grand total of $201,358.

Any person desiring to be heard or to protest said offer of settlement should file comments with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, on or before July 21, 1976. Comments will be considered by the Commission in determining the appropriate action to be taken. Copies of this offer of settlement are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19709 Filed 7-7-76;8:45 am]

[Docket No. CI75-290]

CIG EXPLORATION, INC.

Order Granting Rehearing for Purposes of Further Consideration

JUNE 30, 1976.

On June 3, 1976, CIG Exploration, Inc. (CIG) filed an application for rehearing of an order dated May 24, 1976, issuing a permanent certificate.

The letter order contained a condition in accordance with §2.83(d) of the Commission's General Policy and Interpretations, as prescribed in Order No. 539.[1]

Order No. 539, issued and effective on October 14, 1975, was a statement of policy that reiterated the Commission's policies wth respect to the enforcement of certificated minimum delivery obligations. In that order the Commission promulgated new § 2.83, subsection (d) of which was directed to be included as a condition in all temporary and permanent certificates issued on or after the effective date of Order No. 539. On November 28, 1975, the Commission issued an order in Docket No. RM76-8 granting reconsideration of Order No. 539 for the purpose of further consideration.

On March 26, 1976, the Commission issued Order No. 539-A, which amended § 2.83(d) of the Regulations to permit a party to object to the inclusion of the

[1] *Policy With Respect To Enforcement Of Deliverability And Rendition Of Natural Gas Services Under Certificated Arrangements*, Order No. 539, Docket No. RM76-8, ____ FPC ____ (October 14, 1975).

amended § 2.83(d) language in the certificate by requesting a hearing on that question. In addition, under that order a producer may commence deliveries as applied for, without prejudice to its right to seek rehearing of any Order No. 539 conditions included in the certificate and its right to seek review thereof under section 19 of the Natural Gas Act.

Applicant for rehearing contends that the condition added to all newly issued temporary and permanent certificates pursuant to Order No. 539 is unlawful in that it exceeds the Commission's jurisdiction, which immediately aggrieves the petitioner.

A reasoned analysis of the questions posed in the petition for reconsideration requires that we first consider the relevance of this petition to the issues raised upon reconsideration of Order No. 539; however, this determination must await the Commission's final order in the proposed rulemaking in Docket No. RM76-8. Therefore, we will grant the petition for rehearing solely for the purpose of further consideration. This action does not constitue a grant or denial of the petition for rehearing on its merits in whole or in part.[2]

The Commission orders: The application for rehearing filed by CIG in Docket No. CI75-290 is granted for purposes of further consideration.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19696 Filed 7-7-76;8:45 am]

[Project No. 420]

CITY OF KETCHIKAN, ALASKA

Issuance of Annual License(s)

JUNE 30, 1976.

On August 31, 1970, City of Ketchikan, Alaska, Licensee for Ketchikan Lakes Project No. 420, located in the vicinity of Ketchikan, Alaska, on the Ketchikan Creek, filed an application for a new license under the Federal Power Act and Commission regulations thereunder.

The license for Project No. 420 was issued effective July 1, 1928, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to the City of Ketchikan, Alaska.

Take notice that an annual license is issued to the City of Ketchikan, Alaska under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of the Ketchikan Lakes Project No. 420, subject to the terms and conditions of its present license. Take further notice that if issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19706 Filed 7-7-76;8:45 am]

[Project No. 400]

COLORADO-UTE ELECTRIC ASSOC., INC., ET AL.

Issuance of Annual License(s)

JUNE 30, 1976.

On January 28, 1969, The Western Colorado Power Company, former Licensee for the Tacoma-Ames Project No. 400, located in La Plata, San Juan, San Miguel, and Ouray Counties, Colorado, on the Animas and South Fork San Miguel Rivers, filed an application for a new license under the Federal Power Act and Commission regulations thereunder. An order permitting transfer of license and substitution of applicants was issued, thereby making Colorado-Ute Electric Association, Inc., La Plata Electric Association, Inc., and San Miguel Power Association, Inc., joint Licensees for the project.

The license for Project No. 400 was issued effective July 1, 1935, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensees' application, it is appropriate and in the public interest to issue an annual license to Colorado-Ute Electric Association, Inc., La Plata Electric Association, Inc., and San Miguel Power Association, Inc.

Take notice that an annual license is issued to Colorado-Ute Electric Association, Inc., La Plata Electric Association, Inc., and San Miguel Power Association, Inc. for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of the Tacoma-Ames Project No. 400, subject to the terms and conditions of the present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19682 Filed 7-7-76;8:45 am]

[Docket No. RP73-86; Docket No. RP73-85]

COLUMBIA GAS TRANSMISSION CORP. AND COLUMBIA GULF TRANSMISSION CO.

Petition To Require Interest at Lawful Interest Rate

JUNE 30, 1976.

Take notice that on January 15, 1976, the City of Charlottesville, Virginia (Charlottesville) filed a petition that requests the Commission to issue an order requiring that all overcharges collected by Columbia Gas Transmission Corporation (Columbia) from October 10, 1974, or overcharges collected previously insofar as retained after October 10, 1974, and covered by this proceeding be assessed interest at a 9% interest rate rather than the 7% interest rate provided for in the Stipulation and Agreement in this proceeding, approved by Commission order of December 1, 1975. Charlottesville states that this Stipulation and Agreement should be modified to reflect the judgement of the United States Court of Appeals of the District of Columbia on May 19, 1976, in *A.P.G.C.* v. *F.P.C.* that concerns Order No. 513.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, in accordance with sections 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 9, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19691 Filed 7-7-76;8:45 am]

[Project No. 2110]

CONSOLIDATED WATER POWER CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On February 10, 1969, Consolidated Water Power Company, Licensee for Stevens Point Project No. 2110, located in Portage County, Wisconsin, on the Wisconsin River, filed an application for a new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 2110 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest

[2] *Area Rate Proceeding, et al. (Southern Louisiana Area)*, 40 FPC 1091 (1968).

to issue an annual license to Consolidated Water Power Company.

Take notice that an annual license is issued to Consolidated Water Power Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Stevens Point Project No. 2110, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19704 Filed 7-7-76;8:45 am]

[Project No. 2192]

CONSOLIDATED WATER POWER CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On February 10, 1969, Consolidated Water Power Company, Licensee for Biron Project No. 2192, located in Wood and Portage Counties, Wisconsin, on the Wisconsin River, filed an application for a new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 2192 was issued effective January 1, 1938 for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to Consolidated Water Power Company.

Take notice that an annual license is issued to Consolidated Water Power Company under the Federal Power Act for the period July 1, 1976 to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Biron Project No. 2192, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19707 Filed 7-7-76;8:45 am]

[Docket No. RI76-34]

CONTINENTAL OIL CO.

Proposed Settlement

JULY 1, 1976.

At a hearing convened April 13, 1976, pursuant to a Commission Order issued September 30, 1975, Counsel for Continental Oil Company (Continental) stated that an agreement had been reached with Cascade Natural Gas Company (Cascade), the party who had originally contested Continental's rate increase filings, pursuant to Opinion No. 699-H (Docket No. R-389-B, issued December 4, 1974), and Mountain Fuel Resources, Inc., Cascade's successor in interest. The agreement, concerning a dispute between the parties with respect to the rights to a gathering allowance, was entered into by the parties on April 9, 1976, to become effective May 1, 1976. The agreement of the parties fully resolves the matter in dispute. Counsel for Continental, with concurrence of Staff Counsel moved that the proposed settlement be certified to the Commission and that the proceeding be terminated. On April 15, 1976, the Administrative Law Judge certified the proposed settlement to the Commission.

All parties will have 20 days from the date of issue of this order to file and serve their objections or comments, if any, on the proposed settlement. Replies may be filed and served within 10 days thereafter.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19676 Filed 7-7-76;8:45 am]

[Docket No. ER76-754]

DUKE POWER CO.

Tendered Contract Supplement

JUNE 30, 1976.

Take notice that on June 18, 1976, Duke Power Company tendered for filing a supplement to its electric power contract with the Town of Maiden, North Carolina. The supplement provides for an increase in contract demand at Delivery Points No. 1 from 4,400 Kw to 5,000 Kw and at No. 2 from 2,000 Kw to 2,700 Kw. The requested effective date is July 21, 1976.

Duke Power states that a copy of the filing has been mailed to the customer.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, in accordance with Sections 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 14, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19724 Filed 7-7-76;8:45 am]

[Docket Nos. RP72-150 (Rate Design), et al.]

EL PASO NATURAL GAS CO.

Informal Conferences

JUNE 30, 1976.

Take notice that on July 15, July 29, and July 30, 1976, additional informal conferences will be held commencing at 9:30 a.m. in a hearing or conference room of the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426. These conferences will be among representatives of El Paso Natural Gas Company, the Commission's Staff, and all interested persons and will be for the purpose of discussing the possibility of settlement of issues presented in the above-captioned dockets. The room number of such conferences will be posted with the schedule of hearings on the Second Floor of the Commission's offices.

El Paso has stated that it will notify all of its jurisdictional customers and all interested state commissions of the convening of these conferences.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19688 Filed 7-7-76;8:45 am]

[Docket No. RP72-136 (PGA76-3)]

FLORIDA GAS TRANSMISSION CO.

Order Accepting and Suspending Proposed Tariff Sheets and Staying Procedures with Respect to Certain Small Producer Purchases

JUNE 30, 1976.

On May 28, 1976, Florida Gas Transmission Company (Florida Gas) tendered for filing a proposed tariff sheet[1] reflecting an increase in purchased gas costs. Florida Gas requests that the proposed sheet go into effect on July 1, 1976. For the reasons discussed in this order, the Commission will accept the proposed tariff sheet for filing, suspend its effectiveness for one day, and permit it to become effective on July 2, 1976, subject to refund.

Florida Gas' Purchased Gas Adjustment filing reflects an annual increase of approximately $2.2 million (0.323¢ per therm). The proposed sheet reflects an increase of 0.491¢ per therm (approximately $4.5 million annually) in the cost of purchased gas and a surcharge reduction of 0.168¢ per therm (from 0.605¢ to 0.437¢) to recoup $1,559,399 in the deferred gas cost account.

Public notice of Florida Gas' filing was issued on June 10, 1976, with protests or petitions to intervene due on or before June 24, 1976.

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[1] Eleventh Revised Sheet No. 3-A to FPC Gas Tariff, Original Volume No. 1.

The Commission's review of Florida Gas' filing reveals that the proposed tariff sheet reflects small producer purchases in excess of the rate levels permitted in Opinion No. 742.[2] Moreover, the proposed tariff sheet reflects an increase by its supplier Southern Natural Gas Company (Southern Natural) which will not become effective until July 2, 1976. Thus, the proposed rate has not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. Accordingly, the Commission will accept the proposed tariff sheet for filing and suspend its use for one day until July 2, 1976, when it may be permitted to become effective subject to refund, by motion filed in the manner provided by the Natural Gas Act.

With regard to the issue of the small producer purchases in excess of Opinion No. 742 rate levels, the Commission will defer establishing a hearing schedule pending Commission action on rehearing of Opinion No. 742 and the proposed rulemaking in Docket No. RM76-5.[3] Notwithstanding the deferral of a procedural schedule on the small producer issue, Florida Gas shall file within fifteen (15) days of the date of this order, a list of the small producers who made sales reflected in the instant filing which are in excess of the "130% formula" rates prescribed by Opinion No. 742.

The Commission finds: (1) It is necessary and appropriate to aid in the enforcement of the Natural Gas Act that hearing procedures on the issue of small producer purchases be deferred pending further Commission order.

(2) Good cause exists to accept for filing the proposed tariff sheet filed herein and suspend its use for one day, until July 2, 1976, and until such further time as it is made effective, subject to refund, by motion filed in the manner prescribed by Section 4(e) of the Natural Gas Act.

(3) Good cause exists to require Florida Gas to file within fifteen (15) days of the issuance of this order a list of small producers making sales reflected in Florida's Gas' proposed tariff sheet which are in excess of the rate levels prescribed by Opinion No. 742.

The Commission orders: (A) Florida Gas' proposed tariff sheet as filed on May 28, 1976, is hereby accepted for filing and the effectiveness thereof suspended for one (1) day until July 2, 1976, and until such further time as it is made effective, subject to refund.

(B) Hearing procedures regarding the justness and reasonableness of the small producer purchases in excess of the rate levels prescribed in Opinion No. 742 are hereby deferred pending further order of the Commission.

(C) Florida Gas shall file within fifteen (15) days of the issuance of this order a list of the small producers making sales reflected in the Florida Gas' proposed tariff sheet which are in excess of the rate levels prescribed by Opinion No. 742.

(D) Florida Gas may file a revised tariff sheet to become effective July 1, 1976, which reflects those claimed increased purchased gas costs which are other than the claimed increased costs associated with small producer purchases in excess of the rate levels prescribed by Opinion No. 742.

(E) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19687 Filed 7-7-76;8:45 am]

[Docket No. RP75-94]

GREAT LAKES GAS TRANSMISSION CO.

Informal Conference

JUNE 30, 1976.

Take notice that on July 22, 1976, an additional informal conference will be held commencing at 10:00 a.m., in a hearing or conference room of the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426. This conference will be among representatives of Great Lakes Gas Transmission Company, the Commission's Staff, and all other interested persons and will be for the purpose of discussing the possibility of settlement of the rate design issue presented in the captioned proceeding.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19692 Filed 7-7-76;8:45 am]

[Docket No. CI75-33]

GULF OIL CORP.

Order Granting Reconsideration for Purposes of Further Consideration

JUNE 30, 1976.

On June 1, 1976, Gulf Oil Corporation (Gulf) filed an application for rehearing of a letter order dated April 28, 1976, issuing a temporary certificate.

The letter order contained a condition in accordance with § 2.83(d) of the Commission's General Policy and Interpretations, as prescribed in Order No. 539.[1]

Order No. 539, issued and effective on October 14, 1975, was a statement of policy that reiterated the Commission's policies with respect to the enforcement of certificated minimum delivery obligations. In that order the Commission promulgated new § 2.83, subsection (d) of which was directed to be included as a condition in all temporary and permanent certificates issued on or after the effective date of Order No. 539. On November 28, 1975, the Commission issued an order in Docket No. RM76-8 granting reconsideration of Order No. 539 for the purpose of further consideration.

On March 26, 1976, the Commission issued Order No. 539-A, which amended § 2.83(d) of the Regulations to permit a party to object to the inclusion of the amended § 2.83(d) language in the certificate by requesting a hearing on that question. In addition, under that order a producer may commence deliveries as applied for, without prejudice to its right to seek rehearing of any Order No. 539 conditions included in the certificate and its right to seek review thereof under Section 19 of the Natural Gas Act.

Applicant for rehearing contends that the condition added to all newly issued temporary and permanent certificates pursuant to Order No. 539 is unlawful in that it exceeds the Commission's jurisdiction, which immediately aggrieves the petitioner.[2]

A reasoned analysis of the questions posed in the petition for reconsideration requires that we first consider the relevance of this petition to the issues raised upon reconsideration of Order No. 539; however, this determination must await the Commission's final order in the proposed rulemaking in Docket No. RM76-8. Therefore, we will grant the petition for reconsideration solely for the purpose of further consideration. This action does not constitute a grant or denial of the petition for reconsideration on its merits in whole or in part.[3]

The Commission orders: The application for reconsideration by Gulf in Docket No. CI75-38 is granted for purposes of further consideration.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19703 Filed 7-7-76;8:45 am]

[Docket No. CI76-451]

GULF OIL CORP.

Order Granting Rehearing for Purposes of Further Consideration

JUNE 30, 1976.

On June 1, 1976, Gulf Oil Corporation (Gulf) filed an application for rehearing of a letter order dated May 13, 1976, issuing a temporary certificate.

The letter order contained a condition in accordance with § 2.83(d) of the Commission's General Policy and Interpretations, as prescribed in Order No. 539.[1]

Order No. 539, issued and effective on October 14, 1975, was a statement of policy that reiterated the Commission's policies with respect to the enforcement of certificated minimum delivery obligations. In that order the Commission promulgated new § 2.83, subsection (d) of which was directed to be included as a condition in all temporary and permanent certificates issued on or after the

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[2] Docket No. R-393, issued August 28, 1975.

[3] Small Producers, Docket No. RM75-5, Notice of Proposed Rulemaking, issued August 28, 1975.

[1] Policy With Respect To Enforcement Of Deliverability And Rendition Of Natural Gas Services Under Certificated Arrangements, Order No. 539, Docket No. RM76-8, — FPC — (October 14, 1975).

[2] Since Gulf's application for rehearing was filed untimely, it is being treated here as an application for reconsideration.

[3] Area Rate Proceeding, et al. (Southern Louisiana Area), 40 FPC 1091 (1968).

[1] Policy With Respect To Enforcement Of Deliverability And Rendition Of Natural Gas Services Under Certificated Arrangements, Order No. 539, Docket No. RM76-8, — FPC — (October 14, 1975).

effective date of Order No. 539. On November 28, 1975, the Commission issued an order in Docket No. RM76-8 granting reconsideration of Order No. 539 for the purpose of further consideration.

On March 26, 1976, the Commission issued Order No. 539-A, which amended § 2.83(d) of the Regulations to permit a party to object to the inclusion of the amended § 2.83(d) language in the certificate by requesting a hearing on that question. In addition, under that order a producer may commence deliveries as applied for, without prejudice to its right to seek rehearing of any Order No. 539 conditions included in the certificate and its right to seek review thereof under Section 19 of the Natural Gas Act.

Applicant for rehearing contends that the condition added to all newly issued temporary and permanent certificates pursuant to Order No. 539 is unlawful in that it exceeds the Commission's jurisdiction, which immediately aggrieves the petitioner.

A reasoned analysis of the questions posed in the petition for reconsideration requires that we first consider the relevance of this petition to the issues raised upon reconsideration of Order No. 539; however, this determination must await the Commission's final order in the proposed rulemaking in Docket No. RM76-8. Therefore, we will grant the petition for rehearing solely for the purpose of further consideration. This action does not constitute a grant or denial of the petition for rehearing on its merits in whole or in part.[2]

The Commission orders: The application for rehearing filed by Gulf in Docket No. CI76-451 is granted for purposes of further consideration.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19697 Filed 7-7-76;8:45 am]

[Project No. 503]

IDAHO POWER CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 26, 1969, Idaho Power Company, Licensee for Swan Falls Project No. 503, located in Ada and Owyhee Counties, Idaho, on the Snake River, filed an application for a new license under the Federal Power Act and Commission regulations thereunder.

The license for Project No. 503 was issued effective January 1, 1928, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending completion of Licensee's application and Commission action thereon, it is appropriate and in the public interest to issue an annual license to Idaho Power Company.

Take notice that an annual license is issued to Idaho Power Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Swan Falls Project No. 503, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc. 76-19700 Filed 7-7-76;8:45 am]

[Docket No. RI76-131]

MARINE CONTRACTORS & SUPPLY, INC.

Petition for Special Relief

JUNE 30, 1976.

Take notice that on June 10, 1976 Marine Contractors and Supply, Inc., P.O. Box 27344, Houston, Texas filed a petition for special price relief in Docket No. RI76-131 pursuant to Section 2.76 of the Federal Power Commission's General Policy and Interpretations (18 CFR 2.76). Petitioner seeks authorization to charge $1.00 per Mcf for the sale of gas from the the Lucy Field, (Rob 9 SUC consolidated unit) St. Charles Parish, Louisiana to Transcontinental Gas Pipe Line Corporation, 2700 South Post Oak Road, Houston, Texas. The petition is based on the need for a reconditioning of the wells needed to restore them to full production.

Any person desiring to be heard or to make any protest with reference to said petition should on or before July 19, 1976, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any party wishing to become a party in any hearing therein, must file a petition to intervene in accordance with the Commission's Rules.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19686 Filed 7-7-76;8:45 am]

[Docket No. CP74-157]

MICHIGAN WISCONSIN PIPE LINE CO.

Filing of Service Agreements

JUNE 30, 1976.

Take notice that on June 16, 1976 Michigan Wisconsin Pipe Line Company (Mich-Wisc) tendered for filing service agreements with Wisconsin Natural Gas Company dated May 26, 1976 and May 27, 1976. The service agreements filed supersede Service Agreement between Mich-Wisc and Wisconsin Natural Gas Company dated June 16, 1975 under Rate Schedule ACQ-1 and Service Agreements between Mich-Wisc and Wisconsin Michigan Power Company dated June 16, 1975 and June 18, 1975 under Rate Schedules ACQ and MDQ-1, respectively.

Mich-Wisc states that effective July 1, 1976 Wisconsin Natural Gas Company will acquire the gas utility properties of Wisconsin Michigan Power Company.

Mich-Wisc requests a waiver of the requirements of Part 154 of the Commission's Regulations under the Natural Gas Act to the extent necessary to permit these service agreements to be accepted for filing and made effective on July 1, 1976.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, in accordance with Sections 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 15, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19726 Filed 7-7-76;8:45 am]

[Docket No. ER76-632]

MINNESOTA POWER & LIGHT CO.

Filing of Agreement

JULY 1, 1976.

Take notice that on May 20, 1976, Minnesota Power and Light Company (MP&L) tendered for filing an Agreement between Minnesota Power & Light Company, Itasca-Mantrap Cooperative Electrical Association (Itasca-Mantrap) and United Power Association dated February 19, 1976.

The Agreement assigns all rights held by Itasca-Mantrap under FPC Rate Schedule Number 52 (firm power service to the Park Rapids substation), dated January 1, 1954; FPC Rate Schedule Number 53 (firm power service to the

[2] Area Rate Proceeding, et al. (Southern Louisiana Area), 40 FPC 1091 (1969).

Nevis substation), dated June 1, 1955; and FPC Rate Schedule Number 29, dated October 21, 1963, to United Power Association. Accordingly, MP&L states, United Power Association should be substituted for Itasca-Mantrap as the purchaser from Minnesota Power & Light Company in the aforementioned FPC Rate Schedules.

According to MP&L, a data sheet has not been provided with this filing inasmuch as there is no anticipated change in kilowatt hour usage under this Agreement and no difference in revenues collected will result therefrom.

Service on Itasca-Mantrap and United Power Association has been made in accordance with Section 35.2(d), MP&L states.

MP&L requests that the Commission accept for filing this Agreement to become effective as soon as possible under the Commission's Regulations.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, in accordance with Sections 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 9, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19672 Filed 7-7-76;8:45 am]

[Docket No. ER76-758]

MISSISSIPPI POWER CO.

Tender of Agreement

JUNE 30, 1976.

Take notice that Mississippi Power Company (MPC) on June 21, 1976, tendered for filing Supplemental Agreement with Singing River Electric Power Association (SREPA) under its FPC Electric Tariff Original Volume No. 1. MPC states that this agreement provides for an increase in the delivery voltage and contracted capacity at the Bayou Casotte delivery point of SREPA on or about June 1, 1976. MPC states that to effect these changes, MPC and SREPA has entered into a supplemental agreement under the Company's FPC Electric Tariff Original Volume No. 1 (First Revised Sheet No. 14).

MPC states that it agrees to deliver up to a maximum of 8,000 kilowatts at 115,000 volts at MPC's 115 KV pull-off located on the corner of Martin and Lanier Streets in Pascagoula, Mississippi.

MPC states that this supplement may not be terminated until June 1, 1981, or until five years after the date the power systems of parties are actually connected, which ever is later.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, in accordance with Sections 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 12, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19719 Filed 7-7-76;8:45 am]

[Docket No. CP76-285]

MOUNTAIN FUEL RESOURCES, INC.

Amendment To Application

JUNE 30, 1976.

Take notice that on June 10, 1976, Mountain Fuel Resources, Inc. (Resources), 180 East First South Street, Salt Lake City, Utah 84139, filed an amendment to its application filed March 3, 1976, in Docket No. CP76-285 pursuant to Section 7 of the Natural Gas Act to clarify certain minor changes in concept that have occured since the initial filing, all as more fully set forth in the subject amendment which is on file with the Commission and open to public inspection.

The application in this proceeding requested a certificate of public convenience and necessity authorizing the acquisition, construction, installation and operation of gas storage facilities in the Dakota formation of the Clay Basin field, Daggett County, Utah, and the rendition of gas storage service to interested parties.

Resources proposes the following two changes in the text of the application:

On page 2, paragraph 3, line 6, delete the remainder of the sentence following the words "Mountain Fuel" and substitute therefor the words "requesting certificate authorization to utilize its existing facilities to render a short-term transportation service by displacement for Resources including temporary authorization for the use of such facilities during the period extending from the date of issuance of such authorization to October 31, 1976, or the end of the 1976 injection cycle, whichever is earlier." This language relates to an interpendent application of Mountain Fuel Supply Company (Mountain Fuel).

On page 5, section V, paragraph 1, it is proposed to change the total cost of the project from approximately "$14.8" million to "$15.4" million and the cost of the facilities for which temporary authorization is requested from approximately "$9.7" million to "$10.3" million.

The amendment also includes an amended Exhibit H, Schedule 1, consisting of a contract amendment to the agreement between Mountain Fuel and Resources which includes an amended page 2 of Exhibit A to the Agreement to be substituted for the original page 2. The amendment indicates that the amended page 2 lists the wells, including casing and wellhead equipment, and measuring and metering equipment existing at the Clay Basin field related solely to utilization of the Dakota formation.

Resources states that Exhibit K of the application is amended to include the cost of existing Mountain Fuel facilities transferred to Resources at net book value and shows a total investment of $15,437,000. Further, it is said the Exhibit N has been amended to make the cost of service calculation compatible with the amended cost of facilities shown in amended Exhibit K.

Additionally, the amendment contains Exhibit P with a tariff consisting of an agreement between Resources and Northwest Pipeline Corporation titled Clay Basin Storage Rate Schedule S-1.

Any person desiring to be heard or to make any protest with reference to said amendment should on or before July 20, 1976, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules. Persons who have previously filed in this proceeding need not do so again.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19699 Filed 7-7-76;8:45 am]

[Docket No. CP76-388]

MOUNTAIN FUEL SUPPLY

Application

JUNE 30, 1976.

Take notice that on June 10, 1976, Mountain Fuel Supply Company (Applicant), 180 East First South Street, Salt Lake City, Utah 84139, filed in Docket No. CP76-388 an application pursuant to Section 7 of the Natural Gas Act for a certificate of public convenience and necessity authorizing the utilization of existing facilities to render a short-term transportation service by displacement for Applicant's wholly-owned subsidiary, Mountain Fuel Resources, Inc. (Resources), and the temporary installation of one 600 horsepower skid mounted compressor unit in the Clay Basin field, Daggett County, Utah, for the period extending from the date of issuance of the authorization requested to October 31, 1976, or the end of the 1976 storage injection cycle, whichever occurs first, in order to expedite at least partial storage service by Resources to Northwest Pipeline Cor-

poration (Northwest) for the 1976–77 heating season, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that it is the only producer in the Clay Basin Field which is located in the northwest corner of Daggett County and that said field contains two producing formations, the Frontier and the Dakota. It is contemplated that the Frontier formation would continue to produce into Applicant's system while, upon appropriate authorization from the Commission in pending Docket No. CP76–285, the Dakota formation would be used by Resources as a storage reservoir. Applicant states that 103,000,000 Mcf of gas have been produced from the Dakota formation and as of September 30, 1975, the remaining recoverable reserves therefrom were estimated to be 12,124,756 Mcf (14.73 psia). It is said that gas pressure in the Dakota reservoir has declined to a point at which the Dakota formation can be produced only through the use of significant compression.

It is indicated that seven wells have been drilled into the Dakota formation and these seven, together with the ancillary wellhead equipment, are proposed to be transferred and sold to Resources at depreciated original cost as of the date of transfer. It is stated that these wells and ancillary facilities clearly are production facilities and it is believed that they fall within the production and gathering exemption of Section 1(b) of the Natural Gas Act and that no Commission authorization is required for such proposed transfer and sale to Resources. Applicant cites Opinion No. 617, Panhandle Eastern Pipe Line Company, *et al.* (47 FPC 1088, 1091).

It is asserted that the Clay Basin Field gathering system is in part a common system serving both the Dakota and Frontier formations and that certain of the field gathering lines serve the Dakota formation only. It is alleged that the latter are low pressure lines incapable of handling on a permanent basis the pressures associated with the daily and seasonal volumes anticipated to be tendered by Northwest to Resources for injection and the anticipated withdrawal rates projected by Resources. Applicant indicates that those field lines serving only the Dakota formation which will not be transferred and sold to Resources will be abandoned in place and Applicant believes that no Commission authorization is required for such abandonment in place of said field gathering lines.

Applicant states that in order to convert the Dakota formation from its present function of minimal production to an underground storage facility within as short a time as possible, the Clay Basin field gathering facilities historically used to deliver Clay Basin production into Applicant's system can be used to deliver injection volumes to the Dakota wells pending installation of Resources' permanent, separate facilities.

It is indicated that the proposed short-term transportation service by displacement for the coming injection season will be accomplished by closing the appropriate valves in the Clay Basin field gathering system and wells to preclude the flow of gas into the Frontier formation and by reversing the gas flow on this segment of pipeline system. Applicant also proposes temporarily to install one 600 horsepower skid mounted compressor unit in the central plant area of the Clay Basin field. It is proposed that deliveries for initial injections would be tendered to Applicant for the account of Resources by Northwest at the intersection of its facilities with those of Applicant west of Green River, Wyoming, and, after adjustment for fuel usage, equivalent volumes would be transported by displacement by Applicant to the Clay Basin gathering system for the account of Resources and injected into the Dakota formation. Applicant proposes to charge Resources for its expenses plus 1.0 cent per Mcf for rendering the temporary transportation service.

It is indicated that the proposed transportation of injection volumes would not diminish the volumes of gas otherwise recoverable from the Frontier formation of the Clay Basin field or its production as needed by Applicant, and further, the remaining reserves in the Dakota formation or their equivalent on a Btu basis, would be redelivered to Applicant by Resources beginning in 1979 and continuing until all of such gas has been delivered. Additionally, Applicant states that its customers would benefit from the emergency provisions of the agreement with Resources under which Applicant would reserve the right to receive emergency gas supplies in the event of a line break or other interruption of gas supply on Applicant's system.

Any person desiring to be heard or to make any protest with reference to said application should on or before July 20, 1976, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19722 Filed 7-7-76;8:45 am]

[Docket No. RP76-106]

NATURAL GAS PIPELINE CO. OF AMERICA

Order Accepting for Filing and Suspending Proposed Tariff Sheets

JUNE 30, 1976.

On May 28, 1976, Natural Gas Pipeline Company of America (Natural) tendered for filing certain revised tariff sheets to its FPC Gas Tariff,[1] seeking an increase in annual jurisdictional revenues of $35.9 million. The tariff sheets would also provide approximately $6.5 million in revenues for storage service for which Natural is currently seeking certificate authority in Docket Nos. CP75–256 and CP76–325. The proposed increased rates are based on claimed increased costs incurred during the 12 month period ended February 29, 1976, as annualized and adjusted for changes which have occurred or are expected to occur during the nine month period ending November 30, 1976. Natural proposes that the revised tariff sheets become effective on July 1, 1976. For the reasons hereinafter stated, the Commission will accept the revised sheets for filing, suspend their use for five months, and establish procedures to determine the lawfulness of the rates and charges proposed therein.

Public notice of the filing was issued on June 8, 1976 with comments, protests, and petitions to intervene due on or before June 18, 1976. Various petitions to intervene and notices of intervention have been received.[2] The Commission believes that intervention of such parties may be in the public interest and, accordingly, they will be permitted to intervene in the proceedings hereinafter ordered.

Natural's support for the proposed increased rates is based, *inter alia*, on a claimed overall rate of return of 10.57%, including a return on equity of 15.5%; increased depreciation rates for general plant, production and gathering, underground storage, and transmission properties; increased transportation costs

[1] Thirtieth Revised Sheet No. 5, Fifth Revised Sheet No. 5A, First Revised Sheet No. 8, Third Revised Sheet No. 9, First Revised Sheet No. 10, First Revised Sheet No. 11, Sixth Revised Sheet No. 119, and Fifth Revised Sheet No. 120-A to Third Revised Volume No. 1. Ninth Revised Sheet No. 220, Third Revised Sheet No. 270, and First Revised Sheet Nos. 407 and 433 to Second Revised Volume No. 2.

[2] See Appendix A.

for gas from offshore locations; costs for Natural's exploration and development program in the Rocky Mountain area; increase purchased gas costs; the inclusion of advance payments in rate base; and costs associated with facilities and expenses related to Natural's proposed strogae project pending authorization in Docket No. CP75-256. Natural seeks waiver of the Commission's Regulations to permit the inclusion of these facility costs and associated expenditures, anticipating that such facilities will be certificated and in service before November 30, 1976. Natural states that it will file substitute tariff sheets reflecting only those facilities which are certificated and in service on the date the rates are permitted to become effective. Natural proposes to eliminate the Demand Credit Adjustment from the terms of its tariff for Rate Schedule DMQ-1. The DMQ-1 rates proposed herein were developed under the *Seaboard*[3] method of cost classification and allocation.

Commission review of the proposed increased rates indicates that they have not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory, preferential, or otherwise unlawful. Accordingly, the Commission shall accept the revised tariff sheets for filing and suspend their use for five months, or until December 1, 1976, when they may be permitted to become effective, subject to refund, by motion filed in the manner provided by the Natural Gas Act, subject to conditions hereinafter specified. The Commission shall further establish procedures to determine the lawfulness of the increased rates proposed herein.

The Commission shall grant waiver of Section 154.63(e)(2)(ii) of the Regulations so as to permit costs associated with facilities which are not certificated and in service to be reflected in the proposed rates, subject to the condition that Natural filed revised tariff sheets prior to December 1, 1976, excluding costs associated with facilities which are not certificated and placed in service on or before November 30, 1976. Natural shall also file appropriate tariff sheets describing the service to be rendered and its availability for its LS-1 Rate Schedule in the event a certificate is issued in Docket No. CP75-256.

We note that in Natural's most recent rate increase filing in Docket No. RP75-108 it used the *Seaboard* method of cost classification and allocation. The rates which Natural placed in effect on December 1, 1975, in that proceeding were, however, based on the *United*[4] method. The Commission order issued June 30, 1975, suspending Natural's rates in that docket, stated that the *Seaboard* method of cost classification, allocation, and rate design "may be inadequate and contrary to the public interest under present conditions of gas supply shortages and ever-increasing curtailments." (mimeo at 3). Moreover, we indicated that successive filings, creating locked in periods, may frustrate Commission efforts to adopt just and reasonable methods of cost classification, allocation, and rate design, insofar as undercollections could result by the assignment of more fixed costs to the commodity component of rates derived under methods other than the *Seaboard* method. The Commission concludes here, as it did in its June 30, 1975 order in the RP75-108 proceeding, that it should "place Natural on notice that it may be subject to undercollections if after hearing and decision we find its rate design improper (mimeo at 4, footnote omited)."

Natural's proposed rates are based, in part, on depreciation expense computed at various proposed increased rates[5] being included in its cost of service, while its rate base, and therefore return and income taxes included in its cost of service, are based upon a restatement of its accumulated reserve for depreciation to reflect depreciation rates of 3.9% last approved by this Commission for Natural. The effect of this restatement of the depreciation reserve is to allow the company to calculate its rate base as if it had not filed to change its depreciation rates in its last two rate increase filings, with the result that the return and income tax allowances included in Natural's cost of service are not synchronized with the depreciation expense included in its cost of service, and more importantly, in its rates. This restatement of the accumulated reserve for depreciation results in a rate base, and consequent allowance for return and associated income taxes, in excess of the rate base, return and income taxes which would result from the depreciation rates claimed, and included in rates, in prior periods.[6] We have recently required a pipeline company subject to our jurisdiction who made a similar proposal to synchronize its depreciation rate base.[7] We recognize that where a pipeline company has "pancaked" rate increase filings that are not the subject of a final Commission order, as Natural has, that some risk attaches to the requirement to synchronize depreciation expense and rate base, but we believe the risk to Natural is small and a more important consideration that we must take into account is the effect on the ultimate consumer. If the ultimate consumer is burdened with increased depreciation rates, then the ultimate consumer should receive the benefits from the reduced rate base that results. Finally, in our Sea Robin order, *supra*, we summarized our reasons for rejecting the proposal that depreciation expense and the accumulated reserve for depreciation be given different treatment in a rate proceeding. Briefly, these reasons are: (1) the company will not be adversely affected; (2) the procedure is unacceptable and contrary to established Commission policy; (3) the difficulty of reimbursing consumers for rates found to be unjust and unreasonable; (4) the approach would tend to encourage the "pancaking" of rate filings; and (5) the approach tends to encourage formal litigation of the depreciation issue. These reasons for rejecting the proposal in the Sea Robin filing are equally applicable in the instant Natural filing. Therefore, we shall order Natural to file revised tariff sheets to go into effect at the end of the suspension period reflecting the accumulated reserve for depreciation resulting from its claimed depreciation rates for prior periods, together with appropriate adjustments to the claimed allowances for return and income taxes.

Natural has also included unrecovered purchased gas costs in its claimed working capital. By Opinion No. 762, supra n.5 we granted waiver of Section 154.38(d)(4)(iv) of the Regulations so as to permit Natural to recover a 9% carrying charge on its deferred purchased gas costs. The Commission believes that inclusion of unrecovered purchased gas costs in working capital together with the carrying charge for Natural permitted by Opinion No. 762 would result in double recovery of cost associated with any unrecovered purchased gas costs. Accordingly, Natural will be required to reflect the exclusion of such unrecovered purchased gas costs from working capital in the revised tariff sheets to be filed herein.

The Commission notes that in the letter of transmittal filed with its Statement P, Natural states that it has been unable to address certain issues relating to rate of return as discussed in Opinion No. 762, *supra*. Natural represents that it is developing additional testimony to reflect its analysis, such testimony to be filed as a supplement to Statement P. We believe that Natural should be permitted to so supplement its Statement P. At the same time, Natural should also address testimony to any changed circumstances since the proposed settlement in that case was filed as they may relate to the rate of return and depreciation, both of which were decided in Opinion No. 762.

The Commission finds: (1) Good cause exists to accept for filing the revised tariff sheets filed herein and suspend their use for five months, until December 1, 1976, and until such further time as they are made effective, subject to refund, by motion filed in the manner prescribed by Section 4(e) of the Natural Gas Act, subject to the conditions hereinafter ordered.

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[3] *Atlantic Seaboard Corporation*, 11 FPC 43 (1952).

[4] United Gas Pipe Line Company, 50 FPC 1378, (1973).

[5] Natural has proposed a 5.75% depreciation rate for those properties which it proposed a depreciation rate of 5.5% in Docket No. RP 75-108. It also proposes that offshore properties for Natural's Stingray line remain at 5% and that all other offshore properties be depreciated at an 8% rate. These changes would affect the major portion of production and gathering, underground storage, and transmission properties. A minor portion of general plant would also be affected.

[6] By Opinion No. 762, *Natural Gas Pipe Line Company of America*, the Commission approved proposed increased depreciation rates in respect of the Docket No. RP74-96 period.

[7] See *Sea Robin Pipeline Company*, Docket No. RP76-39, order issued December 11, 1975; Order Denying Rehearing issued March 25, 1976, at mimeo p. 5-9.

(2) Good cause exists to permit the intervention of the parties listed in Appendix A.

(3) Good cause exists to grant waiver of Section 154.63(e)(2)(ii) of the Regulations, subject to the condition hereinafter ordered.

(4) Good cause exists to order Natural to file revised tariff sheets reflecting the restatement of Natural's accumulated reserve for depreciation, with appropriate changes in the allowance for return and taxes, and excluding from working capital claimed unrecovered purchased gas costs.

The Commission orders: (A) Pending hearing and decision as to the lawfulness of the rates and charges proposed herein, the revised tariff sheets designated in footnote 1 are hereby accepted for filing and suspended for five months, or until December 1, 1976, and until such further time as they are made effective, subject to refund, by motion filed in the manner prescribed by Section 4(e) of the Natural Gas Act, subject to the conditions hereinafter ordered.

(B) Pursuant to the authority of the Natural Gas Act, particularly Sections 4 and 5 thereof, a public hearing shall be held concerning the lawfulness of the rates and charges contained in the revised tariff sheets filed herein.

(C) Waiver of Section 154.63(e)(2)(ii) of the Regulations is hereby granted, subject to the condition that Natural file revised tariff sheets to go into effect on December 1, 1976, excluding costs associated with facilities which are not certificated and placed in service on or before November 30, 1976. Natural shall also file appropriate tariff sheets describing the service to be rendered and the customers to whom the service is to be available under its proposed Rate Schedule LS-1, in the event a certificate is issued in Docket No. CP75-256.

(D) Natural shall file revised tariff sheets to go into effect on December 1, 1976, reflecting the restatement of Natural's accumulated reserve to depreciation, with appropriate changes in the allowance for return and taxes, and excluding from working capital claimed unrecovered purchased gas costs.

(E) The parties in Appendix A hereto are hereby permitted to intervene in this proceeding, subject to the rules and regulations of the Commission; *Provided, however,* that participation of such intervenors shall be limited to matters affecting asserted rights and interests as specifically set forth in their petitions to intervene; and *Provided, further,* that the admission of such intervenors shall not be construed as recognition by the Commission that they might be aggrieved because of any order or orders of the Commission entered in this proceeding.

(F) The Staff shall prepare and serve top sheets on all parties for settlement purposes on or before November 1, 1976 (See Administrative Order No. 157).

(G) A Presiding Administrative Law Judge to be designated by the Chief Administrative Law Judge for that purpose, (See Delegation of Authority, 18 CFR 3.5(d)), shall convene a settlement conference in this proceeding on a date certain within 10 days after the service of top sheets by the Staff, in a hearing or conference room of the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426. Said Presiding Administrative Law Judge is hereby authorized to establish such further procedural dates as may be necessary and to rule upon all motions (with the exceptions of petitions to intervene, motions to consolidate and sever, and motions to dismiss), as provided for in the Rules of Practice and Procedure.

(H) On or before July 19, 1976, Natural shall file supplementary testimony and exhibits to address itself to the analysis it intends to submit in response to Opinion No. 762, as well as changed circumstances since the filing of the proposed settlement in Docket No. RP74-96, as such changes may relate to the rate of return and depreciation rates sought herein.

(I) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

APPENDIX A DOCKET NO. RP76-100

Petitions to Intervene:
Associated Natural Gas Company
Central Illinois Public Service Company
City of Chicago
Columbia Gas Transmission Corporation
Illinois Power Company
Iowa-Illinois Gas and Electric Company
Iowa Southern Utilities Company
North Central Public Service Co.
Division of Donovan Companies, Inc.
Northern Illinois Gas Company
The Peoples Gas Light and Coke Company and North Shore Gas Company
Trunkline Gas Company

[FR Doc.76-19702 Filed 7-7-76;8:45 am]

[Docket No. ER76-745]

NEW ENGLAND POWER CO.

Agreement

JUNE 30, 1976.

Take notice that on June 16, 1976 New England Power Company (NEPCO) tendered for filing an agreement dated as of January 1, 1976 between it and Central Maine Power Company (CMP) under which NEPCO supplied to CMP 50,000 kw of capacity and related energy, and transmitted this energy across its system, for a period of one month commencing January 1, 1976.

NEPCO requests that waiver of this notice provision be granted in order to permit an effective date of January 1, 1976 for this agreement.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, in accordance with Sections 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 16, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19633 Filed 7-7-76;8:45 am]

[Project No. 1855]

NEW ENGLAND POWER CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 23, 1969, New England Power Company, Licensee for Bellows Falls Project No. 1855, located in Windham and Windsor Counties, Vermont, and Cheshire and Sullivan Counties, New Hampshire, on the Connecticut River, filed an application for a new license under the Federal Power Act and Commission regulations thereunder.

The license for Project No. 1855 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to New England Power Company.

Take notice that an annual license is issued to New England Power Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Bellows Falls Project No. 1855, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19715 Filed 7-7-76;8:45 am]

[Project No. 1892]

NEW ENGLAND POWER CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 23, 1969, New England Power Company, Licensee for Wilder Project No. 1892, located in Orange and Windsor Counties, Vermont, and Grafton County, New Hampshire, on the Connecticut

River, filed an application for a new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 1892 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to New England Power Company.

Take notice that an annual license is issued to New England Power Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of the Wilder Project No. 1892, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or until a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19718 Filed 7-7-76;8:45 am]

[Project No. 1904]

NEW ENGLAND POWER CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 23, 1969, New England Power Company, Licensee for Vernon Project No. 1904, located in Cheshire County, New Hampshire and Windham County, Vermont, near Hindsdale, Chesterfield, Westmoreland and Walpole, New Hampshire and Vernon, Brattleboro, Dummerston, Putney and Westminister, Vermont, on the Connecticut River, filed an application for a new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 1904 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to New England Power Company.

Take notice that an annual license is issued to New England Power Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Vernon Project No. 1904, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19717 Filed 7-7-76;8:45 am]

[Docket No. ER76-763]

NIAGARA MOHAWK POWER CORP.

Cancellation

JULY 1, 1976.

Take notice that on June 23, 1976, the Niagara Mohawk Power Corporation (Niagara) tendered for filing a notice of cancellation of Niagara's Rate Schedule FPC No. 25 and Supplement No. 4 thereto, under which Niagara has supplied wholesale electric service to the Village of Brockton, New York (Brockton). Niagara states that effective May 10, 1976, the Power Authority of the State of New York superseded Niagara as the supplier to Brockton.

Niagara requests a waiver of the notice requirements of the Commission's Regulations so as to permit to proposed cancellation to become effective as of May 10, 1976. Niagara states that Brockton has been notified of this filing.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, in accordance with Sections 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 14, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19674 Filed 7-7-76;8:45 am]

[Docket No. RP72-115 (PGA76-4)]

OKLAHOMA NATURAL GAS GATHERING CORP.

Order Accepting and Suspending Proposed Tariff Sheets and Staying Procedures with Respect to Certain Small Producer Purchases

JUNE 30, 1976.

On June 1, 1976, Oklahoma Natural Gas Gathering Corporation (Oklahoma) tendered for filing a proposed tariff sheet[1] reflecting an increase in purchased gas costs. Oklahoma requests that the proposed sheet go into effect on July 1, 1976. For the reasons discussed in this order, the Commission will accept the proposed tariff sheet for filing, suspend its effectiveness for one day, and permit it to become effective on July 2, 1976, subject to refund.

Oklahoma's June 1, 1976, Purchased Gas Adjustment consists of a 10.92¢ per Mcf increase from 50.03¢ to 60.95¢ per Mcf to reflect (1) an increase of 11.35¢ per Mcf or $810,125 per year in the cost of purchased gas and (2) a .43 decrease in the surcharge (from 6.98¢ to 6.55¢) to recoup the balance of $473,679 in the Deferred Account.

Public notice of Oklahoma's filing was issued on June 9, 1976, with comments, protests or petitions to intervene due on or before June 23, 1976.

The Commission's review of Oklahoma's filing reveals that the proposed tariff sheet reflects small producer purchases in excess of the rate levels permitted in Opinion No. 742.[2] Thus, the proposed rate has not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. Accordingly, the Commission will accept the proposed tariff sheet for filing and suspend its use for one day until July 2, 1976, when it will be permitted to become effective subject to refund.

With regard to the issue of the small producer purchases in excess of Opinion No. 742 rate levels, the Commission will defer establishing a hearing schedule pending Commission action on rehearing of Opinion No. 742 and the proposed rulemaking in Docket No. RM76-5.[3] Notwithstanding the deferral of a procedural schedule on the small producer issue, Oklahoma shall file withing fifteen (15) days of the date of this order, a list of the small producers who made sales reflected in the instant filing which are in excess of the "130% formula" rates prescribed by Opinion No. 742.

Our review of increased purchased gas costs claimed by Oklahoma other than those associated with small producer purchases in excess of "130% formula" levels indicates that they should be approved insofar as they are in compliance with the standards set forth in Docket No. R-406. Accordingly, we shall permit Oklahoma to file revised tariff sheets to become effective on July 1, 1976, which reflect the costs in Oklahoma's filing which are in conformance with Docket No. R-406.

The Commission finds: (1) It is necessary and appropriate to aid in the enforcement of the Natural Gas Act that Oklahoma's proposed tariff sheet be accepted for filing, that the effectiveness thereof be suspended for one day until July 2, 1976, when the tariff sheet shall

[1] Tenth Revised Sheet PGA-1 to FPC Gas Tariff, Original Volume No. 1.

[2] Docket No. R-393, issued August 28, 1975.

[3] Small Producers, Docket No. RM76-5, Notice of Proposed Rulemaking, issued August 28, 1975.

be permitted to become effective, subject to refund, and that hearing procedures on the issue of small producer purchases be deferred pending further Commission order.

(2) Good cause exists to require Oklahoma to file within fifteen (15) days of the issuance of this order a list of small producers making sales reflected in Oklahoma's proposed tariff sheet which are in excess of the rate levels prescribed by Opinion No. 742.

The Commission orders: (A) Oklahoma's proposed tariff sheet as filed on June 1, 1976, is hereby accepted for filing and the effectiveness thereof suspended for one (1) day until July 2, 1976, when it shall become effective, subject to refund.

(B) Hearing procedures regarding the justness and reasonableness of the small producer purchases in excess of the rate levels prescribed in Opinion No. 742 are hereby deferred pending further order of the Commission.

(C) Oklahoma shall file within fifteen (15) days of the issuance of this order a list of the small producers making sales reflected in Oklahoma's proposed tariff sheet which are in excess of the rate levels prescribed by Opinion No. 742.

(D) Oklahoma may file a revised tariff sheet to become effective July 1, 1976, which reflects those claimed increased purchased gas costs which are other than the claimed increased costs associated with small producer purchases in excess of the rate levels prescribed by Opinion No. 742.

(E) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19679 Filed 7-7-76;8:45 am]

[Project No. 2180]

OWENS-ILLINOIS, INC.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 26, 1970, Owens-Illinois, Inc., Licensee for Project No. 2180, located on the Wisconsin River in Lincoln County near the Town of Tomahawk, Wisconsin, filed an application for a new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 2180 was issued effective January 1, 1938, for a period ending June 30, 1973. Since the original date of expiration, the Project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the Project pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to Owens-Illinois, Inc.

Take notice that an annual license is issued to Owens-Illinois, Inc. for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Project No. 2180, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19680 Filed 7-7-76;8:45 am]

[Docket No. CP75-140, et al.]

PACIFIC ALASKA LNG CO., ET AL.

Findings and Order

JUNE 30, 1976.

In the matter of: Pacific Alaska LNG Company, Alaska California LNG Company, Pacific Alaska LNG Associates, Western LNG Terminal Company, Pacific Gas LNG Terminal Associates, Western LNG Terminal Associates, Atlantic Richfield Company, Union Oil Company, Shell Oil Company, Standard Oil Company of California, Pacific Gas Lighting Development Company; Docket No. CP75-140, Docket No. CP75-83-2, Docket Nos. CI75-587, and CI76-519, Docket Nos. CI75-598 and CI76-360, Docket No. CI75-618, Docket No. CI75-707, and CI76-514, Docket No. CI76-384.

By its order of April 29, 1976, in Docket Nos. CP75-140, et al., the Commission consolidated the above-listed dockets[1] and set such consolidated proceedings for hearing on numerous issues listed therein. Those issues relate to the application of Pacific Alaska LNG Company, et al. (PacAlaska), in Docket No. CP75-140 for a certificate of public convenience and necessity under Section 7(c) of the Natural Gas Act allowing the construction and operation of a natural gas pipeline and liquefaction facilities in Alaska, the transportation of natural gas in interstate commerce, and the sale in interstate commerce to Southern California Gas Company (SoCal) and Pacific Gas and Electric Company (PG&E). The gas would be purchased by PacAlaska from producers operating in the Cook Inlet area of Alaska, transported by pipeline from producing fields, liquefied and loaded aboard liquefied natural gas (LNG) ships for transportation to storage and vaporization facilities which Western LNG Terminal Company, et al. (Western Terminal) has proposed in Docket No. CP75-83-2 to construct and operate at Los Angeles Harbor. Western Terminal would regasify the LNG and deliver it through its pipeline facility to SoCal and PG&E.

Applications for the sale of the gas to PacAlaska from the Cook Inlet area were made by Atlantic Richfield Company (ARCO) in Docket No. CI75-587, Shell Oil Company (Union) in Docket No. Standard Oil Company of California (SOCAL) in Docket No. CI75-707, Union Oil Company (Union) in Docket No. CI75-598, and Pacific Lighting Gas Development Company (PLGD) in Docket No. CI76-384.

Since the April 29, 1976, order in Docket Nos. CP75-140, et al., ARCO filed on May 10, 1976 a second application for sale of gas to PacAlaska in Docket No. CI76-519. SOCAL filed on May 6, 1976, in Docket No. CI76-514 its second application for sale to PacAlaska. Notice of both applications were published in the FEDERAL REGISTER on June 2, 1976 (41 FR 22313). Timely petition for intervention in both dockets was filed jointly by SoCal and PacAlaska. Timely notice of intervention was given by the California Public Utilities Commission in Docket No. CI76-519. We believe these petitioners have indicated sufficient interest to allow intervention.

On June 11, 1976, the Commission Staff (Staff) filed a motion requesting that these aforementioned producer applications be severed from the consolidated proceeding. The Staff notes that in three of the five above-titled producer applications, the contract between the seller and PacAlaska may be terminated if government approval is not obtained by July 1, 1976. The severance is requested in order to allow the Commission to evaluate the producer applications before July 1, 1976.

Answers opposing this motion were filed by Union on June 23, 1976, Shell on June 23, 1976, and SOCAL on June 25, 1976, and PacAlaska, et al., out of time on June 28, 1976. Al four answers point out that the information brought to our attention by the Staff was known at the time of our order of April 29, 1976, consolidating these proceedings and that a moving party is now estopped from asserting prior known facts as a reason for Commission action. We, of course, reject this theory.

Rather, we shall look at the applications to ascertain whether we should sever the producer applications and allow certification at this time.

Each gas purchase and sale contract indicates that there is a proposed initial rate of 49 cents per Mcf at 14.65 psia annual escalations of 1.5 cents per Mcf beginning on January 1, 1980. There is no price adjustment for Btu content except for Union's contract which reflects adjustment upward from 1050 Btu's and downward from 950 Btu's. The buyer will be reimbursed for compression (up to 4 cents) and treating (up to 2 cents) if buyer elects to perform these operations. We note that this price is in line with the national rate of 51 cents with 1-cent annual escalation which we established in Opinion No. 699-H in Docket No. R-389-B, issued on December 4, 1974. Although there are no cost data for the production of gas in Alaska, we believe that, at this time, the initial, non-cost based, rate may be set in-line with the national rate. See *Atlantic Refining Co.*

[1] Except for Docket Nos. CI76-514 and CI76-519.

v. *Public Service Commission of New York*, 360 U.S. 378 (1959). At the appropriate time, however, we shall institute such procedures as required by the public interest to determine just and reasonable rates in Alaska.

From submittals in the hearings in the above-titled proceeding as previously consolidated, it is further ascertained that the reserves subject of each contract are sufficient to meet the description and dedication by each contract. However, we are unable to ascertain from the producers' filings the nature of the proposed market for this gas and its requirements over the life of this project. In addition, it is not possible to ascertain whether the reserves and deliverability set forth in the contracts are sufficient to support the proposed transportation system. These issues can only be resolved after completion of the hearings set by our April 29, 1976, order.

Further, the gas purchase and sale contracts contain take-or-pay clauses under which the buyer must pay for gas volumes equal to the sum of daily contract quantities in effect on each day of such year beginning when the buyer's facilities are ready for full operation or February 1, 1978, whichever occurs first. Buyer's facilities are planned to be operative in 1979: Recoupment of payment for gas not taken by the buyer is allowed by various provisions in each of the contracts. However, the sufficiency of these provisions is in issue and should remain subject of the hearing in Docket Nos. CP75–140, et al.

In light of the July 1, 1976, termination date of the gas purchase and sale contracts, we herein grant the Staff's motion of June 11, 1976, to sever the producer applications in Docket Nos. CI75–587, CI75–598, CI75–616, CI75–707, CI76–384, CI75–514, and CI75–519. We herein consolidate those seven dockets for a ruling on whether to grant certificates of public convenience and necessity based upon the above-described evidence.

No petition for intervention in any of the aforementioned producer applications requested a hearing or raised an issue of substance with regard to the certificate as herein conditionally granted, as heretofore found by the Commission.

At a hearing held on June 30, 1976, the Commission on its own motion received and made a part of the record in the proceedings in Docket Nos. CI75–587, CI75–598, CI75–616, CI75–707, CI76–384, CI75–514, and CI76–519 all above-described evidence, including the applications and petitions, and exhibits thereto, submitted in support of the authorization sought herein, and upon consideration of the record,

The Commission finds: (1) The Commission Staff motion of June 11, 1976, should be granted.

(2) It is necessary and appropriate that the proceedings in Docket Nos. CI75–587, CI75–598, CI75–616, CI75–707, CI76–384, CI76–514, and CI76–519 should be severed from the proceeding in Docket Nos. CP75–141, et al. and consolidated together for determinations set forth below.

(3) It may be in the public interest to allow the aforementioned parties who have formally petitioned to intervene in the above-consolidated Docket Nos. CI75–587, CI75–598, CI75–616, CI75–707, CI76–384, CI76–514 and CI76–579 to intervene in order that they may establish the facts and the law from which the nature and validity of their alleged rights and interests may be determined.

(4) Each applicant in each of Docket Nos. CI75–587, CI75–598, CI75–616, CI75–707, CI76–384, CI76–514, and CI76–519 is a "natural-gas company" within the meaning of the Natural Gas Act.

(5) The sales of natural gas hereinbefore described, as more fully described in the applications in Docket Nos. CI75–587, CI75–598, CI75–616, CI75–707, CI76–384, CI76–514 and CI76–579 will be made in interstate commerce subject to the jurisdiction of the Commission and such sales by Applicants are subject to the requirements of Subsections (c) and (e) of Section 7 of the Natural Gas Act.

(6) The requirement of Section 157.25 that gas purchased and sales contracts be filed as exhibits to producer applications should be waived.

(7) Applicants are able and willing properly to do the acts and to perform the service proposed and to conform to the provisions of the Natural Gas Act and the requirements, rules and regulations of the Commission thereunder.

(8) The sales of natural gas by producer Applicants are required by the public convenience and necessity; and certificates therefor should be issued as hereinafter ordered and conditioned.

(9) The public convenience and necessity requires that such certificates be conditioned pursuant to Section 7(e) of the Natural Gas Act upon the findings and conclusions of any final order issued in Pacific Alaska LNG Company, et al., Docket Nos. CP75–140, et al., such proceedings as herein reconstituted.

(10) These certificates must be accepted in writing within 30 days of issuance.

The Commission orders: (A) That the Commission Staff motion of June 11, 1976, in this proceeding is granted.

(B) Docket Nos. CI75–587, CI75–598, CI75–616, CI75–707, CI76–384, CI76–514 and CI76–519 are severed from the proceeding in Docket Nos. CP75–140, et al., and consolidated together.

(C) The above-named petitioners, who have petitioned to intervene in the proceedings consolidated by Ordering Paragraph (B) herein, are permitted to intervene in such consolidated proceeding subject to the Rules and Regulations of the Commission; *Provided, however*, that participation of such intervenors shall be limited to matters affecting asserted rights and interests as specifically set forth in said petitions for leave to intervene; and *Provided, further*, that the admission of such intervenors shall not be construed as recognition by the Commission that they or any of them might be aggrieved because of any order or orders of the Commission entered in this proceeding.

(D) Certificates of public convenience and necessity are issued upon the terms and conditions of this order authorizing sales by producer Applicants of natural gas in interstate commerce for resale, all as hereinbefore described and as more fully described in the applications and in the tabulation herein.

(E) The certificates granted in paragraph (D) above are not transferable and shall be effective only so long as Applicants continue the acts or operations hereby authorized in accordance with the provisions of the Natural Gas Act and the applicable rules, regulations and orders of the Commission.

(F) The grant of the certificates issued in paragraph (D) above shall not be construed as a waiver of the requirements of Section 7 of the Natural Gas Act or Part 154 or Part 157 of the Commission's Regulations thereunder and is without prejudice to any findings or orders which have been or which may hereafter be made by the Commission in any proceedings now pending or hereafter instituted by or against Applicants. Further, our action in this proceeding shall not foreclase or prejudice any future proceedings or objections relating to the operation of any price or related provisions in the gas purchase contracts herein involved. The grant of the certificates aforesaid for service to the particular customers involved does not imply approval of all of the terms of the contracts, particularly as to the cessation of the service upon termination of said contracts as provided by Section 7(b) of the Natural Gas Act. The grant of the certificates aforesaid shall not be construed to preclude the imposition of any sanctions pursuant to the provisions of the Natural Gas Act for the unauthorized commencement of any sales of natural gas subject to said certificates. The issuance of the certificates aforesaid is specifically conditioned upon any Commission finding and order issued in Docket Nos. CP75–140, et al.

(G) Section 157.25 of the Commission's Regulations is hereby waived to permit filing of the contracts (as exhibits to the application) which provides for excess royalty payments. The granting of such waiver, however, does not constitute approval of such provision.

(H) Applicants in Docket Nos. CI75–587, CI75–598, CI75–616, CI75–707, and CI76–348 shall charge and collect 49 cents per Mcf at 14.65 psia subject to contracted BTU adjustment if any. Any charges shall be made only after the filing of rate schedules and notices of change in rate in compliance with Section 4 of the Natural Gas Act and all Commission rules and regulations.

(I) The certificate issued herein must be accepted in writing within 30 days of issuance of this order.

(J) Applicant natural gas companys' attention is directed to Commission Order No. 539 issued October 14, 1975, 40 F.R. 49571, and to the provisions of Section 2.83 General Policy and Interpretations, 18 C.F.R. 2.83. Moreover, issuance of this certificate authorization is

conditioned to require Applicants, within 30 days of the initial reserve determination or any subsequent redetermination thereof, to report the results of each such initial or redetermination study to the Commission. An original reserve estimate or any redetermination thereof, submitted pursuant to Section 2.83(d) will be maintained by the Commission on a confidential basis and will be made public only after due notice to all interested parties. The certificated minimum daily delivery obligation of the seller (1) shall be determined in accordance with applicable provisions specifically set forth in sellers' contract unless otherwise changed by the certificate authorization, (2) shall be without regard to any contractual reservations contrary to the certificate authorizations, and (3) shall remain in full force and effect unless and until changes by appropriate certificate authorization amendment based upon Applicants' full documentation of, inter alia, the reasons for any such proposed amendments, the sales production history, the amount of remaining connected reserves of Applicants dedicated under the contract and the status of Applicants' nondeveloped reserves dedicated under the contract. The certificate authorizations are further conditioned to require that Applicants, if they have not secured an appropriate certificate amendment and there are circumstances resulting in the delivery of a lesser quantity of natural gas that any certificated delivery obligation, Applicants shall file for each contract year quarter, a verified report setting out the circumstances of such lesser deliveries and the corrective actions which Applicants proposes to undertake in order to meet any experienced delivery deficiency, such verified reports to be filed within 10 calendar days after expiration of each contract year quarter.

The foregoing language will be inserted in any temporary or permanent certificate issued after the effective date of Order No. 539, unless at the time of filing such certificate application, or within the time fixed in the notice of application for filing protests or petitions to intervene, the Applicants indicate in writing that they are unwilling to accept such a condition, in which event the application will be set for formal hearing to determine, inter alia, whether any grant of certificate shall be so conditioned.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19729 Filed 7-7-76;8:45 am]

[Docket No. ER76-759]

PACIFIC POWER & LIGHT CO.

Tender of Rate Schedule

JUNE 30, 1976.

Take notice that Pacific Power & Light Company (PP&L) on June 21, 1976, tendered for filing an initial rate schedule for sale of electric energy to Pacific Gas and Electric Company (PGandE), according to PP&L.

PP&L states that the proposed rate schedule provides for the sale of firm and optional electric energy in an amount not less than 960 million kilowatt-hours and not more than 1,830 million kilowatt-hours from July 1976 through March 1977. PP&L states that the energy is to be delivered at specified rates per month at the Oregon-California border or for the account of PGandE to the Bonneville Power Administration or Portland General Electric Company.

PP&L requests that the rate schedule be made effective July 1, 1976.

PP&L states that a copy of the filing was supplied to Pacific Gas and Electric Company.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, in accordance with Sections 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 12, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19698 Filed 7-7-76;8:45 am]

[Project No. 1881]

PENNSYLVANIA POWER & LIGHT CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 27, 1969, Pennsylvania Power & Light Company, Licensee for Holtwood Project No. 1881, located in York and Lancaster Counties, Pennsylvania, on the Susquehanna River, filed an application for a new license under the Federal Power Act and Commission regulations thereunder.

The license for Project No. 1881 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to Pennsylvania Power & Light Company.

Take notice that an annual license is issued to Pennsylvania Power & Light Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Holtwood Project No. 1881, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19728 Filed 7-7-76;8:45 am]

[Docket No. CI76-459]

PHILLIPS PETROLEUM CO.

Order Granting Rehearing for Purposes of Further Consideration

JUNE 30, 1976.

On June 7, 1976, Phillips Petroleum Company (Phillips) filed an application for rehearing of a letter order dated May 6, 1976, issuing a temporary certificate.

The letter order contained a condition in accordance with Section 2.83(d) of the Commission's General Policy and Interpretations, as prescribed in Order No. 539.[1]

Order No. 539, issued and effective on October 14, 1975, was a statement of policy that reiterated the Commission's policies with respect to the enforcement of certificated minimum delivery obligations. In that order the Commission promulgated new Section 2.83, subsection (d) of which was directed to be included as a condition in all temporary and permanent certificates issued on or after the effective date of Order No. 539. On November 28, 1975, the Commission issued an order in Docket No. RM76-8 granting reconsideration of Order No. 539 for the purpose of further consideration.

On March 26, 1976, the Commission issued Order No. 539-A, which amended Section 2.83(d) of the Regulations to permit a party to object to the inclusion of the amended Section 2.83(d) language in the certificate by requesting a hearing on that question. In addition, under that order a producer may commence deliveries as applied for, without prejudice to its right to seek rehearing of any Order No. 539 conditions included in the certificate and its right to seek review thereof under Section 19 of the Natural Gas Act.

Applicant for rehearing contends that the condition added to all newly issued temporary and permanent certificates pursuant to Order No. 539 is unlawful in that it exceeds the Commission's jurisdiction, which immediately aggrieves the petitioner.

A reasoned analysis of the questions posed in the petition for reconsideration

[1] Policy With Respect To Enforcement Of Deliverability And Rendition Of Natural Gas Services Under Certificated Arrangements, (Order No. 539, Docket No. RM76-8, FPC (October 14, 1975).

requires that we first consider the relevance of this petition to the issues raised upon reconsideration of Order No. 539; however, this determination must await the Commission's final order in the proposed rulemaking in Docket No. RM76–8. Therefore, we will grant the petition for rehearing solely for the purpose of further consideration. This action does not constitute a grant or denial of the petition for rehearing on its merits in whole or in part.[2]

The Commission orders: The application for rehearing filed by Phillips in Docket No. CI76–459 is granted for purposes of further consideration.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76–19723 Filed 7–7–76;8:45 am]

[Docket No. CI75–75]

PHILLIPS PETROLEUM CO.

Order Granting Rehearing for Purposes of Further Consideration

JUNE 30, 1976.

On June 7, 1976, Phillips Petroleum Company (Phillips) filed an application for rehearing of an order dated May 20, 1976, issuing a permanent certificate.

The letter order contained a condition in accordance with Section 2.83(d) of the Commission's General Policy and Interpretations, as prescribed in Order No. 539.[1]

Order No. 539, issued and effective on October 14, 1975, was a statement of policy that reiterated the Commission's policies with respect to the enforcement of certificated minimum delivery obligations. In that order the Commission promulgated new Section 2.83, subsection (d) of which was directed to be included as a condition in all temporary and permanent certificates issued on or after the effective date of Order No. 539. On November 28, 1975, the Commission issued an order in Docket No. RM76–8 granting reconsideration of Order No. 539 for the purpose of further consideration.

On March 26, 1976, the Commission issued Order No. 539–A, which amended Section 2.83(d) of the Regulations to permit a party to object to the inclusion of the amended Section 2.83(d) language in the certificate by requesting a hearing on that question. In addition, under that order a producer may commence deliveries as applied for, without prejudice to its right to seek rehearing of any Order No. 539 conditions included in the certificate and its right to seek review thereof under Section 19 of the Natural Gas Act.

Applicant for rehearing contends that the condition added to all newly issued temporary and permanent certificates pursuant to Order No. 539 is unlawful in that it exceeds the Commission's jurisdiction, which immediately aggrieves the petitioner.

A reasoned analysis of the questions posed in the petition for reconsideration requires that we first consider the relevance of this petition to the issues raised upon reconsideration of Order No. 539; however, this determination must await the Commission's final order in the proposed rulemaking in Docket No. RM76–8. Therefore, we will grant the petition for rehearing solely for the purpose of further consideration. This action does not constitute a grant or denial of the petition for rehearing on its merits in whole or in part.[2]

The Commission orders: The application for rehearing filed by Phillips in Docket No. CI75–75 is granted for purposes of further consideration.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76–19721 Filed 7–7–76;8:45 am]

[Docket Nos. E–8586; E–8587]

PUBLIC SERVICE CO. OF INDIANA

Order Granting Motion for Oral Argument

JUNE 30, 1976.

On May 28, 1976, Public Service Company of Indiana (Applicant) requested the Commission to hear oral argument in Indiana on several issues raised by various intervenors and the Commission staff on exceptions to the initial decision of Presiding Administrative Law Judge Walter T. Southworth which was issued on March 10, 1976. Applicant requests waiver of Section 1.31(d) of the Commission's Rules of Practice and Procedure, 18 C.F.R. § 1.31(d). Within the period allowed for response to motions, only intervenor Indiana Municipal Electric Association, et al. (IMEA-Cities) answered. IMEA-Cities does not oppose oral argument but asks that, in the event oral argument is granted, "the question of the reliability and usefulness of [PSI's] Period II cost estimates" be considered. In its Brief on Exceptions, filed April 23, 1976, Wabash Valley Power Association, Inc., et al. ("Cooperatives") also asked the Commission to hold oral argument in this case, particularly on the issue of treatment of allowance for funds used during construction ("AFUDC").

Applicant suggests that the Commission hear oral argument in this matter, inter alia, because this case represents "one of the first major electric rate cases filed under the new two-test period" regulations and furthermore that "unprecedented conditions" in the electric utility industry warrant the particular and specific attention of the Commission. While it is somewhat unusual that a party generally prevailing before the Administrative Law Judge seeks oral argument on exceptions based on the importance of the questions involved, we note PSI's efforts in this regard and conclude that several of the issues presented in this case are of sufficient importance and precedential value as to warrant presentation of oral argument on the initial decision of the Presiding Judge. In accordance with our policy of attempting, insofar as is feasible, to make our decision-making process accessible to all affected individuals, we believe it will be valuable to conduct this argument in the State of Indiana.

In order to maximize the benefit which will be provided by this oral argument, there should be an intensive consideration of those few issues that may be of general applicability rather than superficial treatment of all of the many issues presented in this case. We will, therefore, limit oral argument to consideration of the intial decision's treatment of the following issues:

(1) Rate of Return;

(2) Reliability and usefulness of Applicant's Period II cost estimates;

(3) Proper computation of cost of funds to be used in calculation of allowance for funds used during construction.

With regard to the inclusion of compensating bank balances in working capital, and the allocation of transmission facilities, we find ample Commission precedent for decision, and therefore deny oral argument.

The parties appearing at oral argument should assume that the Commission will have considered the briefs already filed, and any additional written submissions should not duplicate the material in those briefs. Any additional written submissions shall be filed with the Secretary of the Commission on or before July 12, 1976.

The Commission finds: (1) Good cause has been shown for waiver of Section 1.31(d) of the Commission's Rules of Practice and Procedure, 18 CFR § 1.31 (d).

(2) Oral argument on those issues, outlined supra, will assist the Commission in its decision in this case and will be in the public interest.

The Commission orders: (A) The procedural requirements of Section 1.31(d) of the Commission's Rules of Practice and Procedure are waived, and the Motion for Oral Argument of Public Service Company of Indiana is hereby granted.

(B) Oral argument on those matters, outlined supra, shall be held on July 19, 1976, at 1:00 p.m. at the Federal Building, 575 North Pennsylvania Street, Room 264, Indianapolis, Indiana 46204.

(C) Parties desiring to participate in the oral argument shall notify the Secretary of their intention to appear and the amount of time which they require, on or before July 6, 1976. Subsequently, the Secretary will publish a notice stating the order of argument and the time allotted each participant.

[2] Area Rate Proceeding, et al. (Southern Louisiana Area), 40 FPC 1091 (1968).

[1] Policy With Respect To Enforcement Of Deliverability And Rendition Of Natural Gas Services Under Certificated Arrangements, Order No. 539, Docket No. RM76–8, —— FPC —— (October 14, 1975).

(D) The Secretary is directed to publish this order in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19712 Filed 7-7-76;8:45 am]

[Project No. 1893]

PUBLIC SERVICE CO. OF NEW HAMPSHIRE

Issuance of Annual License(s)

JUNE 30, 1976.

On June 27, 1969, Public Service Company of New Hampshire, Licensee for Amoskeag Project No. 1893, located in Hillsborough and Merrimack Counties, New Hampshire, on the Merrimack River, filed an application for a new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 1893 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to Public Service Company of New Hampshire.

Take notice that an annual license is issued to Public Service Company of New Hampshire under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of the Amoskeag Project No. 1893, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19708 Filed 7-7-76;8:45 am]

[Project No. 1913]

PUBLIC SERVICE CO. OF NEW HAMPSHIRE

Issuance of Annual License(s)

JUNE 30, 1976.

On June 27, 1969, Public Service Company of New Hampshire, Licensee for Hookset Project No. 1913, located in Merrimack County, New Hampshire, on the Merrimack River, filed an application for a new license under the Federal Power Act and Commission regulations thereunder.

The license for Project No. 1913 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to Public Service Company of New Hampshire.

Take notice that an annual license is issued to Public Service Company of New Hampshire under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Hookset Project No. 1913, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19705 Filed 7-7-76;8:45 am]

[Docket No. ER76-761]

PUBLIC SERVICE ELECTRIC & GAS CO.

Cancellation of Tariff

JUNE 30, 1976.

Take notice that on June 22, 1976 Public Service Electric and Gas Company (PSE&G) tendered for filing notice of cancellation of its FPC Electric Tariff No. 47 between PSE&G and Jersey Central Power and Light Company. PSE&G states that service is no longer received by Jersey Central and that no plans exist to offer service in the future.

PSE&G requests an effective date of August 1, 1976 for the cancellation.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, N.E., Washington, D.C. 20426, in accordance with Sections 1.8 and 1.10 of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 21, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19690 Filed 7-7-76;8:45 am]

[Docket No. RP73-89 (PGA76-2)]

SEA ROBIN PIPELINE CO.

Order Accepting for Filing and Suspending Proposed PGA Rate Adjustment, Allowing Proposed Adjustment To Become Effective Subject to Refund

JUNE 30, 1976.

On May 15, 1976, Sea Robin Pipeline Company (Sea Robin) tendered for filing a 4.81¢ per Mcf PGA rate increase[1] to track increased purchased gas costs of 2.34¢ per Mcf or $5,369,808 per year and to recoup the balance in the deferred purchased gas cost account. The proposed effective date of this increase is July 1, 1976. For the reasons set forth below, the Commission will accept the proposed increase for filing, suspend its operation for one day until July 2, 1976, subject to the condition that Sea Robin file, within 20 days of the issuance of this order, substitute tariff sheets to become effective July 2, 1976, subject to refund, reflecting elimination of costs associated with producer sales which will not have been certificated by July 1. Furthermore, determination of whether Sea Robin must refund any of the amounts it begins collecting on July 2 in excess of the Opinion No. 699-H ceiling for purchases from Mesa Offshore Company, which amounts are already the subject of proceedings in Docket No. RP73-89 (PGA76-1), shall be controlled by the Commission's disposition of that latter docket. Finally, the Commission will permit Sea Robin to file revised tariff sheets to become effective July 1, 1976, which eliminate those costs associated with producer sales not certificated by July 1, as well as those costs attributable to purchases from Mesa Offshore in excess of the Opinion No. 699-H level.

Public notice of Sea Robin's filing was issued by the Commission on May 27, 1976, with comments, protests and petitions to intervene due on or before June 9, 1976. Those filing petitions to intervene are set forth in Appendix A hereto.

The Commission's review of the proposed PGA increase indicates that Sea Robin proposes to collect amounts for purchases from Mesa Offshore Company at the small producer ceiling prescribed in Opinion No. 742. As noted in the Commission's order of December 31, 1975, in Docket No. RP73-89 (PGA76-1), the difficulty with including purchases from Mesa Offshore at the small producer ceiling level is that Mesa Offshore does not

[1] Ninth Revised Sheet No. 4 to Original Volume No. 1.

appear to qualify as a small producer.[2] Moreover, Sea Robin's proposed increase reflects 2,983,145 Mcf of non-certificated new supplies at the Opinion No. 699-H rate for proposed purchases from two suppliers.[3] The Commission knows of no certificate applications on file by these producers for authority to make the subject sales. It is therefore apparent that these sales will not be certificated, and gas will not be flowing, by the proposed July 1, 1976, effective date.

The proposed rates have not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. Accordingly, the Commission will suspend the effectiveness of the proposed rates for one day until July 2, 1976, when the rates contained therein may become effective subject to refund, and subject to the condition that within 20 days of the date of issuance of the order, Sea Robin shall file substitute tariff sheets reflecting elimination of costs related to gas which will not be certificated and flowing as of July 1, 1976.

With regard to the question of whether Mesa Offshore qualifies as a small producer, and whether Sea Robin should be permitted to pass through any purchased gas costs related to Mesa Offshore in excess of the national ceiling rate, the Commission has concluded that the answers to these questions in the instant proceeding should be consistent with, and controlled by, the outcome of the proceedings in Docket No. RP73-89 (PGA76-1).[4]

The Commission's review of the proposed rates indicates that, with the exception of that portion of the proposed rates which reflects costs in excess of the national rate attributable to Mesa Offshore, and costs attributable to producer sales which will not be certificated by July 1, 1976, the proposed increased rates should be accepted and made effective as of July 1, 1976. The Commission will therefore permit Sea Robin to file revised tariff sheets to become effective July 1, 1976, which eliminate costs in excess of the national rate attributable to Mesa Offshore, and costs attributable to producer sales which will not be certificated by July 1, 1976.

The Commission further finds: (1) It is necessary and appropriate to aid in the enforcement of the Natural Gas Act that Sea Robin's PGA rate increase be accepted for filing and suspended for one day until July 2, 1976, when it may become effective, subject to refund, and subject to the condition that Sea Robin file, within 20 days of the date of issuance of this order substitute tariff sheets to become effective, subject to refund, as of July 2, 1976, which reflect elimination of costs associated with producer sales which have not been certificated and under which gas was not flowing, as of July 1, 1976.

(2) The claimed increased purchased gas costs in Sea Robin's PGA filing, other than costs in excess of the national rate attributable to Mesa Offshore and costs attributable to producer sales which will not be certificated, and under which gas will not be flowing, by July 1, 1976, should be approved.

(3) It is necessary and appropriate to aid in the enforcement of the Natural Gas Act, that the determination of whether Mesa Offshore qualifies as a small producer, and the determination of whether Sea Robin should be permitted to pass through any purchased gas costs related to Mesa Offshore in excess of the national ceiling rate, should be consistent with, and controlled by, the outcome of the proceedings in Sea Robin Pipeline Company, Docket No. RP73-89 (PGA 76-1).

The Commission orders: (A) Sea Robin's proposed PGA rate increase is hereby accepted for filing and suspended for one day until July 2, 1976, subject to refund, and subject to the condition that Sea Robin shall file, within 20 days of the date of issuance of this order, substitute tariff sheets to become effective, subject to refund, as of July 2, 1976, which reflect elimination of costs associated with producer sales which have not been certificated, and under which gas was not flowing, as of July 1, 1976.

(B) Within 20 days of the date of issuance of this order, Sea Robin may file revised tariff sheets to become effecitve July 1, 1976, which eliminate costs in excess of the national rate attributable to Mesa Offshore, and costs attributable to producer sales which will not be certificated, and under which gas will not be flowing by July 1, 1976.

(C) The determination of whether Mesa Offshore qualifies as a small producer, and the determination of whether Sea Robin should be permitted to pass through any purchased gas costs related to Mesa Offshore in excess of the national ceiling rate, will be consistent with, and controlled by, the outcome of the proceedings in Sea Robin Pipeline Company, Docket No. RP73-89 (PGA76-1).

(D) The Secretary shall cause prompt publication of this order to be made in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19727 Filed 7-7-76;8:45 am]

[2] To resolve the dispute over Mesa Offshore's status the Commission instituted a show cause proceeding in its December 31 order in Docket No. RP73-89 (PGA76-1) to determine, inter alia, whether Mesa Offshore should be required to reduce its rates to the national ceiling rate established in Opinion No. 699-H, and to refund all amounts collected in excess of the national ceiling rate. The Commission stated further in its December 31 order that if Mesa Offshore is not covered by a small producer exemption, Sea Robin should not be permitted to pass on any purchased gas costs related to Mesa Offshore in excess of the national ceiling rate. Accordingly, the Commission suspended Sea Robin's proposed PGA rate increase for one day when the increase was allowed to become effective subject to refund upon the outcome of the show cause proceeding.

[3] Texaco, Inc., and Pennzoil Offshore Gas Opr., Inc. The volumes referred to reflect sales from Offshore Louisiana under contracts dated July 1, 1976.

[4] See note 2, supra.

[Docket No. CP76-387]

SEA ROBIN PIPELINE CO. AND TRANSTINENTAL GAS PIPE LINE CORP.

Application

JUNE 30, 1976.

Take notice that on June 9, 1976, Sea Robin Pipeline Company (Sea Robin), P.O. Box 1478, Houston, Texas 77001, and Transcontinental Gas Pipe Line Corporation (Transco), P.O. Box 1396, Houston, Texas 77001, filed in Docket No. CP76-387 a joint application pursuant to Section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of offshore facilities in Block 204, Eugene Island area, offshore Louisiana, and the exchange of natural gas, all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicants propose to construct and operate approximately 2.45 miles of 6⅝-inch pipeline and related facilities to connect Block 204, Eugene Island area, to existing Platform "B" located in Block 196, Eugene Island area. It is stated that the proposed facilities are necessary in order that Applicants may be able to take gas available to them and purchased from Texaco, Inc. (Texaco) and Amoco Production Company (Amoco) at Bolck 204. It is said that Applicants would each own a 50 percent undivided interest in the line and Sea Robin would purchase 50 percent of the gas produced in Block 204 from Texaco and Transco would purchase the remaining 50 percent from this block from Amoco.

It is proposed that Applicants' gas would be transported through the proposed facilities from Platform "G", Block 204, to Platform "B", Block 196, Eugene Island area, and that Sea Robin would take Transco's portion of gas at Platform "B", Block 196, and exchange an equivalent volume for delivery to Transco at Eugene Island area, Block 206, Platform "A" or at such other platform in the Eugene Island Block 205 field as may be agreeable between Transco and Sea Robin. Applicants state that Transco has agreed to reimburse Sea Robin for its portion and maintenance expenses on an annual basis.

The application indicates that the total estimated cost of the proposed facilities is $873,350, which cost will be financed from funds on hand.

Any person desiring to be heard or to make any protest with reference to said application should on or before July 20, 1976, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in

any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicants to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19695 Filed 7-7-76;8:45 am]

[Project No. 1895]

SOUTH CAROLINA ELECTRIC & GAS CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 19, 1969, South Carolina Electric & Gas Company, Licensee for Columbia Project No. 1895, located in Richland County, South Carolina, in part within the city limits of Columbia, on the Broad and Congaree Rivers, filed an application for a new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 1895 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to South Carolina Electric & Gas Company.

Take notice that an annual license is issued to South Carolina Electric & Gas Company under the Federal Power Act for the period July 1, 1976 to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of the Columbia Project No. 1895, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19731 Filed 7-7-76;8:45 am]

[Docket No. RP73-64 (PGA76-3)]

SOUTHERN NATURAL GAS CO.

Order Accepting and Suspending Proposed Tariff Sheets, Staying Procedures with Respect to Certain Small Producer Purchases, and Granting Interventions

JUNE 30, 1976.

On May 14, 1976, Southern Natural Gas Company (Southern) tendered for filing a 3.599¢ per Mcf rate increase[1] to track a 7.241¢ ($38,729,973) increase in the current cost of purchased gas[2] and a 3.642¢ decrease (from 6.694¢ to 3.052¢) in the surcharge to recover deferred purchased gas costs.[3] Southern proposed a July 1, 1976, effective date. For the reasons hereinafter stated, the Commission will accept the proposed changes for filing, suspend their effectiveness for one day, and permit them to become effective on July 2, 1976, subject to refund.

Public notice of Southern's filing was issued on May 26, 1976, with comments, protests or petitions to intervene due on or before June 7, 1976. Petitions to intervene were filed by the South Carolina Electric & Gas Company on June 3, 1976, and by the Alabama Gas Corporation on June 7, 1976.

The Commission's review of Southern's filing reveals that the proposed tariff sheet reflects small producer purchases in excess of the rate levels permitted in Opinion No. 742.[4] Thus, the proposed rate has not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. Accordingly, the Commission will accept the proposed tariff sheet for filing and suspend its use for one day until July 2, 1976, when it may be permitted to become effective subject to refund.

With regard to the issue of the small producer purchases in excess of Opinion No. 742 rate levels, the Commission will defer establishing a hearing schedule pending Commission action on rehearing of Opinion No. 742 and the proposed rulemaking in Docket No. RM76-5.[5] Notwithstanding the deferral of a procedural schedule on the small producer issue, Southern shall file within fifteen (15) days of the date of this order, a list of the small producers who made sales reflected in the instant filing which are in excess of the "130% formula" rates prescribed by Opinion No. 742.

Our review of increased purchased gas costs claimed by Southern other than those associated with small producer purchases in excess of "130% formula" levels indicates that they should be approved insofar as they are in compliance with the standards set forth in Docket No. R-406. Accordingly, we shall permit Southern to file revised tariff sheets to become effective on July 1, 1976, which reflect the costs in Southern's filing which are in conformance with Docket No. R-406.

The Commission notes that the revised tariff sheets to become effective July 1, 1976 will reflect increases in pipeline supplier rates (United Gas Pipe Line Company and Sea Robin Pipeline Company) which will not become effective until July 2, 1976, and are subject to modification to reflect the elimination of costs associated with certain non-certificated new gas supplies. We shall therefore direct Southern to credit its deferred purchased gas cost account (Account 191) with all amounts collected on July 1, 1976 associated with these pipeline supplier increases.

The Commission finds: (1) It is necessary and appropriate to aid in the enforcement of the Natural Gas Act that Southern's proposed tariff sheet be accepted for filing, that the effectiveness thereof be suspended for one day until July 2, 1976, when the tariff sheet shall be permitted to become effective, subject to refund, and that hearing procedures in the issue of small producer purchases be deferred pending further Commission order.

(2) Good cause exists to require Southern to file within fifteen (15) days of the issuance of this order a list (with addresses) of small producers making sales reflected in Southern's proposed tariff sheet which are in excess of the rate levels prescribed by Opinion No. 742.

The Commission orders: (A) Southern's proposed tariff sheet as filed on May 14, 1976, is hereby accepted for filing and the effectiveness thereof suspended for one (1) day, subject to refund, until July 2, 1976.

(B) Hearing procedures regarding the justness and reasonableness of the small producer purchases in excess of the rate levels prescribed in Opinion No. 742 are hereby deferred pending further order of the Commission.

(C) Southern shall file within fifteen (15) days of the issuance of this order a list of the small producers making sales reflected in the Southern's proposed tariff sheet which are in excess of the rate levels prescribed by Opinion No. 742.

(D) Southern may file a revised tariff sheet to become effective July 1, 1976, which reflects those claimed increased

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[1] Nineteenth Revised Sheet No. 4A to Sixth Revised Volume No. 1.

[2] The demand component of the rates reflects a decrease of 0.10¢ per Mcf.

[3] Reflects an account balance as of March 31, 1976, of $6,971,692 plus $933,285 in estimated costs attributable to Opinion No. 749A which were deferred for the period May 1 through May 14, 1976.

[4] Docket No. R-393, issued August 28, 1975.

[5] Small Producers, Docket No. RM76-5, Notice of Proposed Rulemaking, issued August 28, 1975.

purchased gas costs which are other than the claimed increased costs associated with small producer purchases in excess of the rate levels prescribed by Opinion No. 742. Southern is hereby required to credit its deferred purchased gas cost account (Account 191) with any amounts collected on July 1, 1976 which are associated with increases in pipeline supplier rate increases from United Gas Pipe Line Company and Sea Robin Pipeline Company.

(E) The above-named petitioner(s) are hereby permitted to intervene in these proceedings subject to the rules and regulations of the Commission; *Provided, however,* That participation of such intervenors shall be limited to matters affecting asserted rights and interests as specifically set forth in the petitions to intervene; and *Provided, further,* That the admission of such intervenors shall not be construed as recognition by the Commission that they might be aggrieved because of any order or orders of the Commission entered in this proceeding.

(F) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19720 Filed 7-7-76;8:45 am]

[Docket No. RP75-84]

SOUTHERN NATURAL GAS CO.

Order Accepting Revised Tariff Sheets for Filing and Suspending Their Effectiveness, and Granting Interventions

JUNE 30, 1976.

On May 28, 1976, the Southern Natural Gas Company (Southern) tendered for filing proposed changes in its FPC Gas Tariff, Sixth Revised Volume No. 1[1], in purported compliance with the Commission's Opinion No. 747, Opinion and Order Prescribing Interim Curtailment Plan, issued November 27, 1975, and Opinion No. 747-B, Opinion and Order Granting Rehearing In Part and Denying Rehearing In Part, issued May 21, 1976, in Southern Natural Gas Company, Docket Nos. RP72-74 and RP74-6. For reasons hereinafter stated, the Commission shall accept the revised sheets for filing and suspend them for one day from their proposed effective dates.

The filed tariff sheets are designed to accomplish the mandate of the Commission's orders, Opinion No. 747 and Opinion No. 747-B, through a revision of Section 9.6 of the General Terms and Conditions of Southern's FPC Gas Tariff. The revised Section 9.6 provides that Southern will grant demand charge credits when a purchaser's requirement for gas is curtailed within contract demand and a mechanism for recouping such credits through Southern's commodity and one-part rates.[2] The tariff sheets also provide for a surcharge adjustment increase in Southern's commodity and one-part rates of 4.552¢ per Mcf,[3] to be effective for the period July 1, 1976 through December 31, 1976, to recoup the demand charge credits which Southern estimates it will make during the period beginning November 27, 1975 and ending on December 31, 1976. Southern requests that any special permission or waiver pursuant to Section 154.66 and any other waiver necessary in order to permit the tariff sheets containing the demand charge credit provision to become effective on November 27, 1975[3] and the surcharge adjustment increase[3] to become effective on July 1, 1976 be granted.

Notice of Southern's filing was issued on June 8, 1976, with all protests or petitions to intervene due on or before June 17, 1976. Several protests[4] and petitions to intervene[5] were filed. The protests will be discussed, *infra.*

Ordering Paragraph (F) of the Commission's Opinion No. 747 requires that appropriate tariff sheets be filed reflecting the mandate of that Opinion. At page 26 of Opinion No. 747, the Commission stated:

> We find that the demand charge adjustment waiver sought by Southern should be retained on an interim basis; however, Southern should be directed to amend its rate filing in RP75-84 with a provision through which it would track all fixed costs lost due to curtailment through the commodity charge.

In Opinion No. 747-B the Commission further stated at pages 17-18 that:

> "* * * [W]e will permit retention of Southern's demand charge adjustment waiver until such time as Southern has on file and in effect a tariff provision providing for demand charge adjustments with recovery of lost demand charge fixed costs through the commodity charge. Presently, Southern must make such a filing within ten days of issuance of this order.

Our review of the tariff sheets filed by Southern indicates that they fulfill the initial requirements of Opinion No. 747 in that they provide for demand charge credits when a purchaser's requirement for gas is curtailed within contract demand, as well as a mechanism for recouping such credits through the commodity charge. Nevertheless, in light of their impact upon the rates previously accepted, suspended and set for hearing in this docket, the procedures proposed in the instant tariff sheets have not been shown to be just and reasonable, and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. Accordingly, the Commission shall accept the instant tariff sheets for filing and suspend their effectiveness for one day from their proposed effective date, when they may be permitted to become effective subject to refund. All issues raised by Southern's latest filing shall be litigated according to the procedural schedule previously established in this proceeding.

Protests received from the City of Monticello, Georgia (Monticello), the Town of Oakman, Alabama (Oakman) and the Gas Section, Georgia Municipal Association (GMA) request that the Commission reject Southern's proposal. Monticello and Oakman argue that Southern's demand charge adjustment method penalizes high priority load customers, while GMA contends that the instant proposals require G customers to pay the additional surcharge even though it will be impossible for them to ever receive a demand charge credit under the existing tariff provisions. Gas Light of Columbus and Alabama MDG question the propriety of the mechanisms chosen by Southern to fulfill the Commission's mandate in that they do not reflect the zones on the Southern system and collect all demand charge credits through a surcharge that applies only to jurisdictional customers. Alabama Gas Corporation makes the same points in a motion to reject.

Atlanta Gas Light Company filed comments requesting the Commission to order certain modifications in Southern's filing. Atlanta Gas objects to the recoupment of all demand charge credits solely from jurisdictional customers. Further, Atlanta Gas objects to the use of projections of sales volumes to calculate the surcharge, the use of the Index of Requirements filed December 23, 1975 to calculate demand charge credits, the use of the Index of Requirements on an individual delivery point basis despite the Commission's restoration of conjunctive billing in Opinion No. 747-B, and the failure of Southern to refund demand charges in accordance with Opinion No. 747. Finally Atlanta Gas calls for the rejection of proposed Section 9.6(2) (iii) on Original Sheet No. 40C.1 because the provisions relate to contingencies arising from curtailment and discontinuance of service and is not a rate matter suitable for determination in this docket.

Atlanta Gas' point with respect to refunds is well taken. Accordingly, Southern shall file in Docket Nos. RP72-74 and RP74-6 the refund plan required by Opinion No. 747 *et seq.,* on or before July 16, 1976. The Commission believes the other issues raised by the parties do not constitute the proper basis for rejection of Southern's proposed changes, but rather should be raised in the evidentiary hearing in this proceeding.

The Commission finds: (1) It is necessary and appropriate to aid in the enforcement of the Natural Gas Act that Southern's proposed tariff sheets be accepted for filing; that the effectiveness thereof be suspended for one day from the proposed effective dates, when the tariff sheets may become effective, subject to refund; and that the issues raised thereby be litigated according to the procedural schedule established in this proceeding.

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[1] Designated as: Substitute Third Revised Sheet No. 40C, Original Sheet Nos. 40C.1 and 40C.2, Twentieth Revised Sheet No. 4A.

[2] Substitute Third Revised Sheet No. 40C, Original Sheet Nos. 40C.1 and 40C.2.

[3] Twentieth Revised Sheet No. 4A.

[4] See Appendix A.

[5] See Appendix B.

(2) It is desirable and in the public interest to allow the petitioners named in Appendix B to intervene.

The Commission orders: (A) Southern's proposed Original Sheet Nos. 40C.1 and 40C.2, and Substitute Third Revised Sheet No. 40C, are hereby accepted for filing and the effectiveness thereof suspended for one (1) day, until November 28, 1975, and until such further time as they are made effective, subject to refund, by motion filed in the manner prescribed by Section 4(e) of the Natural Gas Act. Waiver of the Commission's Regulations is hereby granted to allow such an effective date.

(B) Southern's proposed Twentieth Revised Sheet No. 4A is hereby accepted for filing and the effectiveness thereof suspended for one (1) day, until July 2, 1976 and until such further time as they are made effective, subject to refund, by motion filed in the manner prescribed by Section 4(e) of the Natural Gas Act.

(C) The issues raised by Southern's filing of May 28, 1976, shall be litigated according to the procedural schedules previously established in this proceeding.

(D) The petitioners named in Appendix B are hereby permitted to intervene in these proceedings subject to the rules and regulations of the Commission; *Provided, however,* That participation of such intervenors shall be limited to matters affecting asserted rights and interests as specifically set forth in the petitions to intervene; and *Provided, further,* That the admission of such intervenors shall not be construed as recognition by the Commission that they might be aggrieved because of any order or orders of the Commission entered in this proceeding.

(F) The interventions granted herein shall not be the basis for delaying or deferring any procedural schedules heretofore established for the orderly and expeditious disposition of this proceeding.

(G) Southern shall file in Docket Nos. RP72–74 and RP74–6 on or before July 16, 1976 the refund plan required by Commission Opinion No. 747 *et seq.*

(H) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

APPENDIX A

SOUTHERN NATURAL GAS COMPANY

[Docket No. RP75–84]

Protestant	*Date filed*
*Gas Section, Georgia Municipal Association.	June 10, 1976.
*Atlanta Gas Light Company.	June 17, 1976.
City of Monticello, Georgia.	June 8, 1976.
*Gas Light Company of Columbus,	June 17, 1976.
Town of Oakman, Alabama.	June 14, 1976.
*Alabama Municipal Distributors Group.	June 17, 1976.
*Alabama Gas Corporation.	June 17, 1976.
City of Wrens, Georgia.	June 14, 1976.
City of Jackson, Georgia.	June 14, 1976.
City of Shellman, Georgia.	June 10, 1976.
City of Millen, Georgia.	June 10, 1976.
City of Hawkinsville, Georgia.	June 14, 1976.
City of Claxton, Georgia.	June 11, 1976.
Town of Double Springs, Alabama.	June 21, 1976.
Town of Parrish, Alabama.	June 28, 1976.
City of Sparta, Georgia.	June 21, 1976.
City of Waynesboro, Georgia.	June 18, 1976.

* Previously admitted as intervenor

APPENDIX B

SOUTHERN NATURAL GAS COMPANY

[Docket No. RP75–84]

Intervenors	*Date filed*
City of Trion, Georgia	June 9, 1976.
City of Jackson, Georgia	June 9, 1976.
City of Thomson, Georgia	June 9, 1976.
Chattanooga Gas Company	June 17, 1976.

[FR Doc.76–19730 Filed 7–7–76;8:45 am]

[Project No. 2161]

ST. REGIS PAPER CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On March 12, 1969, St. Regis Paper Company, Licensee for Rhinelander Project No. 2161, located in Oneida County, Wisconsin, on the Wisconsin River, filed an application for a new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 2161 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to St. Regis Paper Company.

Take notice that an annual license is issued to St. Regis Paper Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of the Rhinelander Project No. 2161, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76–19714 Filed 7–7–76;8:45 am]

[Docket No. CP76–2]

TENNECO, INC.

Petition to Amend

JULY 1, 1976.

Take notice that on June 14, 1976, Tennessee Gas Pipeline Company, a Division of Tenneco Inc. (Tennessee), P.O. Box 2511, Houston, Texas 77001, filed in Docket No. CP76–2 a petition to amend the Commission's order issued December 2, 1975, in said docket pursuant to Section 7 of the Natural Gas Act, by authorizing Tennessee to continue rendering to East Tennessee Natural Gas Company (East Tennessee) the previously authorized one-year storage service for another one-year term, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

Tennessee states that the order of December 2, 1975, authorized it to render a storage service to East Tennessee for a one-year period whereby Tennessee stored up to a total of 500,000 Mcf for East Tennessee during the 1975 summer at a daily rate of up to 6,250 Mcf. It is said that the storage service was made available by Tennessee to East Tennessee out of a total storage volume of 3,940,000 Mcf made available to Tennessee by Consolidated Gas Supply Corporation (Consolidated). Tennessee states that East Tennessee now needs to continue to receive said storage service from Tennessee for another one-year term in order to protect the Priority 1 and 2 requirements of its customers during the 1976–77 winter. Accordingly, Tennessee states that it has arranged with Consolidated for the acquisition of an additional one-year storage capacity volume of 500,000 Mcf in order that Tennessee would be able, in turn, to render the requested storage service for East Tennessee.

It is indicated that Tennessee proposes to receive daily volumes of natural gas from East Tennessee during the 1976 summer to permit East Tennessee to store up to its total storage volume of 500,000 Mcf and to deliver to East Tennessee during the 1976–77 winter its stored volumes at daily rates up to its daily storage volume of 6,250 Mcf. It is stated that East Tennessee's total storage volume of 500,000 Mcf under the interim storage service proposed would be made available by East Tennessee to Tennessee from East Tennessee's purchases from Tennessee under the terms of a gas sales contract between the parties, dated May 1, 1968.

Tennessee states that it can perform the proposed storage service for another year by utilizing the additional storage service to be acquired from Consolidated, along with the existing off-peak capacity of Tennessee's existing facilities, without the need for any additional facilities. Further, it is stated that the service would be performed only when, in Tennessee's sole opinion, its operating conditions so permit.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before July 30, 1976, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's Rules of Practice and Procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19675 Filed 7-7-76;8:45 am]

[Docket No. RP71-11 (PGA No. 76-4)]

TENNESSEE NATURAL GAS LINES, INC.

Order Accepting and Suspending Proposed Tariff Sheet, Subject to Condition, and Rejecting Alternate Tariff Sheet

JUNE 30, 1976.

On May 28, 1976, Tennessee Natural Gas Lines, Inc. (TNG) tendered for filing alternate proposed tariff sheets reflecting an increase in purchased gas costs. TNG's filing tracks alternate increases proposed by its supplier Tennessee Gas Pipeline Company (Tennessee). For the reasons discussed in this order, the Commission will accept the proposed tariff sheet reflecting the higher rate for filing, suspend its effectiveness for one day, and permit it to become effective subject to refund.

TNG's May 28, 1976, Purchased Gas Adjustment filing consists of an increase of 2.15¢[1] per Mcf and an increase of 2.66¢[2] per Mcf to track alternate increases of Tennessee. TNG proposes that the lower increase be accepted and made effective as of July 1, 1976 and that the higher increase be accepted and its effectiveness suspended for one day until July 2, 1976, subject to refund.

Public notice of TNG's filing was issued on June 9, 1976, with protests and petitions to intervene due on or before June 24, 1976. On June 17, 1976, Tennessee Public Service Commission filed a notice of intervention. The Tennessee Public Service Commission states that there is now pending before this Commission, in Docket No. RP71-11 (PGA76-1), a proceeding wherein it protested the last PGA filing of TNG to increase commodity charges without flowing through to its jurisdictional customers the demand charge credits which it received from its supplier, Tennessee. The Tennessee Commission states that because the instant filing is identical in that respect, it should be suspended for one day and hearing procedures should be established to determine its justness and reasonableness.

The Commission's review of TNG's filing reveals that the proposed alternate tariff sheets also track the demand charge adjustment of Tennessee. The propriety of TNG's method of tracking Tennessee's adjustment has not been established and is an issue in the proceeding in Docket No. RP71-11 (PGA76-1). For that reason, the Commission has determined that the proposed increase has not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. The proposed higher alternate tariff sheet will be accepted for filing and suspended for one day until July 2, 1976, when it will be permitted to become effective, subject to refund and subject to the condition that TNG file appropriate revisions to the tariff sheet eliminating any supplier increases which are not actually incurred.

TNG's lower alternate sheet, proposed to be made effective without suspension on July 1, 1976, also tracks Tennessee's curtailment adjustment. Since the propriety of TNG's method of tracking that adjustment is questionable, the lower alternate filing will be rejected. Moreover, the treatment of TNG's method of tracking the demand charge adjustment of its supplier will be subject to the outcome of the proceeding in Docket No. RP71-11 (PGA76-1) with respect to the determination by the Commission of that issue.

The Commission finds: (1) It is necessary and appropriate to aid in the enforcement of the Natural Gas Act that TNG's higher alternate tariff sheet tendered on May 28, 1976, be accepted for filing and suspended for one day until July 2, 1976, when it shall become effective, subject to refund.

(2) Good cause exists to reject TNG's tendered lower alternate tariff sheet.

The Commission orders: (A) TNG's higher alternate tariff sheet, tendered on May 28, 1976, is hereby accepted for filing and suspended for one day or until July 2, 1976, when it shall become effective, subject to refund, and subject to the condition that TNG file a revised tariff sheet reflecting appropriate adjustment to eliminate any anticipated supplier increases which are not actually incurred.

(B) TNG's lower alternate tariff sheet, tendered May 28, 1976, is hereby rejected.

(C) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19676 Filed 7-7-76;8:45 am]

[1] Alternate Sixteenth Revised Sheet No. PGA-1 and Alternate Eleventh Revised Sheet No. PGA-2 to TNG's FPC Gas Tariff, First Revised Volume No. 1 (Lower Increase).

[2] Sixteenth Revised Sheet No. PGA-1 and Eleventh Revised Sheet No. PGA-2 to TNG's FPC Gas Tariff, First Revised Volume No. 1 (Higher Increase).

[Docket Nos. RP74-41, RP75-73 (PGA76-5, DCA76-2)]

TEXAS EASTERN TRANSMISSION CORP.

Order Suspending Proposed PGA Rate Change and Making Effective Without Suspension Alternate PGA Rate Change, Deferring Hearing Procedures et al.

JUNE 30, 1976.

On May 17, 1976, Texas Eastern Transmission Corporation (Texas Eastern) tendered for filing a proposed PGA rate increase.[1] For the reasons hereinafter stated, we shall accept the proposed tariff sheets for filing and suspend their effectiveness for one day to become effective on July 2, 1976, subject to refund.

By the subject filing Texas Eastern proposes to increase its PGA rate to include (1) increases of 6.85¢ per dth in zone A and 5.97¢ per dth in zones B, C and D to reflect increased purchased gas costs, (2) an increase of 2.48¢ per dth in the surcharge to reflect the recovery of $5,109,768 in deferred purchased gas costs, (3) a 0.10¢ reduction in the demand component of the rates in zones B, C and D and (4) reduced surcharges to recover lower amounts of demand charge credits. Texas Eastern requests an effective date of July 1, 1976.

Anticipating a one day suspension due to the inclusion in the PGA increase of small producer and emergency purchases at rates in excess of Opinion Nos. 742 and 699-H rate levels, Texas Eastern has concurrently filed alternate tariff sheets[2] which exclude those costs in excess of the prescribed rate levels. In the event of such suspension, Texas Eastern requests that the alternate rates be made effective July 1, 1976.

Public notice of Texas Eastern's filing was isued on May 25, 1976 with protests or petitions to intervene due on or before June 16, 1976.

Our review of the tariff sheets listed in footnote 1 indicates that the proposed PGA rate adjustment is based in part on small producer and 60-day emergency purchases in excess of the rate levels prescribed in Opinion Nos. 742 and 699-H, respectively. Therefore, the proposed rates have not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory, or otherwise unlawful. Accordingly, we shall accept the tariff sheets listed in footnote 1 for filing and suspend them for one day until July 2, 1976, when they shall become effective, subject to refund, as hereinafter ordered and conditioned.

With regard to the issue of the small producer purchases described above, other than the small producer purchases made pursuant to the Commission's emergency sales regulations, we

[1] Designated: Revised Twentieth Revised Sheet Nos. 14 and 14A through 14D to FPC Gas Tariff, Fourth Revised Volume No. 1.

[2] Designated: Twentieth Revised Sheet Nos. 14, 14A through 14D to FPC Gas Tariff, Fourth Revised Volume No. 1.

shall defer establishing a hearing schedule for this matter pending Commission action on rehearing of Opinion No. 742[3] and the proposed rulemaking in Docket No. RM76-5.[4]

Notwithstanding our deferral of a procedural schedule on the small producer issue, Texas Eastern shall file within 15 days of the date of this order a list of the small producers (other than small producers making emergency sales) reflected in the instant filing in excess of the "130% formula" rates.

With regard to the 60-day emergency purchases, the Commission noted in Opinion No. 699-B[5] that a pipeline would be entitled to include in its purchased gas costs a rate for such purchases "which a reasonably prudent pipeline purchaser would pay for gas under the same or similar circumstances." To assist in Commission review of the 60-day emergency purchases and in determining whether a public hearing is necessary thereon, Texas Eastern shall be required to file and serve on all its customers and interested state commissions within thirty days of the issuance hereof the following information: (1) the pipeline's need for the gas, (2) the availability of other gas supplies, (3) the amount of gas purchased under each 60-day transaction, (4) a comparison of each emergency purchase price with appropriate market prices in the same or nearby areas, and (5) the relationship between the purchaser and the seller. Upon receipt of this information, it will be duly noticed for receipt of comments with respect thereto. If, upon review of the information filed and any comments related thereto, we find the subject purchases meet the criterion set forth in Opinion No. 699-B, the Commission shall terminate the proceedings and relieve Texas Eastern of its refund obligation. Should our review of the information and any comments related thereto indicate that further proceedings are required as to any or all of the 60-day emergency purchases, such proceedings will be established by subsequent order.

Our review of the alternate tariff sheets listed in footnote 2 indicates that the costs reflected therein are in compliance with the standards set forth in Docket No. R-406. Accordingly, the alternate tariff sheets will be accepted for filing and permitted to be effective on July 1, 1976. We note that such alternate tariff sheets reflect a PGA rate increase proposed by United Gas Pipe Line Company (United) in Docket No. RP72-133 (PGA76-3) which will not become effective until July 2, 1976. Accordingly, we shall direct Texas Eastern to credit its deferred purchased gas cost account (Account 191) with all amounts collected on July 1, 1976 associated with United's increase.

It is further noted that in Docket No. RP72-133 (PGA76-3) United will be ordered to file a review rate to adjust for various anticipated purchased gas costs that will not be incurred by July 1, 1976. Accordingly, Texas Eastern will likewise be required to file revised tariff sheets to reflect United's adjusted rates.

The Commission finds: (1) Good cause exists to accept for filing the tariff sheets listed in footnote 2 to become effective July 1, 1976, inasmuch as the purchased gas costs reflected in those tariff sheets are in compliance with the standards set forth in Docket No. R-406.

(2) Good cause exists to accept for filing the proposed tariff sheets listed in footnote 1 and to suspend the use thereof for one day, to become effective July 2, 1976, subject to refund, as hereinafter ordered and conditioned.

(3) Texas Eastern should be required to file revised tariff sheets reflecting adjustments to the cost of gas purchased from United.

(4) It is necessary and appropriate to aid in the enforcement of the Natural Gas Act that hearing procedures on the issue of small producer purchases (other than the small producer purchases made pursuant to the Commission's 60 day emergency sales regulation) be deferred pending further Commission order.

The Commission orders: (A) Subject to compliance with the condition in Ordering Paragraph (C) below, the alternate tariff sheets listed in footnote 2 are hereby accepted for filing to become effective July 1, 1976.

(B) Subject to satisfaction of the condition in Ordering Paragraph (C) below, the tariff sheets listed in footnote 1 are hereby accepted for filing and suspended for one day until July 2, 1976, when they shall become effective subject to refund.

(C) United having been directed by separate order in Docket No. RP72-133 (PGA76-3) to file a revised tariff sheet adjusting its PGA rate to reflect (a) elimination of costs and volumes related to presently non-certificated new supplies from Transocean Oil, Inc. and (b) elimination of any anticipated increased purchased gas costs that are not incurred by United from non-certificated producers by July 1, 1976, Texas Eastern shall file within 25 days of United's filing, revised tariff sheets reflecting such adjustments to the cost of gas purchased from United.

(D) Texas Eastern is hereby directed to credit its deferred purchased gas cost account (Account 191) with any amounts collected on July 1, 1976 which are associated with increases from United Gas Pipeline Company.

(E) The hearing procedures on the issue of small producer purchases (other than small producer purchases made pursuant to the Commission's 60-day emergency sales regulation) in excess of the rate levels prescribed by Opinion No. 742, are hereby deferred pending further Commission order.

(F) Within 15 days of the date of this order, Texas Eastern shall file with the Commission a list, including addresses, of the small producers (other than small producers under 60-day emergency sales) from whom it purchased at rates in excess of the rate levels provided for by Opinion No. 742.

(G) To assist in Commission review of the 60-day emergency purchases and in determining whether a public hearing is necessary thereon, Texas Eastern shall file and serve on all its customers and interested state commissions within thirty days of the issuance of this order the following information: (1) the pipeline's need for the gas, (2) the availability of other gas supplies, (3) the amount of gas purchased under each 60-day transaction, (4) a comparison of each emergency purchase price with appropriate market prices in the same or nearby areas, and (5) the relationship between the purchaser and the seller. Upon receipt of this information, it will be duly noticed for receipt of comments with respect thereto. Should our review indicate that the information filed and the comments related thereto meet the criterion set forth in Opinion No. 699-B, we shall terminate the proceedings and relieve Texas Eastern of its refund obligation. Should our review of the information and any comments related thereto indicate that further proceedings are required as to any of all of the 60-day emergency purchases, such proceedings will be established by subsequent order.

(H) The Secretary shall cause the prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19694 Filed 7-7-76;8:45 am]

[Docket No. CP76-267]

TEXAS GAS TRANSMISSION CORP.

Petition to Amend

JULY 1, 1976.

Take notice that on June 24, 1976, Texas Gas Transmission Corporation (Texas Gas), 3800 Frederica Street, Owensboro, Kentucky 42301, filed in Docket No. CP76-267 a petition to amend the Commission's order issued May 24, 1976, in said docket pursuant to Section 7(c) of the Natural Gas Act and Section 2.79 of the Commission's General Policy and Interpretations (18 CFR 2.79) by authorizing Texas Gas to transport for Aluminum Company of America (Alcoa) volumes of natural gas of up to 4,732 Mcf per day until October 31, 1976, and 1,729 Mcf per day thereafter for the duration of the transportation arrangement, all as more fully set forth in the petition to amend which is on file with the Commission and open to public inspection.

The order of May 24, 1976, among other things, authorized Texas Gas to render a transportation service for Alcoa of up to 1,729 Mcf of gas per day on an interruptible basis. Alcoa, it is stated, is an existing industrial customer of

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[3] —— FPC —— issued August 28, 1975, in Docket No. R-393.

[4] Small Producers, Docket No. RM76-5, Notice of Proposed Rulemaking, issued August 28, 1975.

[5] —— FPC —— issued September 9, 1975, in Docket No. R-389-B.

Southern Indiana Gas and Electric Company (SIGECO), one of Texas Gas' resale customers. The petition indicates that Alcoa's Warrick, Indiana, plant has, for a short period (until October 31, 1976), additional volumes of natural gas available to it from the same intrastate supply which is the subject of the gas purchase contract between Par and Alcoa, dated December 10, 1975. Further, it is indicated that by additional gas purchase agreement, dated April 15, 1976, Alcoa and Par have agreed to the purchase by Alcoa of such additional natural gas to be used by Alcoa to offset partially Priority 2 process gas curtailment at Alcoa's Warrick plant.

It is said that Texas Gas and Alcoa have entered into a letter agreement, dated June 9, 1976, providing for the proposed additional transportation service. Texas Gas states that no new facilities are required to provide said service.

Any person desiring to be heard or to make any protest with reference to said petition to amend should on or before July 25, 1976, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's Rules.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19677 Filed 7-7-76;8:45 am]

[Docket No. CP76-403]

TEXAS GAS TRANSMISSION CORP.

Application

JUNE 30, 1976.

Take notice that on June 21, 1976, Texas Gas Transmission Corporation (Applicant), 3800 Frederica Street, Owensboro, Kentucky 42301, filed in Docket No. CP76-403 an application pursuant to section 7(c) of the Natural Gas Act and section 2.79 of the Commission's Statement of General Policy and Interpretations (18 CFR 2.79) for a certificate of public convenience and necessity authorizing a transportation service for a two-year term for Owens-Corning Fiberglas Corporation (Owens-Corning), all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that it has entered into an agreement, dated June 16, 1976, whereby Applicant has agreed to transport up to 2,000 Mcf of natural gas per day on an interruptible basis for Owens-Corning. It is indicated that the gas would be received at a point near or at the site of Woodlawn Junction, Jefferson Davis Parish, Louisiana, and would be simultaneously redelivered by Applicant at its existing point or points of delivery with Jackson Utility Division, City of Jackson, Tennessee (Jackson), for the account of Owens-Corning. It is said that the gas to be transported by Applicant would be purchased from Kilroy Properties Incorporated and Dawson Exploration, Inc. (Kilroy-Dawson) from certain leasehold interests in Jefferson Davis Parish, Louisiana, and would be consumed for Priority 2 end uses at Owens-Corning's Jackson, Tennessee Plant. Owens-Corning is an existing industrial customer of Jackson, one of Applicant's resale customers, and Applicant states that at the present time, it is projecting curtailment of deliveries well into Priority 2 for the 1976 winter season and thereafter.

It is stated that in order to effectuate the transportation service proposed, Applicant would be required to construct and install a 2-inch run meter station and related equipment at or near the site of Woodlawn Junction at an estimated cost of $19,800. It is asserted that Applicant would be reimbursed by Owens-Corning for these costs.

Applicant states that it would not retain any volumes hereunder for its own system supply, but would retain 5 percent of the volumes received for transportation as makeup for compressor fuel and line loss.

The application shows the following information submitted by Applicant:

1. Applicant proposes to transport up to 2,000 Mcf on both a peak day and average day and annual volumes of up to 730,000 Mcf.

2. Since the volumes to be transported under this and any similar transportation agreements with customers of distributors, when added to any volumes being transported for the distributors themselves and the distribution customers' scheduled daily deliveries, shall not exceed the contract entitlement of the distributors from Applicant, there exists sufficient pipeline capacity to perform the service on a peak day, average day, and annual basis.

3. The proposed transportation service would have no impact on Applicant's ability to provide systemwide deliveries for Priority 1 markets.

4. The initial rate for the transportation service would be 16.06 cents per Mcf.

5. Applicant does not consider the subject natural gas to be available to it for purchase. If the natural gas is not sold to Owens-Corning, then it would be sold to an intrastate pipeline or to a direct consumer located in Louisiana.

The application shows that commencing with the initial delivery of natural gas and continuing for an initial term of twelve months, Owens-Corning would pay Kilroy-Dawson $1.35 for each one million Btu's, and at the end of the twelve-month term, the price would be increased 5.0 cents and the price shall be increased 5.0 cents each twelve months thereafter.

Any person desiring to be heard or to make any protest with reference to said application should on or before July 12, 1976, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the Regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by Sections 7 and 15 of the Natural Gas Act and the Commission's Rules of Practice and Procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19670 Filed 7-7-76;8:45 am]

[Docket No. RP75-75 (AP76-9)]

TRANSCONTINENTAL GAS PIPE LINE CORP.

Order Accepting Filing Subject to Refund and Setting Procedures

JUNE 30, 1976.

On May 14, 1976 Transcontinental Gas Pipe Line Corporation (Transco) tendered for filing certain revised tariff sheets[1] containing an increase in rates reflecting increases in the level of advance payments[2] made by Transco to producers of natural gas. The proposed effective date is July 1, 1976. The filing is made pursuant to the terms of the settlement agreement approved by the Commission in Docket No. RP75-75. Because the advances may not be reasonable and

[1] Twenty-eighth Revised Sheet No. 5 and Twenty-seventh Revised Sheet No. 6 to First Revised Volume No. 1 and Twenty-second Revised Sheet No. 52, Tenth Revised Sheet No. 121, Eighteenth Revised Sheet No. 321, Fourteenth Revised Sheet No. 416 and Thirteenth Revised Sheet No. 495 to Original Volume No. 2.

[2] 18 C.F.R., Chapter 1, Part 201, Acc't 160.

appropriate procedures will be established to undertake their review. In accordance with the terms of the settlement agreement the increase will be accepted for filing and the rates made effective without suspension but subject to refund.

Certain of the advances contained in the instant filing were made pursuant to agreements which are the subject of current Commission proceedings.[3] The lawfulness of Transco's instant rate increase as it relates to such advances will be made subject to the outcome of those cases. The other two advances contained in the instant filing were made pursuant to agreements which are not the subject of any litigation before the Commission.[4] Commission review of these advances demonstrates that they have not been shown to be reasonable and appropriate as required by Order No. 499, 50 FPC 2111 (1973) reh. den. 51 FPC 818 (1974). The Commission shall therefore convene a hearing to determine the lawfulness of those two advances.

The Commission finds: (1) Transco's rate increase has not been shown to be just and reasonable in that the advance payments upon which it is based have not been shown to be reasonable and appropriate.

(2) The lawfulness of Transco's instant rate increase as it relates to the advances made pursuant to agreements that are the subject of litigation in other dockets is made subject to the outcome of those cases.

(3) The Commission should convene a hearing concerning the lawfulness of the advances contained in the instant filing made pursuant to agreements which have not been the subject of prior Commission litigation.

The Commission orders: (A) Transco's filing is accepted for filing to become effective July 1, 1976, subject to refund.

(B) A Presiding Administrative Law Judge to be designated by the Chief Administrative Law Judge for that purpose, (See Delegation of Authority, 18 CFR 3.5(d)), shall convene a prehearing conference in this proceeding on July 15, 1976 in a hearing room of the Federal Power Commission, 825 North Capitol Street, Washington, D.C. 20426. The issues in the proceeding shall be limited to the lawfulness of Transco's instant filing as it relates to advances made pursuant to agreements identified in footnote 4 *supra*. Said Presiding Administrative Law Judge is hereby authorized to establish all procedural dates and to rule upon all motions (with the exceptions of petitions to intervene, motions to consolidate and sever, and motions to dismiss), as provided for in the rules of practice and procedure.

(C) The lawfulness of Transco's rate increase as it relates to advances made pursuant to agreements which are the subject of prior Commission litigation at Docket Nos. RP74-48, and 75-3 and Docket No. RP75-75 (Advance Payments), *et al.*, is made subject to the outcome of such litigation.

(D) Nothing contained herein shall be construed as limiting the rights of the parties to this proceeding regarding the convening of conferences or offers of settlement pursuant to Section 1.18 of the Commission's rules of practice and procedure.

(E) The Secretary shall cause prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19671 Filed 7-7-76;8:45 am]

[Docket No. RP72-133 (PGA76-3)]

UNITED GAS PIPE LINE CO.

Pipeline Rates: Purchased Gas Adjustment

JUNE 30, 1976.

Order accepting for filing and suspending proposed purchased gas cost adjustment, subject to conditions, deferring hearing procedures with respect to certain small producer purchases, requiring submission of information concerning 60-day emergency purchases, and granting interventions.

On May 14, 1975, United Gas Pipe Line Company (United) tendered for filing a proposed PGA rate increase,[1] for the reasons hereinafter stated, we shall accept the prouposed tariff sheet for filing and suspend its effectiveness for one day to become effective on July 2, 1976, subject to refund.

By the subject filing United proposes to increase its PGA rate by 8.37¢ per Mcf to reflect (1) increased purchased gas costs of 7.58¢ per Mcf or $60,124,651 per year and (2) a .79¢ per Mcf increase in the surcharge to recover deferred costs of $5,200,000. United requests an effective date of July 1, 1976.

Public notice of United's filing was issued on May 27, 1976, with protests or petitions to intervene due on or before June 11, 1976. On June 1, 1976, the United Municipal Distributor's Group (MDG) filed a petition to intervene and protest claiming that the proposed rate reflects purchases from large and small producers at rates in excess of the ceilings of Opinion Nos. 699-H and 742. On June 8, 1976, Alabama Gas Corporation (Alabama Gas) filed a petition to intervene.

Our review of United's PGA filing indicates that it is based in part on small producer and emergency purchases in excess of the rate levels prescribed in Opinion Nos. 742 and 699-H respectively. The proposed increase additionally includes costs associated with non-certificated purchases which are at issue in Docket No. CP76-238 and in previous rate cases. Therefore, the proposed rates have not been shown to be just and reasonable and may be unjust, unreasonable, unduly discriminatory or otherwise unlawful. Accordingly, we shall accept the tariff sheet for filing and suspend it for one day until July 2, 1976, when it shall become effective subject to refund.

With regard to the issue of the small producer purchases described above, other than the small producer purchases made pursuant to the Commission's emergency sales regulations, we shall defer establishing a hearing schedule for this matter pending Commission action on rehearing of Opinion No. 742[2] and the proposed rulemaking in Docket No. RM76-5.[3]

Notwithstanding our deferral of a procedural schedule on the small producer issue, United shall file within 15 days of the date of this order a list of the small producers (other than small producers making emergency sales) reflected in the instant filing in excess of the "130% formula" rates.

With regard to the 60-day emergency purchases, the Commission noted in Opinion No. 699-B[4] that a pipeline would be entitled to include in its purchased gas costs a rate for such purchases "which a reasonably prudent pipeline purchaser would pay for gas under the same or similar circumstances." To assist in Commission review of the 60-day emergency purchases and in determining whether a public hearing is necessary thereon, United shall be required to file and serve on all its customers and interested state commissions within thirty days of the issuance hereof the following information: (1) the pipeline's need for the gas, (2) the availability of other gas supplies, (3) the amount of gas purchased under each 60-day transaction, (4) a comparison of each emergency purchase price with appropriate market prices in the same or nearby areas, and (5) the relationship between the purchaser and the seller. Upon receipt of this information, it will be duly noticed for receipt of comments with respect thereto. If, upon review of the information filed and any comments related thereto, we find the subject purchases meet the criterion set forth in Opinion No. 699-B, the Commission shall terminate the proceedings and relieve

[3] Docket Nos. RP74-48, and 75-3 and Docket No. RP75-75 (Advance Payments), *et al.*

[4] See following table:

Producer	Agreement	Balance (Apr. 30, 1976)
Transco Exploration Co. (Mossbacher)	Aug. 15, 1975	$715,005
C+K Offshore et al.	Dec. 15, 1975	1,606,195

[1] Thirtieth Revised Sheet No. 4 to FPC Gas Tariff, First Revised Volume No. 1.

[2] ____ FPC ____ issued August 28, 1975, in Docket No. R-393.

[3] Small Producers, Docket No. RM76-5, Notice of Proposed Rulemaking, issued August 28, 1975.

[4] ____ FPC ____ issued September 9, 1975, in Docket No. R-389-B.

United of its refund obligation. Should our review of the information and any comments related thereto indicate that further proceedings are required as to any or all of the 60-day emergency purchases, such proceedings will be established by subsequent order.

Our review indicates that the proposed PGA adjustment is based in part on incurred costs associated with purchases from non-certificated producers. Since the jurisdictional status of such producers has been raised in Docket Nos. CP76–238 and RP74–20 *et al.*, the inclusion by United of these costs as nonjurisdictional costs will be subject to final disposition of that issue in those dockets and any further order of the Commission.

Our review further reveals that the claimed increased purchased gas costs include costs anticipated to be incurred by United from non-certificated producers by July 1, 1976. In the event United does not incur these anticipated increases, it will be required to file a downward revision to its PGA rate to eliminate the effect of these anticipated but unincurred purchased gas cost increases.

It is further noted that the subject filing anticipates 5,105,255 Mcf of non-certificated new supplies at the Opinion 699–H rate for a proposed purchase.[5] Since there is no certificate application on file by this producer for the subject sale, it appears that this sale will not be certificated and flowing by the proposed July 1, 1976 effective date. Accordingly, United will be required to file revised rates which exclude costs and volumes associated with the subject anticipated sale.

Our review of United's filing indicates that it complies with the standards set forth in Docket No. R–406 and should be approved with the following exceptions which warrant suspension and further investigation: (a) those claimed increased costs associated with the portion of small producer purchases in excess of the rate levels prescribed in the "130% formula" in Opinion No. 742, (b) that portion of the 60-day emergency purchases from other than small producers in excess of the rate levels prescribed in Opinion No. 699–H, (c) those purchases from non-certificated producers, (d) anticipated costs from non-certificated producers which costs will not have been incurred by July 1, 1976, and (e) costs associated with the purchase from a non-certificated producer which will not have been certificated by July 1, 1976. Accordingly, we shall permit United to file a revised tariff sheet to become effective July 1, 1976 to reflect the elimination of these costs which have not been found to be just and reasonable and to reflect only those costs which we find to be in conformance with the standards set forth in Docket No. R–406.

The Commission finds: (1) Good cause exists to accept for filing United's Thirtieth Revised Sheet No. 4 to First Revised Volume No. 1 of its FPC Gas Tariff and to suspend the use thereof for one day, to become effective July 2, 1976, subject to refund, as hereinafter ordered and conditioned.

(2) United should be required to file a revised tariff sheet reflecting adjustments to its PGA increase for anticipated purchased gas costs that are not incurred by July 1, 1976.

(3) It is necessary and appropriate to aid in the enforcement of the Natural Gas Act that hearing procedures on the issue of small producer purchases (other than the small producer purchase made pursuant to the Commission's 60 day emergency sales regulation) be deferred pending further Commission order.

(4) The claimed increased costs, other than those associated with that portion of small producer and emergency purchases in excess of the rate levels established in Opinion No. 742 and Opinion 699–H as appropriate, and the costs associated with purchases from non-certificated producers have been reviewed and found to be in compliance with the standards set forth in Docket No. R–406.

(5) It is necessary and appropriate to aid in the enforcement of the Natural Gas Act that United be permitted to file, to become effective July 1, 1976, a revised tariff sheet reflecting the elimination of purchased gas costs associated with that portion of small producer and emergency purchases in excess of the rate levels established in Opinion Nos. 742 and 699–H, as appropriate and elimination of costs associated with non-certificated producers.

(6) Good cause exists to allow MDG and Alabama Gas to intervene in this proceeding, as hereinafter ordered and conditioned.

The Commission orders: (A) Subject to satisfaction of the condition in Ordering Paragraph (B) below, Thirtieth Revised Sheet No. 4 is hereby accepted for filing and suspended for one day, to become effective July 2, 1976, subject to refund.

(B) Within 20 days of the date of this order United shall file a revised tariff sheet adjusting its PGA rate to reflect (a) elimination of costs and volumes related to presently non-certificated new supplies from Transocean Oil, Inc. and (b) elimination of any anticipated increased purchased gas costs that are not incurred by United from non-certificated producers by July 1, 1976.

(C) The hearing procedures on the issue of small produced purchases (other than small producer purchases made pursuant to the Commission's 60-day emergency sales regulation) in excess of the rate levels prescribed by Opinion No. 742, are hereby deferred pending further Commission order.

(D) Within 15 days of the date of this order, United shall file with the Commission a list, including addresses, of the small producers (other than small producers under 60-day emergency sales) from whom it purchased at rates in excess of the rate levels provided for by Opinion No. 742.

(E) To assist in Commission review of the 60-day emergency purchases and in determining whether a public hearing is necessary thereon, United shall file and serve on all its customers and interested state commissions within thirty days of the issuance of this order the following information: (1) the pipeline's need for the gas, (2) the availability of other gas supplies, (3) the amount of gas purchased under each 60-day transaction, (4) a comparison of each emergency purchase price with appropriate market prices in the same or nearby areas, and (5) the relationship between the purchaser and the seller. Upon receipt of this information, it will be duly noticed for receipt of comments with respect thereto. Should our review indicate that the information filed and the comments related thereto meet the criterion set forth in Opinion No. 699–B, we shall terminate the proceedings and relieve United of its refund obligation. Should our review of the information and any comments related thereto indicate that further proceedings are required as to any or all of the 60-day emergency purchases, such proceedings will be established by subsequent order.

(F) That portion of the proposed PGA rate based upon costs associated with purchases from non-certificated producers shall be subject to refund pending Commission determination of the jurisdictional issue in Docket Nos. CP76–238 and RP74–20, *et al.*

(G) Within 20 days of the date of issuance of this order, United may file a revised tariff sheet to become effective July 1, 1976, which reflects those claimed increased purchased gas costs contained in United's PGA adjustment other than those claimed increased costs associated with that portion of small producer purchases in excess of the rate levels resulting from the "130% formula" prescribed by Opinion 742 and that portion of the 60-day emergency purchases from producers other than small producers in excess of the rate levels prescribed in Opinion 699–H and other than those costs which are associated with purchases from non-certificated producers.

(H) MDG and Alabama Gas are hereby permitted to intervene in this proceeding, subject to the rules and regulations of the Commission; *Provided, however,* that participation of such intervenors shall be limited to matters affecting asserted rights and interests as specifically set forth in the petitions to intervene; and *Provided, further,* that the admission of such intervenors shall not be construed as recognition by the Commission that they might be aggrieved because of any order or orders of the Commission entered in this proceeding.

(I) The Secretary shall cause the prompt publication of this order in the FEDERAL REGISTER.

By the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76–19693 Filed 7–7–76;8:45 am]

[5] Transocean Oil, Inc. in Offshore Louisiana under a contract dated July 1, 1976.

[Project No. 472]

UTAH POWER & LIGHT CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 5, 1969, Utah Power and Light Company, Licensee for Oneida Project No. 472, located in Franklin County, Idaho, on the Bear River, filed an application for a new license under the Federal Power Act and Commission regulations thereunder.

The license for Project No. 472 was issued effective June 1, 1927, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on licensee's application, it is appropriate and in the public interest to issue an annual license to Utah Power and Light Company.

Take notice that an annual license is issued to Utah Power and Light Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Oneida Project No. 472, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19701 Filed 7-7-76;8:45 am]

[Project No. 597]

UTAH POWER & LIGHT CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 26, 1969, Utah Power and Light Company, Licensee for Stairs Project No. 597, located in Salt Lake County, Utah, on the Big Cottonwood Creek, filed an application for a new license under the Federal Power Act and Commission regulations thereunder.

The license for Project No. 597 was issued effective June 1, 1927, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to Utah Power and Light Company.

Take notice that an annual license is issued to Utah Power and Light Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of the Stairs Project No. 597, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19713 Filed 7-7-76;8:45 am]

[Project No. 1744]

UTAH POWER & LIGHT CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 24, 1969, Utah Power & Light Company, Licensee for Weber Project No. 1744, located in Davis, Morgan, and Weber Counties, Utah, on the Weber River, filed an application for a new license under the Federal Power Act and Commission regulations thereunder.

The license for Project No. 1744 was issued effective June 1, 1927 for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to Utah Power & Light Company.

Take notice that an annual license is issued to Utah Power & Light Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Weber Project No. 1744, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19716 Filed 7-7-76;8:45 am]

[Project No. 1889]

WESTERN MASSACHUSETTS ELECTRIC CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 19, 1969, Western Massachusetts Electric Company, Licensee for Turners Falls & Cabot Project No. 1889, located in Windham County, Vermont, Franklin County, Massachusetts, and Cheshire County, New Hampshire, on the Connecticut River, filed an application for new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 1889 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to Western Massachusetts Electric Company.

Take notice that an annual license is issued to Western Massachusetts Electric Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of the Turners Falls & Cabot Project No. 1889, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19631 Filed 7-7-76;8:45 am]

[Docket Nos. ER76-747; and ER76-743]

WEST TEXAS UTILITIES CO.

Filing of Rate Schedules

JULY 1, 1976.

Take notice that on June 18, 1976, West Texas Utilities (WTU) tendered for filing identical rate schedules covering wholesale service to the following cooperatives:

DOCKET NO. ER76-747

Coleman County Electric Cooperative, Inc.
Concho Valley Electric Cooperative, Inc.
Dickens County Electric Cooperative, Inc.
Midwest Electric Cooperative, Inc.
Rio Grande Electric Cooperative, Inc.
Southwest Texas Electric Cooperative, Inc.
Stamford Electric Cooperative, Inc.
Taylor Electric Cooperative, Inc.

DOCKET NO. ER76-748

City of Sonora
Gate City Electric Cooperative, Inc.
McCulloch Electric Cooperative, Inc.
Brazos Electric Power Cooperative, Inc.

WTU states that these rate schedules are being filed because of changes in its operations on May 4, 1976 and that such changes are described in an application filed in Docket No. E-9558.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, in accordance with sections 1.8 and 1.10 of the Commission's rules of practice and procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 9, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19673 Filed 7-7-76;8:45 am]

[Project No. 2131]

WISCONSIN MICHIGAN POWER CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 24, 1971, Wisconsin Michigan Power Company, Licensee for Kingsford Project No. 2131, located on the Menominee River in Dickinson County, Michigan and Florence County, Wisconsin, filed an application for a new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 2131 was issued effective October 23, 1953, for a period ending June 30, 1974. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to Wisconsin Michigan Power Company.

Take notice that an annual license is issued to Wisconsin Michigan Power Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Kingsford Project No. 2131, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19710 Filed 7-7-76;8:45 am]

[Project No. 1979]

WISCONSIN PUBLIC SERVICE CORP.

Issuance of Annual License(s)

JUNE 30, 1976.

On March 29, 1971, Wisconsin Public Service Corporation, Licensee for Alexander Project No. 1979, located in Lincoln County, Wisconsin, on the Wisconsin River, filed an application for a new license under the Federal Power Act and Commission Regulations thereunder.

The license for Project No. 1979 was issued effective January 4, 1949 for a period ending June 30, 1974. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, it is appropriate and in the public interest to issue an annual license to Wisconsin Public Service Corporation.

Take notice that an annual license is issued to Wisconsin Public Service Corporation under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of Alexander Project No. 1979, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19711 Filed 7-7-76;8:45 am]

[Project No. 1888]

YORK HAVEN POWER CO.

Issuance of Annual License(s)

JUNE 30, 1976.

On June 30, 1969, York Haven Power Company, Licensee for York Haven Project No. 1888, located in Dauphin, Lancaster, and York Counties, in the region of the Cities of Harrisburg, Lancaster, and York, Pennsylvania, on the Susquehanna River, filed an application for a new license under the Federal Power Act and Commission regulations thereunder.

The license for Project No. 1888 was issued effective January 1, 1938, for a period ending June 30, 1970. Since the original date of expiration, the project has been maintained and operated under annual licenses, the most recent of which will expire on June 30, 1976. In order to authorize the continued operation and maintenance of the project pursuant to the Federal Power Act, pending Commission action on Licensee's application, it is appropriate and in the public interest to issue an annual license to York Haven Power Company.

Take notice that an annual license is issued to York Haven Power Company under the Federal Power Act for the period July 1, 1976, to June 30, 1977, or until Federal takeover, or until the issuance of a new license for the project, whichever comes first, for the continued operation and maintenance of the York Haven Project No. 1888, subject to the terms and conditions of its present license. Take further notice that if Federal takeover or issuance of a new license does not take place on or before June 30, 1977, a new annual license will be issued each year thereafter, effective July 1 of each year, until such time as Federal takeover takes place or a new license is issued, without further notice being given by the Commission.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19732 Filed 7-7-76;8:45 am]

[Docket No. RP75-84]

SOUTHERN NATURAL GAS CO.

Informal Conference

JULY 2, 1976.

Take notice that on July 8 and 9, 1976, additional informal conferences will be held commencing at 10:00 A.M., in Room 6200 of the Federal Power Commission, 825 North Capitol Street N.E., Washington, D.C. 20426. This conference will be between Southern Natural Gas Company, the Commission Staff, and all interested persons and will be for the purpose of discussing the possibility of settlement of issues presented in this proceeding.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19978 Filed 7-7-76;12:22 pm]

[Docket No. ER76-750]

WEST TEXAS UTILITIES CO.

Filing of Rate Schedule

JULY 1, 1976.

Take notice that on June 18, 1976, West Texas Utilities Company (WTU) tendered for filing a rate schedule covering the interconnection of facilities and exchange of power and energy with Lower Colorado River Authority.

WTU states that this rate schedule is being filed because of changes in its operations on May 4, 1976, and that such changes are described in an application filed in Docket No. E-9558.

Any person desiring to be heard or to protest said filing should file a petition to intervene or protest with the Federal Power Commission, 825 North Capitol Street, NE., Washington, D.C. 20426, in accordance with Sections 1.8 and 1.10

of the Commission's Rules of Practice and Procedure (18 CFR 1.8, 1.10). All such petitions or protests should be filed on or before July 9, 1976. Protests will be considered by the Commission in determining the appropriate action to be taken, but will not serve to make protestants parties to the proceeding. Any person wishing to become a party must file a petition to intervene. Copies of this filing are on file with the Commission and are available for public inspection.

KENNETH F. PLUMB,
Secretary.

[FR Doc.76-19979 Filed 7-7-76;12:22 pm]

FEDERAL TRADE COMMISSION

LINE-OF-BUSINESS REPORTING PROGRAM

Confidentiality Rules and Procedures for the 1975/1976 Reporting Years

Notice is hereby given that the Federal Trade Commission has approved and adopted certain rules and procedures hereinafter set forth prescribing the confidential handling and use of reports to be filed by companies pursuant to an Order to File Special Report under the Line of Business Program. The rules and procedures shall apply to reports relating to the 1975/76 reporting years. They are the same rules that apply to reports relating to the 1974 reporting year.

DEFINITIONS

For purposes of these Rules and Procedures, the following definitions apply:

"LB Report" means a report filed by a company pursuant to an Order to File Special Report under the Line of Business (LB) Program.

"Reporting Company" means a company ordered to file an LB Report.

CONFIDENTIALITY OF LB REPORTS WITH RESPECT TO PERSONS OUTSIDE THE COMMISSION

Pub. L. 94-121, which provides Federal Trade Commission appropriations for the fiscal year 1976, states in part that:

> No part of these funds may be used to pay the salary of any employee, including Commissioners, of the Federal Trade Commission who—
>
> * * * * * *
>
> (2) permits anyone other than sworn officers and employees of the Federal Trade Commission to examine the line-of-business reports from individual firms * * *

The Commission interprets this provision as prohibiting disclosure of LB Reports to any person outside the Commission including Congress, parties in court proceedings, governmental agencies and members of the public so long as the provision remains in effect. Accordingly, during the period this provision or a substantially similar provision in subsequent appropriations acts for the Federal Trade Commission remains in effect, LB Reports will not be disclosed to any person outside the Commission except pursuant to a superseding act of Congress; or pursuant to an order of a court but only after motion by the Commission to quash and for a protective order have been disposed of by the court. In the event that the Commission receives a subpoena for an LB Report, it will promptly notify the Reporting Company.

Under Section 10 of the Federal Trade Commission Act, any officer or employee of the Commission who shall make public any information obtained by the Commission, without its authority, unless directed by a court, shall be deemed guilty of a misdemeanor and upon conviction thereof, may be punished by a fine not exceeding five thousand dollars ($5,000) or by imprisonment not exceeding one year, or by fine and imprisonment, in the discretion of the court.

CONFIDENTIALITY OF LB REPORTS WITHIN THE COMMISSION

Access to and use of LB Reports within the Commission shall be restricted as hereinafter set forth, and persons authorized to have access thereto and use thereof shall not release any LB Report, or in any way provide access thereto, to anyone not authorized to have access. LB Reports shall be used to compile statistical and other economic reports authorized by the Commission. The latter reports may be utilized in connection with any Commission investigation or proceeding for carrying out specific law enforcement responsibilities of the Commission. However, they shall not be compiled in such a way that LB data furnished by a particular Reporting Company can be identified. LB Reports shall not be made available to any person within the Commission for use in connection with any Commission investigation or proceeding for carrying out specific law enforcement responsibilities of the Commission. However, this restriction shall not limit the authority of the Commission to require by subpoena or other compulsory process the production of any information or data from any source outside the Commission for use in connection with an investigation or proceeding for carrying out specific law enforcement responsibilities of the Commission.

Except as hereinafter provided, access to and use of LB Reports within the Commission shall be restricted to the Division of Financial Statistics, Bureau of Economics; the Statistical Reports Unit of the Economic Research and Services Section, Bureau of Economics; and the Division of Management as hereinafter set forth.

The Division of Financial Statistics plans, develops and prepares for publication statistical and other economic reports such as the Quarterly Financial Report and the Annual Line of Business Report. The Division shall have access to and use of LB Reports for planning, developing and preparing such statistical and economic reports. Procedures sufficient to assure that LB data furnished by a particular Reporting Company can not be identified shall be developed and implemented by that Division in connection with each statistical or other economic report to be published which is derived from LB data.

With respect to each such report, the Assistant Director for Financial Statistics shall certify to the Director, Bureau of Economics, that he has reviewed and approved the procedures applied thereto.

The Statistical Reports Unit of the Economic Research and Services Section, Bureau of Economics, plans, develops and prepares for publication reports such as merger statistical reports, annual statistics on aggregate concentration and other statistical and economic reports authorized by the Commission. The Unit shall have access to and use of LB Reports for planning, developing or preparing such statistical and economic reports. Publication of any report which is derived from LB data shall be conditioned upon a determination by the Assistant Director for Financial Statistics that the procedures applied therein are sufficient to assure that LB data furnished by a particular Reporting Company cannot be identified, and certification of his determination to the Director, Bureau of Economics.

The Division of Management shall have access to LB Reports but only during and for the purpose of electronic processing of information and data contained in LB Reports. The Division may employ the services of an outside computer facility for purposes of computer processing of LB data subject to the restriction that no one other than authorized employees of the Federal Trade Commission may examine the LB Reports from individual Reporting Companies.

Employees of the Division of Financial Statistics and the Statistical Reports Unit of the Economic Research and Services Section, while assigned to either of these units, shall not participate in any Commission investigation or proceeding for carrying out specific law enforcement responsibilities of the Commission. Any employee who transfers into or out of either of these units shall be formally notified in writing that he is subject to these Rules and Procedures and to section 10 of the Federal Trade Commission Act.

The Director, Bureau of Economics, shall not have access to LB Reports. He shall, however, have supervisory responsibility and authority with respect to the Division of Financial Statistics and the Statistical Reports Unit of the Economic Research and Services Section. Such responsibility and authority shall include approving any reports prepared by them, making recommendations with respect to the preparation of such reports, and exercising any other supervisory control not requiring access to LB Reports.

Upon notification to the General Counsel by the Assistant Director for Financial Statistics that a Reporting Company has failed adequately to comply with an Order to File Special Report under the LB Program, the following additional Commission officers and employees shall have access to such parts

of that company's LB Report required to evaluate the non-compliance and to advise and represent the Commission with respect to any proceeding initiated because of a refusal or failure of the Reporting Company to file an adequate LB Report: the General Counsel and his staff and the Commissioners and their assistants.

SECURITY OF LB REPORTS

All Commission members and employees authorized to have access to and use of LB Reports as hereinbefore provided shall, while in possession of any such material, be personally responsible for ensuring that unauthorized personnel do not obtain access to such material and for observing the following procedures:

1. All LB Reports and reproductions of LB data from individual Reporting Companies (such as tabulations, punch cards, tapes or printouts, etc.) shall be conspicuously marked "Confidential."

2. All rooms containing LB Reports and reproductions of LB data from individual Reporting Companies shall be locked except when occupied.

3. All LB Reports and reproductions of LB data from individual Reporting Companies shall be stored in locked drawers, files or cabinets except when being used.

4. All LB Reports and reproductions of LB data from individual Reporting Companies shall be returned to the Division of Financial Statistics immediately after any authorized use of such material is no longer required.

LIMITATIONS

The Rules and Procedures set forth above shall not apply to:

(1) Disclosure to a court of an LB Report of a Reporting Company in connection with a proceeding initiated because of a refusal or failure of that company to file an adequate LB Report;

(2) The identity of a Reporting Company;

(3) Information or data furnished by a Reporting Company in a context other than an LB report (e.g., a motion to quash or other motion challenging an Order to File Special Report under the LB program); such information or data shall be treated as confidential pursuant to §§ 4.10–4.11 of the Commission's procedures and rules of practice only upon request with a showing of justification therefor, and a determination by the Commission, with due regard to statutory restrictions, the Commission's procedures and rules of practice and the public interest, that such information or data should not be made public;

(4) Information or data which (a) are in the public domain, (b) enter the public domain from a source other than the Commission or its employees, (c) were in the Commission's possession prior to transmission to the Commission in an LB Report, or (d) are supplied to the Commission or its employees by a third party lawfully in possession thereof; or

(5) Information or data which are supplied to the Commission in response to a compulsory process order other than an Order to File Special Report under the LB Program. By direction of the Commission:

Dated: June 10, 1976.

JAMES A. TOBIN,
Acting Secretary.

[FR Doc.76–19626 Filed 7–7–76;8:45 am]

GENERAL SERVICES ADMINISTRATION

PROGRAM ADVISORY COMMITTEE

Meeting

Notice is hereby given that the meeting of the Program Advisory Committee of the Federal Preparedness Agency, General Services Administration, scheduled for July 22–23, 1976, announced in the FEDERAL REGISTER on May 17, 1976 (41 FR 20224), has been changed from a fully closed meeting to a partly closed meeting. The period of 9:30 a.m. to 12:00 noon, July 22, will be open to the public; the remainder of the meeting is closed.

The agenda of the closed portion of the meeting includes matters which are excepted from public disclosure pursuant to the first, third and fifth statutory exemptions under the Freedom of Information Act, as amended (5 U.S.C. 552 (b) (1), (3) and (5), respectively).

Space is limited. Those wishing to attend the open portion of the meeting should notify Ms. Eleanor Wickert, Phone: 566–1476.

The meeting will be held in Room 5208, General Services Administration Building, 18th and F Street, NW., Washington, D.C.

Dated: June 23, 1976.

LESLIE W. BRAY, Jr.,
Director, Federal Preparedness Agency, General Services Administration.

[FR Doc.76–19648 Filed 7–7–76;8:45 am]

MARINE MAMMAL COMMISSION

PRIVACY ACT OF 1974

Adoption of Amendment to Notice of Systems of Records

On 25 May 1976 the Marine Mammal Commission published in the FEDERAL REGISTER (41 FR 21412) a proposal to amend its Notice of Systems of Records in order to establish an additional routine use of records subject to the Privacy Act of 1974, 5 U.S.C. § 552a. The proposed routine use permits disclosure, without prior written consent, of information to a Congressional office in response to an inquiry from the Congressional office made at the request of the individual to whom the information pertains.

No comments have been received regarding the proposed amendment. Therefore, notice is hereby given that the Commission adopts the amendment as set forth in the proposal.

Dated: June 29, 1976.

JOHN R. TWISS, Jr.,
Executive Director.

[FR Doc.76–19684 Filed 7–7–76;8:45 am]

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[Notice 76–61]

JAPAN ENGINEERING DEVELOPMENT CO.

Intent To Grant Foreign Exclusive Patent License

In accordance with the NASA Foreign Licensing Regulations, 14 C.F.R. 1245.405 (e), the National Aeronautics and Space Administration announces its intention to grant to the Japan Engineering Development Company, Tokyo, Japan, an exclusive patent license in Japan for the four NASA owned inventions covered by the Japanese counterparts of: (1) U.S. Application for Patent Serial No. 641,862 for "High Visibility Air Sea Rescue Panel", filed by NASA on December 17, 1975; (2) U.S. Application for Patent Serial No. 643,041 for "Selective Coating for Solar Panels", filed by NASA on December 22, 1975; and (3) U.S. Patent No. 3,620,069 for "Method and Apparatus for Measuring the Damping Characteristics of a Structure", issued to NASA on November 16, 1971. Copies of the above U.S. Patent Applications can be purchased from the National Technical Information Service, Springfield, Virginia, 22161, at a cost of $3.75 a copy. Interested parties should submit written inquiries or comments within 60 days to the Assistant General Counsel for Patent Matters, Code GP, National Aeronautics and Space Administration, Washington, D.C. 20546.

S. NEIL HOSENBALL,
General Counsel.

JUNE 28, 1976.

[FR Doc. 76–19470 Filed 7–7–76;8:45 am]

NATIONAL LABOR RELATIONS BOARD

CHAIRMAN'S TASK FORCE ON THE NATIONAL LABOR RELATIONS BOARD

Meeting

The Chairman's Task Force on the National Labor Relations Board will hold open meetings at 9:00 a.m. on Monday, July 12, 1976, and at 9:00 a.m. Tuesday, July 13, 1976 at the facilities of the Sheraton Inn, 11810 Sunrise Valley Drive, Reston, Virginia.

The Task Force agenda for Monday, July 12 will consist of addresses to the Committee by experts on collective bargaining and administrative procedures. The agenda for the second day of the meeting will consist of meetings of the various committees of the Task Force on their respective areas of consideration.

Requests for further information on the meeting should be addressed to Mr. Earl D. Proctor, Secretary for the Task Force. He may be reached by telephone on (202) 254–8047. Any member of the public will be permitted to file a written statement specifically on the National Labor Relations Board Rules and Regulations with the Task Force.

Dated this 2nd day of July 1976 in Washington, D.C.

JOHN C. TRUESDALE,
Executive Secretary.

[FR Doc.76-19737 Filed 7-7-76;8:45 am]

NATIONAL SCIENCE FOUNDATION

ROSS ICE SHELF PROJECT

Summary Notice of Federal Action Affecting the Environment

A summary statement concerning the Ross Ice Shelf Project of the U.S. Antarctic Research Program was published in the FEDERAL REGISTER on November 12, 1974 (39 FR 39934). Comments received on the draft environmental impact statement have been reviewed and taken into consideration in preparing the final impact statement.

The final environmental statement has been filed with the Council on Environmental Quality and is available to the public. Copies may be obtained from the Deputy Assistant Director for Astronomical, Atmospheric, Earth, and Ocean Sciences, National Science Foundation, 1800 G Street, N.W., Washington, D.C. 20550.

Dated: June 30, 1976.

EDWARD P. TODD,
Deputy Assistant Director, Directorate for Astronomical, Atmospheric, Earth, and Ocean Sciences.

[FR Doc.76-19652 Filed 7-7-76;8:45 am]

NATIONAL TRANSPORTATION SAFETY BOARD

[N-AR 76-28]

ACCIDENT REPORT; SAFETY RECOMMENDATIONS AND RESPONSES

Availability and Receipt

Aircraft Accident Report. The National Transportation Safety Board has released its report on the investigation of the Eastern Air Lines Boeing 727 accident at Raleigh-Durham Airport, Raleigh, North Carolina, which occurred last November 12. The report, No. NTSB-AAR-76-15, was made public June 29. During an instrument landing system approach to the airport, the jetliner struck the ground about 282 feet short of runway 23, bounced up onto the runway, and slid to a stop 4,150 feet past the runway threshold. The Safety Board determined that the probable cause of the accident was the pilot's failure to execute a missed approach when he lost sight of the runway environment in heavy rain below decision height.

As a result of its findings, the Board on June 10 recommended to the Federal Aviation Administration that the seatbelt tiedown rings on all Boeing 727 forward flight attendant jumpseats be relocated to prevent injuries to occupants in the event of a crash. It also urged the FAA to inspect such jumpseats on all other airliners to make sure seatbelt tiedowns are positioned properly. (Recommendations A-76-80 and A-76-81; see 41 FR 24639, June 17, 1976.)

Aviation Safety Recommendation Letters. After reviewing 10 years of accident data in U.S. Civil Aviation involving personal injuries caused by contact with rotating propellers and helicopter rotors, the Safety Board concludes that many injuries could have been avoided if the propellers or rotors had been more clearly visible. As a result of this study, the Safety Board on June 30 recommended that the Federal Aviation Administration (1) revise Advisory Circular 91-42 to include a consideration of the paint scheme developed by the U.S. Army to increase the conspicuity of rotating aircraft propellers and helicopter rotors and to urge all operators of propeller and rotor driven aircraft to paint them in such a scheme in the interest of safety; and (2) reemphasize to all pilots of fixed-wing aircraft the need to shut down the engines when boarding or deplaning passengers and require that prominent warning signs be placed in the aircraft's interior on, or in close proximity to, the doors to remind deplaning passengers and crew members of the dangers of rotating propellers and rotors. The recommendations, Nos. A-76-87 and A-76-88, are designated "Class II"—priority followup.

The Safety Board has determined that actions taken by FAA's Southern Region, as delineated in Docket No. 76-SO-25 which concerns an airworthiness directive applicable to Grumman-American Aviation Corporation Models G-159 and G-1159 and Amendment 39-2566 to AD-76-05-08, may not provide the protection intended for occupants of the jump seats of those aircraft. (Re Docket No. 76-SO-25, see 41 FR 14895 and 41 FR 14877, April 8, 1976; and 41 FR 10877, March 15, 1976.) Accordingly, the Safety Board recommends that FAA prohibit occupancy of the jump seat and require a placard on each aircraft until that aircraft has been modified structurally so that the nose landing gear drag strut cannot penetrate the cockpit floor. This recommendation, No. A-76-89, is designated "Class I"—urgent followup.

Pipeline Safety Recommendation Letter. The explosion and fire which destroyed a house in Niles, Michigan, on June 9, 1976, has been investigated by the Safety Board. The investigation disclosed that natural gas at 3-psig pressure had escaped from a broken 3- by 3- by 1¼-inch cast iron tee, which was about 40 feet from the house; the gas, trapped from above by the concrete paving of the heavily traveled street, had formed a reservoir under the road, had migrated through the soil to the north and east basement walls of the house, and had entered the building. The source of ignition could not be determined.

As a result of this investigation, the Safety Board recommends that the Michigan Power Company (1) review its records to determine the extent of the system which may contain steel pipe joined by cast iron fittings subject to adverse traffic loads or foundation settlement, inspect and evaluate a representative sample of these fittings, and act to prevent additional failures; (2) conduct odor level tests promptly in each distribution system downstream of pressure-reduction stations to determine the gas-in-air ratio at which the order in the gas is first detectable, and act to assure that all portions of the distribution systems are odorized sufficiently to alert the public to any inadvertent release of gas—the methods used to perform these tests, the location of the test points, and any corrective action to be reviewed by the Michigan Public Service Commission; and (3) review procedures for checking gas odorant concentrations to provide a method that will determine the gas-in-air ratio at which the odor in gas is first detectable, establish test point(s) in each piping system downstream of pressure reducing stations that can be expected to be representative of the odor level in that piping system, and perform tests at frequent intervals. These recommendations, Nos. P-76-36 through P-76-38, are designated "Class I"—urgent followup.

Letters in Response to Safety Board Recommendations. During the past week, letters were received at the Board from the following addressees of earlier recommendations:

Federal Aviation Administration. Letter of June 23 comments on recommendations A-76-65 and A-76-66 concerning flight controls of Fairchild Model FH-1100 helicopters. (See 41 FR 18731, May 6, 1976.) FAA states in response, "We are including an item in the General Aviation Inspection Aids August issue advising and cautioning the affected aviation community of the potential hazard and to assure that all nuts, bolts, and washers are properly installed during maintenance on the flight control system." FAA does not believe that a one-time inspection would have appreciable effectiveness because periodic disassembly is for inspection and replacement purposes. FAA adds, "We do not have any evidence that properly installed self-locking nuts on these aircraft have failed and, therefore, do not have sufficient justification for issuance of an airworthiness directive."

National Highway Traffic Safety Administration. Letter of June 16 is a further response to recommendations H-76-2 through 5 concerning control systems and traffic information to impaired drivers at temporary control sites, such as railroad crossings, constructions sites, etc. NHTSA's letter is in reply to the Safety Board's letter of May 26 which asked, with reference to recommendations H-76-2 and H-76-3, for a reexamination of NHTSA's position regarding jurisdictional responsibility as expressed in its April 19 letter (41 FR 17975, April 29, 1976). The Board's May 26 letter, with reference to recommendation H-76-4, requested a proposed timetable for implementation of NHTSA's probationary license program for young drivers; and, with reference to H-76-5, the Board found NHTSA's plans for alcohol-related educational programs for young drivers to be responsive. NHTSA's

letter of June 16, with specific reference to H–76–2 and H–76–3, indicates intention to ensure that the Federal Highway Administration remains aware of the NHTSA's research and programmatic efforts dealing with the impaired driver. NHTSA states, "While research is not now at the point where definitive recommendations could be made for NHTSA or FHWA action, we are pursuing some basic research regarding the feasibility of modifying driving situations that are too difficult for drivers to deal with when they are temporarily impaired. One of the possible applications might be in the area of grade crossing signals." Re H–76–4, NHTSA provides this timetable for the probationary licensing program: As part of its FY 1976 program, a 6-month feasibility study is being funded; its multiyear plan includes a 4-year demonstration program starting in FY 1977, followed by a 1-year evaluation study. Initial results would be available by 1979 and final results by 1982, according to NHTSA.

U.S. Coast Guard. Letter of June 17, updates USCG's response of June 2, 1976, regarding recommendation M–76–9 (41 FR 24639, June 17, 1976). USCG supplies a copy of Commandant Instruction 11320.7, Firefighting Assistance Policy, dated May 11, 1976. According to USCG, this instruction reemphasizes the requirements for district commanders and captains-of-the-port to assure that ports within their jurisdiction have current and effective contingency plans.

The accident report and the safety recommendation letters are available to the general public; single copies may be obtained without charge. Copies of the letters responding to safety recommendations may be obtained at a cost of $4.00 for service and 10¢ per page for reproduction. All requests must be in writing, identified by report or recommendation number and date of publication of this FEDERAL REGISTER notice. Address inquiries to: Publications Unit, National Transportation Safety Board, Washington, D.C. 20594.

Multiple copies of the accident reports may be purchased by mail from the National Technical Information Service, U.S. Department of Commerce, Springfield, Virginia 22151.

(Secs. 304(a)(2) and 307 of the Independent Safety Board Act of 1974 (Pub. L. 93–633, 88 Stat. 2169, 2172 (49 U.S.C. 1903, 1906)).)

MARGARET L. FISHER,
Federal Register Liaison Officer.

JULY 2, 1976.

[FR Doc.76–19742 Filed 7–7–76;8:45 am]

NUCLEAR REGULATORY COMMISSION

[Docket No. 50–315]

INDIANA AND MICHIGAN ELECTRIC CO. AND INDIANA AND MICHIGAN POWER CO., DONALD C. COOK NUCLEAR PLANT UNIT 1

Issuance of Amendment to Facility Operating License

Notice is hereby given that the U.S. Nuclear Regulatory Commission (the Commission) has issued Amendment No. 16 to Facility Operating License No. DPR–58 issued to Indiana and Michigan Electric Company and Indiana and Michigan Power Company. The amendment revises the Technical Specifications for operation of the Donald C. Cook Nuclear Plant Unit 1 located in Berrien County, Michigan, and is effective as of the date of its issuance.

The amendment changes certain Technical Specifications to extend the time interval within which the first demonstration of diesel generator operability following initial criticality may be performed.

The application for the amendment complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations. The Commission has made appropriate findings required by the Act and the Commission's rules and regulations in 10 CFR Chapter I. These findings are set forth in the license amendment. Prior public notice of this amendment is not required because the amendment does not involve a significant hazards consideration.

The Commission has determined that the issuance of this amendment will not result in any significant environmental impact and that, pursuant to 10 CFR § 51.5(d)(4), an environmental statement, negative declaration or environmental impact appraisal need not be prepared in connection with issuance of this amendment.

For further details with respect to this action, see (1) the June 11, 1976 and June 24, 1976 letters of application for amendment, (2) Amendment No. 16 to License No. DPR–58, (3) the Commission's letter to the licensee dated June 25, 1976, and (4) the Commission's related safety evaluation. All of these items are available for public inspection at the Commission's Public Document Room, 1717 H Street, NW., Washington, D.C., and at the St. Joseph Public Library, 500 Market Street, St. Joseph, Michigan 49085. A copy of items (2), (3), and (4) may be obtained upon request addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Project Management.

Dated at Bethesda, Maryland, this 25th day of June 1976.

For the Nuclear Regulatory Commission.

KARL KNIEL,
Chief, Light Water Reactors, Branch No. 2, Division of Project Management.

[FR Doc.76–19521 Filed 7–7–76;8:45 am]

LICENSES TO EXPORT NUCLEAR MATERIAL AND PETITIONS FOR LEAVE TO INTERVENE IN SUCH PROCEEDINGS

Policy Regarding Notice and Disclosure

The Commission, by regulation, provides for FEDERAL REGISTER notice upon receipt of a facility export license application. The regulation provides for thirty days' notice, or such lesser period authorized by law as the Commission may specify. The Commission traditionally has given fifteen days' notice pursuant to 10 CFR 2.105.

The Commission opinion of May 7, 1976, In the Matter of Edlow International Company, on a license to export special nuclear material to India, notes that it is questionable whether there will be sufficient sustained interest in the numerous materials export licenses considered by the NRC each year to warrant publication of notice of receipt of every license application in the FEDERAL REGISTER. Pending completion of and decisions on its review of export licensing, the Commission believes that adequate public notice will be provided by placing applications for licenses to export nuclear material in the Commission's Public Document Room together with a weekly mailing of recent filings to any requester with an interest in receiving them.

Starting on July 8, 1976, and pending any amendments to the Commission's regulations arising from its review of export licensing, the NRC will regard petitions to intervene in any export license proceeding concerning nuclear materials noticed by placement of the application in the Commission's Public Document Room as timely only if filed within thirty (30) days after placement in the Public Document Room, or any shorter period specifically provided.

Dated at Washington, D.C., this 1st day of July 1976.

For the Nuclear Regulatory Commission.

SAMUEL J. CHILK,
Secretary of the Commission.

[FR Doc.76–19575 Filed 7–7–76;8:45 am]

[Dockets Nos. 50–277 and 50–278]

PHILADELPHIA ELECTRIC CO. ET AL.

Issuance of Amendments to Facility Operating Licenses

Notice is hereby given that the U.S. Nuclear Regulatory Commission (the Commission) has issued Amendments Nos. 24 and 23 to Facility Operating Licenses Nos. DPR–44 and DPR–56, respectively, issued to Philadelphia Electric Company, Public Service Electric and Gas Company, Delmarva Power and Light Company, and Atlantic City Electric Company, which revised Technical Specifications for operation of the Peach Bottom Atomic Power Station, Units Nos. 2 and 3, located in Peach Bottom, York County, Pennsylvania. The amendments are effective as of their date of issuance.

The amendment will correct certain inconsistencies and improve clarity in various sections of the Technical Specifications. In addition, vessel heatup and cooldown rates as requested by the Commission in our letter dated April 17, 1975, are included.

The application for the amendments complies with the standards and requirements of the Atomic Energy Act of 1954, as amended (the Act), and the Commission's rules and regulations. The Com-

mission has made appropriate findings as required by the Act and the Commission's rules and regulations in 10 CFR Chapter I, which are set forth in the license amendments. Prior public notice of these amendments was not required since the amendments do not involve a significant hazards consideration.

The Commission has determined that the issuance of these amendments will not result in any significant environmental impact and that pursuant to 10 CFR § 51.5(d)(4) an environmental statement, negative declaration or environmental impact appraisal need not be prepared in connection with issuance of these amendments.

For further details with respect to this action, see (1) the application for amendments dated April 14, 1976, (2) Amendment No. 24 to License No. DPR–44, (3) Amendment No. 23 to License No. DPR–56, and (4) the Commission's related Safety Evaluation. All of these items are available for public inspection at the Commission's Public Document Room, 1717 H Street N.W., Washington, D.C. and at the Martin Memorial Library, 159 E. Market Street, York, Pennsylvania 17401.

A copy of items (2), (3) and (4) may be obtained upon request addressed to the U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Director, Division of Operating Reactors.

Dated at Bethesda, Maryland, this 30th day of June 1976.

For the Nuclear Regulatory Commission.

GEORGE LEAR,
Chief, Operating Reactors Branch No. 3, Division of Operating Reactors.

[FR Doc.76–19522 Filed 7–7–76;8:45 am]

REGULATORY GUIDE

Issuance and Availability

The Nuclear Regulatory Commission has issued a guide in its Regulatory Guide Series. This series has been developed to describe and make available to the public methods acceptable to the NRC staff of implementing specific parts of the Commission's regulations and, in some cases, to delineate techniques used by the staff in evaluating specific problems or postulated accidents and to provide guidance to applicants concerning certain of the information needed by the staff in its review of applications for permits and licenses.

Regulatory Guide 5.44, Revision 1, "Perimeter Intrusion Alarm Systems," describes six types of perimeter intrusion alarm systems and sets forth criteria for their performance and use as a means acceptable to the NRC staff for meeting specified portions of the Commission's regulations.

Comments and suggestions in connection with (1) items for inclusion in guides currently being developed or (2) improvements in all published guides are encouraged at any time. Comments should be sent to the Secretary of the Commission, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Docketing and Service Section.

Regulatory guides are available for inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. Requests for single copies of issued guides (which may be reproduced) or for placement on an automatic distribution list for single copies of future guides should be made in writing to the Director, Office of Standards Development, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555. Telephone requests cannot be accommodated. Regulatory guides are not copyrighted and Commission approval is not required to reproduce them.

(5 U.S.C. 552(a).)

Dated at Rockville, Maryland, this 29th day of June 1976.

For the Nuclear Regulatory Commission.

ROBERT B. MINOGUE,
Director, Office of Standards Development.

[FR Doc.76–19520 Filed 7–7–76;8:45 am]

REGULATORY GUIDE

Issuance and Availability

The Nuclear Regulatory Commission has issued a new guide in its Regulatory Guide Series. This series has been developed to describe and make available to the public methods acceptable to the NRC staff of implementing specific parts of the Commission's regulations and, in some cases, to delineate techniques used by the staff in evaluating specific problems or postulated accidents and to provide guidance to applicants concerning certain of the information needed by the staff in its review of applications for permits and licenses.

Regulatory Guide 1.120, "Fire Protection Guidelines for Nuclear Power Plants," presents guidelines acceptable to the NRC staff for implementing the Commission's regulations with regard to developing a fire protection program for nuclear power plants. The purpose of the fire protection program is to ensure the capability to shut down the reactor and maintain it in safe shutdown condition and to minimize radioactive releases to the environment in the event of a fire.

Comments and suggestions in connection with (1) items for inclusion in guides currently being developed or (2) improvements in all published guides are encouraged at any time. Public comments on Regulatory Guide 1.120 will, however, be particularly useful in evaluating the need for an early revision if received by September 3, 1976.

Comments should be sent to the Secretary of the Commission, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Docketing and Service Section.

Regulatory guides are available for inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. Requests for single copies of issued guides (which may be reproduced) or for placement on an automatic distribution list for single copies of future guides should be made in writing to the Director, Office of Standards Development, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555. Telephone requests cannot be accommodated. Regulatory guides are not copyrighted and Commission approval is not required to reproduce them.

(5 U.S.C. 552(a).)

Dated at Rockville, Maryland, this 28th day of June 1976.

For the Nuclear Regulatory Commission.

ROBERT B. MINOGUE,
Director, Office of Standards Development.

[FR Doc.76–19314 Filed 7–7–76;8:45 am]

REGULATORY GUIDE

Issuance and Availability

The Nuclear Regulatory Commission has issued a new guide in its Regulatory Guide Series. This series has been developed to describe and make available to the public methods acceptable to the NRC staff of implementing specific parts of the Commission's regulations and, in some cases, to delineate techniques used by the staff in evaluating specific problems or postulated accidents and to provide guidance to applicants concerning certain of the information needed by the staff in its review of applications for permits and licenses.

Regulatory Guide 1.118, "Periodic Testing of Electric Power and Protection Systems," describes a method acceptable to the NRC staff of complying with the Commission's regulations with respect to the periodic testing of the protection system and electric power systems for all types of nuclear power plants. This guide endorses IEEE Standard 338–1975, "Criteria for the Periodic Testing of Nuclear Power Generating Station Class 1E Power and Protection Systems."

Comments and suggestions in connection with (1) items for inclusion in guides currently being developed or (2) improvements in all published guides are encouraged at any time. Public comments on Regulatory Guide 1.118 will, however, be particularly useful in evaluating the need for an early revision if received by September 7, 1976.

Comments should be sent to the Secretary of the Commission, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Docketing and Service Section.

Regulatory guides are available for inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. Requests for single copies of issued guides (which may be reproduced) or for placement on an automatic distribution list for single copies of future guides should be made in writing to the Director, Office of Standards Devel-

opment, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555. Telephone requests cannot be accommodated. Regulatory guides are not copyrighted and Commission approval is not required to reproduce them.

(5 U.S.C. 552(a).)

Dated at Rockville, Maryland, this 28th day of June 1976.

For the Nuclear Regulatory Commission.

ROBERT B. MINOGUE,
Director,
Office of Standards Development.

[FR Doc.76-19315 Filed 7-7-76;8:45 am]

OFFICE OF THE FEDERAL REGISTER

HOW TO USE THE FEDERAL REGISTER

Public Briefings in New York, New York

"The FEDERAL REGISTER—What It Is and How to Use It" will be the topic of four separate but identical briefings to be offered by the Office of the Federal Register on Tuesday, Wednesday, Thursday, and Friday, August 3, 4, 5 and 6, 1976 from 10:00 a.m. to 12:30 p.m. These sessions will be held in Conference Room 305A of the Federal building at 26 Federal Plaza, New York, New York.

The sessions are open to the general public and Federal agency personnel and should be useful to anyone who uses the FEDERAL REGISTER. Seating is limited and reservations are required. Reservations may be made by telephoning Dorothy H. Gemmallo, 212-264-3514.

The briefings will last approximately 2½ hours and will cover the following areas:

1. A brief history of the FEDERAL REGISTER.
2. The difference between legislation and regulations.
3. The relationship of the FEDERAL REGISTER and the "Code of Federal Regulations."
4. Important elements of a typical FEDERAL REGISTER document.
5. An introduction to the finding aids of the Office of the Federal Register.

In addition, attendees will undertake a practical problem-solving exercise and will be invited to provide information on their uses of Federal Register publications in order to help this office improve its services.

The Office of the Federal Register does not interpret specific agency regulations and these sessions will not provide a forum for the discussion of substantive questions. Rather, the briefings are designed as an introduction for the person who uses Federal Register publications to keep track and to gain an understanding of Federal regulations.

FRED J. EMERY,
Director of the Federal Register.

JULY 6, 1976.

[FR Doc.76-19864 Filed 7-7-76;8:45 am]

OFFICE OF MANAGEMENT AND BUDGET

CLEARANCE OF REPORTS

List of Requests

The following is a list of requests for clearance of reports intended for use in collecting information from the public received by the Office of Management and Budget on July 1, 1976 (44 U.S.C. 3509). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public.

The list includes the title of each request received; the name of the agency sponsoring the proposed collection of information; the agency form number(s), if applicable; the frequency with which the information is proposed to be collected; the name of the reviewer or reviewing division within OMB, and an indication of who will be the respondents to the proposed collection.

Requests for extension which appear to raise no significant issues are to be approved after brief notice through this release.

Further information about the items on this daily list may be obtained from the Clearance Office, Office of Management and Budget, Washington, D.C. 20503, 202-395-4529, or from the reviewer listed.

NEW FORMS

UNITED STATES INTERNATIONAL TRADE COMMISSION

Purchaser's Questionnaire—Ski Bindings, single-time, purchasers—retail stores, Laverne V. Collins, 395-5867.

Importer's Questionnaire—Ski Bindings, single-time, business firms, Laverne V. Collins, 395-5867.

DEPARTMENT OF AGRICULTURE

Farmer Cooperative Service, an Assessment of Corporate Involvement in Agricultural Cooperatives in the United States, single-time, cooperatives, Hulett, D.T., 395-4730.

DEPARTMENT OF COMMERCE

Departmental and Other New Product Information Service, DIB-4063P, on occasion, U.S. firms with new products, Caywood, D. P., 395-3443.

Economic Development Administration, Employment Data of Recipient or Other Party Connected With EDA Assistance ("Preapproach" Data Before Onsite Compliance Review), ED-525, on occasion, organizations with at least 50 employees, Lowry, R. L., 395-3772.

DEPARTMENT OF DEFENSE

Departmental and Other Champus Cost Reimbursement Forms for Hospitals and Skilled Nursing Facility Service, Champus 304, annually, Champus participating hospitals and nursing homes, Lowry, R. L., 395-3772.

Department of the Air Force, Electrical Energy Consumption: Survey of Selected Civilian Housing, single-time, electrical utility companies, Hulett, D. T., 395-4730.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Health Services Administration, National Survey of Educators in Dental Auxilliary Training Programs, single-time, educators in dental auxilliary training programs, Richard Eisinger, 395-6140.

Office of Human Development, Interview Form for Follow-up Study of Former Vocational Rehabilitation Clients single-time, former clients of volational rehabilitation, Raynsford, R., 395-3814.

Center for Disease Control, Immunization Assistance Project Grants, CDC 10.30-1 2—5 10.32 A-C, other (see SF-83), Immunization project directors, State/local Health Departments. Lowry, R. L., 395-3772.

National Center for Education Statistics, Survey of Nonpublic Elementary and Secondary Schools, 2325, 2325-1, annually, nonpublic schools, Kathy Wallman, 395-6140.

Health Resources Administration, Alternative Working Models for Medical Direction in Skilled Nursing Facilities, HRA-NCHSR 0513, single-time, certified SNF's in 50 States and territories Richard Eisinger, 395-6140.

Office of the Secretary, Assurance of Compliance with Title IX of the Education Amendments of 1972, OS-15-76, on occasion recipients of Federal Education Assistance Lowry, R. L. 395-3772.

Project Head Start Annual Program Information Report, annually, Head Start Program Grantees, Lowry, R. L. 395-3772.

Annual Report on State Vocational Rehabilitation Agency Reviews, OHD-RSA-30, annually, State vocational rehabilitation agencies Raynsford, R. 395-3814.

Health Resources Administration, Mt. Sinai Hospital Work Quality Demonstration Project—Employee Attitude Questionnaire, other (see SF-83), Employees of Mt. Sinai Hospital, Richard Eisinger, 395-6140.

DEPARTMENT OF THE INTERIOR

Bureau of Land Management, Human Aspects of Industrial Growth, single-time, households chosen at random in 4 N. Dakota Counties, George Hall, Hulett, D. T. 395-6140.

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration, Airport Financial Statement and Related Instructions Re Terminal Area Financial Data, FAA 5100-33, single-time, 196 selected public airports, Lowry, R. L. 395-3772.

REVISIONS

SELECTIVE SERVICE SYSTEM

Transcript of Military Record, SSS-721, on occasion, individuals and households, Lowry, R. L., 395-3772.

DEPARTMENT OF DEFENSE

Department of the Air Force, Missile and Space Propellants Report (by Contractors), AF 859, on occasion, business firms, Caywood, D. P. 395-3443.

DEPARTMENT OF HEALTH, EDUCATION AND WELFARE

National Institutes of Health, Hypertension Detection and Follow-up Program, NIH-HL-103, other (see SF-83), normotensive hypertension detection and follow-up program screenees, Richard Eisinger, 395-6140.

Center for Disease Control, National VD Epidemiology Program, HSM 9.54, on occasion, State, territorial and local health departments and military, Richard Eisinger, 395-6140.

Office of Education, application for Federal Assistance (Nonconstruction progs) Instructions for Foreign Language and Area Studies and Fellowship, OE 324, annually, IHE'S, Lowry, R. L. 395-3772.

Application for Federal Assistance (Nonconstruction) Education for the Handicapped Instructions and Supplementary questionnaires, OE 9037, annually, SEAS, LEAS, IHES and other agencies, Lowry, R. L., 395-3772.

Health Resources Administration, Study of Student Financing in Health Professions, (MODVOPP-PH) Schools, single-time, students in health professions schools, Richard Eisinger, 395-6140.

EXTENSIONS

NATIONA FOUNDATION ON THE ARTS AND HUMANITIES

Youthgrants application, NEH/OPA, on occasion, young people from all States, Territories and District of Columbia, Lowry, R.L., 395-3772.

Uncompensated Personnel Action, SSS-400, NEH/OPA, on occasion, young people in all States, Territories and District of Columbia, Lowry, R. L. 395-3772.

SELECTIVE SERVICE SYSTEM

on occasion, applications of un-compensated position with Selective Service, Caywood, D. P., 395-3443.

DEPARMENT OF AGRICULTURE

Agricultural Marketing Service, Application for off-Premise Freezing of Eggs and Egg Products, PY 38, on occasion, egg products processors, Lowry, R. L., 395-3772.

DEPARMENT OF COMMERCE

Maritime Administration, Maintenance and Repair Cumulative Summary—Subsidized Operation, MA-140, on occasion, U.S. subsidized steamship operators, Caywood, D. P., 395-3443.

National Oceanic and Atmospheric Administration, Application for Fishing Vessel Mortgage and or Loan Insurance, NOAA88-1, on occasion, Fishing Companies seeking guarantees for vessal financing, Caywood, D. P., 395-3443.

Maritime Administration, Application for Operating-Differential Subsidy, Title VI (General Order 13), MA-632, on occasion, shipping companies, Caywood, D. P., 395-3443.

Bureau of East-West Trade, Temporary Export of Commodities for Exhibition, Testing, Demonstration, Etc. EAR 372.8(C), on occasion, commercial exporters, Caywood, D. P., 395-3443.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education, Application for Federal Assistance (Nonconstruction Program) for Bilingual Education—Instructions and Supplementary Questionnaire, OE 4561, annually, LEA's, SEA's, IHE's, Lowry, R. L., 395-3772.

DEPARTMENT OF LABOR

Labor-Management and Service Administration, Labor Organization Officer and Employee Report, LM-30, on occasion, union officers, Lowry, R. L., 395-3772.

PHILIP D. LARSEN,
Budget and Management Officer.

[FR Doc.76-19848 Filed 7-7-76;8:45 am]

CLEARANCE OF REPORTS

List of Requests

The following is a list of requests for clearance of reports intended for use in collecting information from the public received by the Office of Management and Budget on June 30, 1976 (44 U.S.C. 3509). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public.

The list includes the title of each request received; the name of the agency sponsoring the proposed collection of information; the agency form number(s), if applicable; the frequency with which the information is proposed to be collected; the name of the reviewer or reviewing division within OMB, and an indication of who will be the respondents to the proposed collection.

Requests for extension which appear to raise no significant issues are to be approved after brief notice through this release.

Further information about the items on this daily list may be obtained from the Clearance Office, Office of Management and Budget, Washington, D.C. 20503 (202-395-4529), or from the reviewer listed.

EXTENSIONS

ACTION

Program for Local Service Evaluation Questionnaire (Volunteers), single-time, Program for Local Service volunteers, Barbara F. Reese, 395-3211.

ACTION Volunteer Application, A-35, on occasion, individuals, David P. Caywood, 395-3443.

DEPARTMENT OF DEFENSE

Department of the Air Force: Report of Government Vehicles, Equipment, & Material in the Hands of Contractors, AFLC-392, on occasion, David P. Caywood, 395-3443.

Time Compliance Technical Order Supply Data Requirements (By Contractors for Aerospace Vehicle), AFLC-118B, on occasion, modification of AF Equipment, David P. Caywood, 395-3443.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education: Institutional Application to Participate in Federal Student Financial Aid Programs, OE 1036, annually, postsecondary educational institutions, Roye L. Lowry, 395-3772.

Education Professions Development Act Program Instructions for Application for Federal Assistance, OE 335, annually, IHE, SEA, LEA, Marsha Traynham, 395-3773.

Application for Federal Assistance (Nonconstruction Programs) Instruction for the Right-to-Read Program, OE 295, annually, LEA's, State, community service agencie, Roye L. Lowry, 395-3772.

Health Services Administration: Ambulatory Health Care Center Standards for Bureau of Community Health Services Centers, HSABQA, single-time, ambulatory health care centers, Roye L. Lowry, 395-3772.

Health Resources Administration: Economics of Scale and Increased Productivity in Group Dental Practices, BHRD 0319, single time, national sample of dental offices, Richard Eisinger, 395-6140.

A Study of Three-Year Curricula in U.S. Medical Schools, 0729, single time, representatives of schools of medicine, Richard Eisinger, 395-6140.

Social and Rehabilitation Service: Statistical Report on Children Aged 5-17 in Foster Homes and AFDC Recipients Aged 5-17 Needed To Implement the Elementary and Secondary Education Act, SRSNCSS125, annually, 51 State public assistance agencies, Kathy Wallman, 395-6140.

Public Health Service: Client Oriented Data Acquisition Process, ADAMINIDA, monthly, federally funded drug abuse treatment programs, Richard Eisinger, 395-6140.

DEPARTMENT OF JUSTICE

Departmental and Other Subgrant Data for LEAA Management Information System, LEAA4310/1, on occasion, 55 State planning agencies, Marsha Traynham, 395-3773.

DEPARTMENT OF LABOR

Bureau of Labor Statistics: Employment Cost Index Program, 3038A, quarterly, private, nonfarm establishments, excluding households, Arnold Strasser, 395-5867.

PHILLIP D. LARSEN,
Budget and Management Officer.

[FR Doc.76-19849 Filed 7-7-76;8:45 am]

CLEARANCE OF REPORTS

List of Requests

The following is a list of requests for clearance of reports intended for use in collecting information from the public received by the Office of Management and Budget on June 29, 1976 (44 U.S.C. 3509). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public.

The list includes the title of each request received; the name of the agency sponsoring the proposed collection of information; the agency form number(s), if applicable; the frequency with which the information is proposed to be collected; the name of the reviewer or reviewing division within OMB, and an indication of who will be the respondents to the proposed collection.

Requests for extension which appear to raise no significant issues are to be approved after brief notice through this release.

Further information about the items on this daily list may be obtained from the Clearance Office, Office of Management and Budget, Washington, D.C. 20503 (202-395-4529), or from the reviewer listed.

NEW FORMS

ACTION

Assessment of Assistance Provided by ACTION technical Assistance Demonstration Project, 76-E001, single-time volunteer Organizations/groups in four U.S. States, Reese B. P., 395-3211.

NSVP Training Evaluation Questionnaire, 76-NSVP-001, on occasion, educators working with student volunteers, Reese B. F., 395-3211.

DEPARTMENT OF AGRICULTURE

Agricultural Stabilization and Conservation Service, Standards for Approval of Warehouses for Cotton or Cotton Linters, on occasion, cotton warehousemen, Lowry, R. L., 395-3772.

Farmer Cooperative Service, Rail Car Coordination Among Cooperatives, single-time, farmer cooperatives, Hulett, D. T., 395-4730.

DEPARTMENT OF COMMERCE

Bureau of Census, Survey of Food Stamp Recipients: CPS Supplement for August 1976, CPS-1, single-time, 55,000 interviewed households in August 1976 CPS, Sunderhauf, M. B., 395-6140.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Food and Drug Administration, Device Establishment Registration, FD 2891, single-time, medical device industry, Lowry, R. L., 395-3772.

Public Health Service:
- Bureau of Community Health Services Common Reporting Requirements, semi-annully, ambulatory health care grantees, Human Resources Division, Lowry, R. L., 395-3532.
- Mental Health Needs Assessment Study of State of Rhode Island, single-time, hospital and community mental health clients, Richard Eisinger, 395-6140.

Departmental and other, Job Search and Relocation Assistance Pilot Project, MT-279, other (see SF-831, participants in JSRA, Strasser, A., 395-5867.

REVISIONS

DEPARTMENTAL AND OTHER

Internship Program—Internship Student Application, LEAA5500-3, on occasion, Caywood, D. P., 395-3443.

BUREAU OF LAND MANAGEMENT

Long Form Application for Grazing License or Permit, 4115-4, on occasion, Lowry, R. L., 395-3772.

Grazing License or Permit Short Form Application, 4115-5, annually, Lowry, R. L., 395-3772.

DEPARTMENTAL AND OTHERS

Defense Small Business Subcontracting Program Quarterly Report, DO1140-1, quarterly, Lowry, R. L., 395-3772.

VETERANS ADMINISTRATION

Supporting Statement Regarding Marriage, VA21-4171, on occasion, spouses of veterans, Caywood, D. P., 395-3443.

Volunteer Interview Form, VA10 7055, on occasion, volunteers, Caywood, D. P., 395-3443.

DEPARTMENT OF AGRICULTURE

Packers and Stockyards Administration, Annual Reports of Auction & Commission Firms (Livestock). P&SA130, annually, approximately 7,000 livestock dealers and 2,200 auctions, Burgess F. Guinn, 395-5870.

Soil Conservation Service, Conservation Plan of Operations—RECP Program, SCSCONS 11, on occasion, farm owner/operators, Lowry, R. L., 395-3772.

DEPARTMENT OF COMMERCE

Bureau of Census:
- Report of Company Organization, MC-X1A, annually, multiestablishments in all economic areas, Peterson, M. O., 395-5631.
- Annual Housing Survey SMSA Sample, AHS 51, annually, households in 461 PSU design, Sunderhauf, M. B., 395-6140.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education:
- Application for Federal Assistance (Nonconstruction Programs) Instructions for Environmental Education, Program, OE-326, annually, all public and private nonprofit agencies and institutions, Caywood, D. P., 395-3443.
- Request for Payment of BEOG Award, OE 304, on occasion, BEOG recipients and institutes they are enrolled in, Caywood, D. P., 395-3443.
- Program Operations Report, Veteran's Cost of Instruction Payments to Institutions, OE-269-2, annually, postsecondary institutions, Lowry, R. L., 395-3772.
- Application for Federal Assistance (Short Form) Instructions for Environmental Education, OE 326-1, annually, all public and private nonprofit agencies and institutions, Lowry, R. L., 395-3772.

National Institutes of Health, Medical Library Resource Improvement Grant Application, on occasion, public and private nonprofit institutions, Caywood, D. P., 395-3443.

National Center for Education Statistics, EL-SEGIS: Biennial and Fall Surveys, OE 2350-5, annually, State education agencies, Kathy Wallman, 395-6140.

Health Resources Administration, Attitudinal Acceptance of a Children's Incremental Denial Care Plan, BHRD 0428, single-time, parents, teachers, school administrators, Richard Eisinger, 395-6140.

Center for Disease Control, Application for Training—CDC, HSM-T50, on occasion, training course applicants, Lowry, R. L., 395-3772.

Office of Education:
- A Study of the Sustaining Effects of Compensatory Education on Basic Skills, 502-1 to 3, 1 through 8, single-time, elementary students, Raynsford, R., 395-3814.
- Application for Federal Assistance (Short Form)—Instructions for Arts Education Projects, OE 449, annually, LEA's and SEA's, Budget Review Division, 395-4775.

EXTENSIONS

TENNESSEE VALLEY AUTHORITY

Analyst and Landowner Report—Wildland Resource Allocation Procedure, TVA 5599, on occasion, landowners with multiple-use objectives for their property, Lowry, R. L., 395-3772.

ECONOMIC DEVELOPMENT ADMINISTRATION

Quarterly Report on Guaranteed Loans, ED 700, quarterly, Lowry, R. L., 395-3772.

OFFICE OF MINORITY BUSINESS ENTERPRISE

Confirmation of Assistance to Clients, BE-88, on occasion, Lowry, R. L., 395-3772.

DEPARTMENT OF AGRICULTURE

Rural Electrification Administration, Acceptance Test Results—Central Office Equipment, REA-517, on occasion, REA telephone borrowers, Marsha Traynham, 395-4529.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Office of Education:
- Request for Deferment of Repayment of Loan, U.S. Loan Program for Cuban Students, OE1132, on occasion, Cuban Student borrowers, Caywood, D. P., 395-3443.
- Financial Status Report and Performance Report—Bureau of Education for the Handicapped, OE-9037-1, annually, SEA's, LEA's, institutions of higher education, Caywood, D. P., 395-3443.
- Instructions for the A-102 Application: Ethnic Heritage Studies Program, OE-349, on occasion, SEA's LEA's, IHE's public and private organizations, Marsha Traynham, 395-4529.

Health Services Administration, End Stage Renal Disease Medical Information System, BOA 0613, annually, facilities certified for ESRD services, Richard Eisinger, 395-6140.

Public Health Service, Report of Expenditures for Project Grants, PHS5196, annually, grantees—nationwide, Marsha Traynham, 395-4529.

Office of Education:
- Veteran Student Enrollment Verification Report, OE 269-3, semi-annually, Postsecondary Institutions,
- Instructions for Financial Status Report for the Part B, EHA, and Public Law 89-313, ESEA Programs (as amended), OE-323, annually, educational broadcasting station licensees, Marsha Traynham, 395-4529.
- Application for Federal Assistance (Nonconstruction programs) for Educational Television Under ESAA—Instructions and Supplementary Questionnaire, OE 328, annually, nonprofit organizations, Marsha Traynham, 395-4529.
- Application for Federal Assistance (Nonconstruction Programs) — Instructions for Consumer Education and Metric Education, OE 425, annually, LEA's, SEA's, IHE's nonpublic, public and nonprofit organizations, Marsha Traynham, 395-4529.
- Application for Federal Assistance (Nonconstruction Programs) — Instructions for Teacher Corps Program, OE 298, annually, applicants, Marsha Traynham, 395-4529.
- Request for Deferment of Repayment Because of Armed Forces, Student, Peace Corps, or VISTA Status, OE 1188, on occasion, individual borrower, Marsha Traynham, 395-4529.

Department of Housing and Urban Development, Housing Managment Mortgagee Questionnaire, HUD-9800, on occasion, mortgagees, Community and Veterans Affairs Division, 395-3532.

DEPARTMENT OF THE INTERIOR

Bureau of Land Management, Reindeer Grazing Permit Application (use of Lands in Alaska), 4132-1, on occasion, lease or permit applicants, Marsha Traynham, 395-4529.

Bureau of Sport Fisheries and Wildlife:
- Annual Report Live Migratory Bird Inventory, 3-202, annually, migratory waterfowl dealers, Caywood, D. P., 395-3443.
- Notice of Transfer for Sale of Migratory Waterfowl, 3-186, on occasion, disposers of migratory waterfowl, Caywood, D. P., 395-3443.

Bureau of Mines, Stocks, Purchases, and Consumption of Nickel, 6-1106-MA, annually, nickel consumers, Cynthia Wiggins, 395-5631.

PHILLIP D. LARSEN,
Budget and Management Officer.

[FR Doc.76-19850 Filed 7-7-76;8:45 am]

PRIVACY ACT OF 1974

Reports on New Systems

The purpose of this notice is to list reports on new systems filed with the Office of Management and Budget to give members of the public the opportunity to make inquires about them and to comment on them.

The Privacy Act of 1974 requires that agencies give advance notice to the Congress and the Office of Management and Budget of their intent to establish or modify systems of record subject to the Act (5 U.S.C. 552a(o)). During the period June 14 through June 25, 1976, the Office of Management and Budget received the following reports on new (or revised) systems of records.

Agency: Civil Service Commission
System Name: CSC Managerial Potential Rating System
Report date: June 9, 1976

Agency point of contact: Nicholas J. Suszynski, Civil Service Commission, Room 6425, 1900 E Street, Washington, D.C. 20415

Agency: Department of Transportation (Federal Aviation Administration)
System Names:
(1) Standard Procedure Uniform Reporting System
(2) Pilot, Crewmember and Aircraft Rental Flight Record System
(3) Housing Management Monthly Report System
(4) Commissary Billing System
(5) Work Scheduling and Management System
(6) Citizens Advisory Committee on Aviation System
(7) Photographs and Biographical Information System
(8) Congressional/Employment Inquiry Files System
(9) Printing Branch Distribution System
(10) Maintenance Base Personnel Training Record System
(11) Manpower Requirements Information System
(12) Federal Air Marshal Program Management System

Report date: June 11, 1976
Agency point of contact: Lawrence R. Kelly, Jr., FAA Privacy Act Coordinator, 800 Independence Ave., S.W., Washington, D.C. 20591

Agency: Department of Justice
Systems Name: Alien Documentation, Identification and Telecommunications (ADIT) System
Report date: June 21, 1976
Agency point of contact: Harry L. Gastley, Administrative counsel, Room 1121, Office of Management and Finance, Department of Justice, Washington, D.C. 20240

Agency: National Science Foundation
System Names:
(1) Dissertation Adviser File
(2) Alan T. Waterman Award Nomination File
Report date: June 23, 1976
Agency point of contact: Herman Fleming, Assistant to the General Counsel, National Science Foundation, 1800 G Street, N.W., Washington, D.C. 20550.

Inquiries or comments on these proposals should be directed to the agency official listed for each system.

PHILLIP D. LARSEN,
Budget and Management Officer.

[FR Doc.76-19685 Filed 7-7-76;8:45 am]

PRIVACY PROTECTION STUDY COMMISSION

MEETING

The Privacy Protection Study Commission hereby announces that it will hold a business meeting open to the public from 9:30 a.m. to 10:00 a.m. on Tuesday, July 20 in Room 2358, Rayburn House Office Building. This meeting will immediately precede the Commission's already announced medical records hearings and the purpose of this meeting will be to act upon procedural matters.

The Privacy Protection Study Commission will hold a meeting on Thursday, July 22 from 9:00 a.m. to 5:30 p.m. in Room 2358 of the Rayburn House Office Building, Washington, D.C. Pursuant to a determination signed by James T. Lynn, Director, Office of Management and Budget, the portion of the meeting from 9:00 a.m. to 12:30 p.m. will be closed to the public, on the basis of Section 10(d) of the Federal Advisory Committee Act and Section 552(b)(5) of the Freedom of Information Act. The afternoon session from 1:30 to 5:30 p.m. will be open to the public. The subject of this meeting will be staff progress on various Commission activities.

CAROLE W. PARSONS,
Executive Director, Privacy Protection Study Commission.

[FR Doc.76-19735 Filed 7-7-76;8:45 am]

SECURITIES AND EXCHANGE COMMISSION

[File No. 500-1]

GOVERNMENT EMPLOYEES INSURANCE CO.

Suspension of Trading

JUNE 11, 1976.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the securities of Government Employees Insurance Company being traded on a national securities exchange or otherwise is required in the public interest and for the protection of investors;

Therefore, pursuant to section 12(k) of the Securities Exchange Act of 1934, trading in such securities on a national securities exchange or otherwise is suspended, for the period from June 13, 1976 through June 22, 1976.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.76-19663 Filed 7-7-76;8:45 am]

SMALL BUSINESS ADMINISTRATION

[Delegation of Authority No. 30, Revision 15, Amendment 9]

CERTAIN FIELD OFFICIALS

Authority Delegation to Conduct Contracting Program Activities in Field Offices

Delegation of Authority No. 30, Revision 15, republished in the FEDERAL REGISTER on February 25, 1976 (41 FR 8240), as amended, (41 FR 16234 and 17829), is hereby further amended to delegate to certain field officials authorities to effectively carry out the Section 8(a) contracting program in certain field offices.

Actions taken prior to the effective date of this document are hereby ratified to the extent they would have been authorized had this delegation been in effect.

Accordingly, Delegation of Authority No. 30, Revision 15, Part VI, Section B, is amended as set forth below:

Effective Date: July 8, 1976.

Dated: June 29, 1976.

DANIEL T. KINGSLEY,
Associate Administrator for Operations.

PART VI—PROCUREMENT ASSISTANCE PROGRAM (PA)

* * * * *

Section B—Section 8(a) Contracting Authority (SBAct)

1. To enter into contracts such as, but not limited to, supplies, services, construction, and concessions on behalf of the Small Business Administration with the U.S. Government and any department, agency, or officer thereof having procurement powers, obligating the Small Business Administration, and agreeing to the terms and conditions of such contracts up to the following amounts:
a. Regional Director—Unlimited.
b. Assistant Regional Director for PA—Unlimited.
c. Chief, Office of Business Development, Region III R/O only—$100,000.
d. Contract Specialist, Region X R/O only—$250,000.
e. District Director, Washington, Richmond, and Philadelphia D/O's—Unlimited.
f. District Directors, All Region VI D/O's, New York, Newark, and Chicago D/O's—$350,000.
g. District Directors, Region IX, Anchorage, and Seattle D/O's—$500,000.
h. Assistant District Directors for PA, San Francisco and Los Angeles D/O's—$100,000.
i. Assistant District Director for PA, New York and Newark D/O's—$350,000.
j. Contract Specialist, Anchorage D/O—$250,000.
k. Contract Specialist, Seattle D/O—$50,000.
l. Branch Manager, El Paso, Texas—$350,000.

2. To arrange for the performance of such contracts as stated in paragraph 1 above by negotiating or otherwise letting subcontracts to small business concerns or others. Further, to arrange for such management services as deemed necessary to enable the Small Business Administration to perform such contracts based upon the availability of funds, contracts not to exceed the following amounts:
a. Regional Director—Unlimited.
b. Assistant Regional Director for PA—Unlimited.
c. Chief, Office of Business Development, Region III, R/O only—$100,000.
d. Contract Specialist, Region X R/O—$250,000.
e. District Director, Washington, St. Louis, Richmond, and Philadelphia R/O's—Unlimited.
f. District Directors, All Region VI D/O's, New York, Newark, and Chicago, D/O's—$350,000.
g. District Directors, Region IX, Anchorage, and Seattle D/O's—$500,000.
h. Assistant District Director for PA, San Francisco and Los Angeles D/O's—$100,000.
i. Contract Specialist, Anchorage D/O—$250,000.
j. Contract Specialist, Seattle D/O—$50,000.
k. Business Development Specialist, St. Louis D/O only—Unlimited.
l. Branch Manager, El Paso, Texas, R/O—$350,000.

3. To certify to any officer of the Government having procurement powers that the Small Business Administration is competent to perform any specific Government procurement contract to be let by any such officer, such contract not to exceed the following amount:
a. Regional Director—Unlimited.
b. Assistant Regional Director for PA—Unlimited.
c. Chief, Business Development, Region III R/O—Unlimited.
d. Contract Specialist, Region X R/O—$250,000.

e. District Director, Washington, Philadelphia, Richmond, and St. Louis D/O's—Unlimited.

f. District Directors, all Region VI D/O's New York, Newark, and Chicago D/O's—$350,000.

g. District Directors, Region IX D/O, Anchorage and Seattle D/O's—$500,000.

h. Assistant District Director for PA, Region IX—$500,000.

i. Assistant District Director for PA, New York and Newark D/O's—$350,000.

j. Contract Specialist, Anchorage D/O—$250,000.

k. Contract Specialist, Seattle D/O $50,000.

l. Business Development Specialist, St. Louis D/O—Unlimited.

m. Branch Manager, El Paso, Texas, B/O—$350,000.

[FR Doc.76-19591 Filed 7-7-76;8:45 am]

[License No. 06/10-0016]

THE FIRST SMALL BUSINESS INVESTMENT CO. OF LOUISIANA, INC.

Filing of Application for Approval of Conflict of Interest Transaction Between Associates

Notice is hereby given that The First Small Business Investment Company of Louisiana, Inc. (Licensee), 3626 One Shell Square, New Orleans, Louisiana 70139, a Federal Licensee under the Small Business Investment Act of 1958, as amended (the Act), has filed with the Small Business Administration (SBA) an application pursuant to § 107.1004 of the Regulations governing small business investment companies (13 CFR 107.1004 (1976)), for approval of a conflict of interest transaction.

Licensee will provide $50,000 in financial assistance to Bayou Liberty Area Development Co. (Bayou) for a one-twelfth equity interest. Mrs. N. Gorman Hooper, treasurer-director and 16 percent shareholder of Licensee, will also provide $50,000 for a one-twelfth equity interest. Since Mrs. Hooper will serve as an officer of Bayou, the transaction will fall within the purview of § 107.1004(b)(1) of the Regulations and require the prior written approval of SBA. Mrs. Hooper is an Associate of Licensee pursuant to the provisions of § 107.3 of the Regulations. These two investments are a part of a proposed $600,000 in financial assistance to Bayou.

Bayou is a new corporation formed for the purpose of purchasing and developing 94 acres of land which is located in the greater New Orleans area. It will develop the land by putting in streets, curbs, etc., subdivide the lots and sell them. The other participants in this financing are George B. Dunbar, Frederick O. Roquemore, Mrs. Herman Kohlmeyer, Timothy Hargrove and Robert Baldwin. The principal officer will be Mr. Dunbar. All these investors live in the New Orleans and Slidell area.

Notice is further given that any person may, not later than July 23, 1976, submit to SBA, in writing, comments on the proposed transaction. Any such comments should be addressed to: Associate Administrator for Finance and Investment, Small Business Administration, 1441 "L" Street, NW., Washington, D.C. 20416.

A copy of this notice shall be published by Licensee in a newspaper of general circulation in New Orleans, Louisiana, and in Slidell, Louisiana.

(Catalog of Federal Domestic Assistance Program No. 59.011, Small Business Investment Companies)

Dated: June 28, 1976.

JAMES THOMAS PHELAN,
Deputy Associate Administrator for Investment.

[FR Doc.76-19590 Filed 7-7-76;8:45 am]

[Declaration of Disaster Loan Area No. 1250; Amendment No. 1]

GEORGIA

Declaration of Disaster Area

The above numbered declaration (See 41 FR 26068) is amended by adding Hall County and adjacent counties within the State of Georgia, and the time for filing applications is extended until close of business August 23, 1976, for physical damage and until close of business March 23, 1977, for economic injury.

Dated: June 30, 1976.

MITCHELL P. KOBELINSKI,
Administrator.

[FR Doc.76-19586 Filed 7-7-76;8:45 am]

[Declaration of Disaster Loan Area No. 1256]

IOWA

Declaration of Disaster Area

Boone and Story Counties and adjacent counties within the State of Iowa, constitute a disaster area because of damage resulting from tornadoes, high winds, rain and hail which occurred on June 13, 1976. Eligible persons, firms and organizations may file applications for loans for physical damage until the close of business on August 26, 1976, and for economic injury until the close of business on March 25, 1977, at:

Small Business Administration, District Office, 210 Walnut Street, Des Moines, Iowa 50309.

or other locally announced locations.

Dated: June 25, 1976.

MITCHELL P. KOBELINSKI,
Administrator.

[FR Doc.76-19587 Filed 7-7-76;8:45 am]

[Declaration of Disaster Loan Area No. 1257]

SOUTH DAKOTA

Declaration of Disaster Area

As a result of the President's declaration I find that Butte, Harding, Lawrence and Meade Counties, and adjacent counties within the State of South Dakota, constitute a disaster area because of damage resulting from flash flooding and mudslides beginning about June 14, 1976. Eligible persons, firms and organizations may file applications for loans for physical damage until the close of business on August 26, 1976, and for economic injury until the close of business on March 25, 1977.

Small Business Administration, Branch Office, Federal Building, 515 9th Street, Rapid City, South Dakota 57701.

or other locally announced locations.

Dated: June 30, 1976.

MITCHELL P. KOBELINSKI,
Administrator.

[FR Doc.76-19588 Filed 7-7-76;8:45 am]

[Declaration of Disaster Loan Area No. 1255]

TEXAS

Declaration of Disaster Area

As a result of the President's declaration I find that Harris County, and adjacent counties within the State of Texas, constitutes a disaster area because of damage resulting from severe storms and flooding beginning about June 15, 1976. Eligible persons, firms and organizations may file applications for loans for physical damage until the close of business on August 19, 1976, and for economic injury until the close of business on March 21, 1977.

Small Business Administration, District Office, 1 Allen Center, Suite 705, 500 Dallas, Houston, Texas 77002.

or other locally announced locations.

Dated: June 24, 1976.

MITCHELL P. KOBELINSKI,
Administrator.

[FR Doc.76-19589 Filed 7-7-76;8:45 am]

VETERANS ADMINISTRATION

STATION COMMITTEE ON EDUCATIONAL ALLOWANCES

Meeting

Notice is hereby given pursuant to Section V, Review Procedure and Hearing Rules, Station Committee on Educational Allowances that on August 3, 1976, at 10:00 a.m., the Veterans Administration Regional Office Station Committee on Educational Allowances shall at Federal Building, U.S. Courthouse, Room A-220, 110 9th Avenue, South, Nashville, Tennessee, conduct a hearing to determine whether Veterans Administration benefits to all eligible persons enrolled in Morristown Flying Service, Inc., Morristown, Tennessee, should be discontinued, as provided in 38 CFR 21.4134, because a requirement of law is not being met or a provision of the law has been violated. All interested persons shall be permitted to attend, appear before, or file statements with the Committee at that time and place.

Dated: June 30, 1976.

R. S. BIELAK,
Director, VA Regional Office.

[FR Doc.76-19656 Filed 7-7-76;8:45 am]

DEPARTMENT OF TRANSPORTATION

Office of the Secretary

PRIVACY ACT OF 1974

Additional Notices of Systems of Records

The Department of Transportation herewith deletes one system of records, publishes nine new proposed systems of records including also editorial corrections to four systems previously published. The nine new proposed systems are identified: DOT/FAA 839, 840, 841 and 842; DOT/FRA 118 and 119; DOT/OST 057, 058 and 059. Deleted is DOT/TSC 705.

Any person or agency may submit written comments on the proposed systems to the Privacy Act Officer (TAD-20), Room 10320, U.S. Department of Transportation, 400—7th Street, S.W., Washington, D.C. 20590. To be considered, a comment must be received by August 9, 1976.

This notice supplements the Notices of Systems of Records published by the Department of Transportation in the FEDERAL REGISTER of August 27, 1975 (40 FR 38803), September 24, 1975 (40 FR 44075), November 19, 1975 (40 FR 53965) and March 1, 1976 (41 FR 8819).

Corrections are included to systems DOT/NHTSA 404 and 447, previously published August 27, 1975 on 40 FR 38854 and 40 FR 38859; and to DOT/OST 022 and DOT/OST 050 on 40 FR 53983 and 40 FR 38886, respectively.

Effective date: This notice is effective on July 8, 1976.

Issued in Washington, D.C. on July 1, 1976.

WILLIAM T. COLEMAN, JR.,
Secretary of Transportation.

CORRECTIONS TO NOTICE

Correct DOT/NHTSA 404 published August 27, 1975 (40 FR 38854) in the FEDERAL REGISTER by adding under *System Location:*

New Orleans ASAP, 545 St. Charles Avenue No. 302, New Orleans, Louisiana 70130.

Oklahoma City ASAP, Hightower Building Suite 529, 105 North Hudson, Oklahoma City, Oklahoma 73102.

Puerto Rico ASAP, Traffic Safety Commission, P.O. Box F. I., Santurce, Puerto Rico 00910.

and adding under *Routine Uses of Records Maintained in the System:*

Records are used to evaluate the status of activities within a project, including the status of different groups for purposes of subsequent comparison and analysis, such as recidivism rates. Reports and management information are compiled, using statistical and comparative analysis of the records, which may be released to relevant authorities monitoring the progress of the ASAP.

Data contained in systems of records may be routinely distributed to the lower courts, police departments, public health services, probation authorities, or juvenile and rehabilitation services within the ASAP system if that agency's purpose for maintaining the records is compatible with the ASAP usage.

Correct DOT/NHTSA 447 published August 27, 1975 (40 FR 38866) by changing the entries under: *Categories of Individuals Covered by the System* to read, "Persons convicted while under the influence of alcohol." *Retrievability:* to read, "By individual name, or by Statistical Summary with no names."

DOT/TSC 705, Automated Personnel Skills Reporting System was disestablished on May 26, 1976, by the Transportation Systems Center Notice 1371.1. Henceforth, all data on employee skills will be derived from the official automated personnel system data base. Delete this system from Volume 40, No. 167 of August 27, 1975 FEDERAL REGISTER (40 FR 38890).

DOT/OST 022 (40 FR 53983) published November 19, 1975, requires the following modification:

System location:

Delete: Administrative Communications Officer, Department of Commerce, Box 688, Greensboro, North Carolina 27402, (storage for OST files only) (Duplication of OST File).

Add: Facility Manager, FAA Records Center, Martinsburg, West Virginia 25401, (storage of OST files only) (Duplicate of OST File).

Routine Uses of Records, etc. In last sentence, delete reference to "Administrative Communications Officer, U.S. Department of Commerce (for storage purposes only) and add:

"* * * and the Facility Manager, FAA Records Center, Martinsburg, West Virginia 27402 (for storage purposes only)."

DOT/OST 050 published in the FEDERAL REGISTER, August 27, 1975, (40 FR 38886) is amended as follows:

Record Access Procedures:

Delete: (except the Administrative Communications Office, U.S. Department of Commerce, Box 688, Greensboro, North Carolina 27402, who maintains duplicate files in storage only).

Add: (except Facility Manager, FAA Records Center, Martinsburg, West Virginia 27402, who maintains duplicate files in storage only).

The following systems are added as set forth below:

System number:

DOT/OST 057.

System name:

Honors Attorney Recruitment Files. DOT/OST.

System location:

Department of Transportation, Office of the Secretary, Office of the General Counsel, Room 10424, Washington, D.C. 20590.

Categories of individuals:

Third-year law students and recent law school graduates.

Categories of records:

Resumes, transcripts, copies of Personnel Form 171.

Routine uses:

Used by General Counsel, Chief Counsels, and their staffs in filling job vacancies for attorneys. See also Prefatory Statement of General Routine Uses.

Policies and practices:

Storage:

File folders in file cabinets.

Retrievability:

Indexed individually by name in alphabetical order.

Safeguards:

Records are disclosed only to individuals who have legal interests or legal "need to know."

Retention and disposal:

Retained at system location for 5 years, then destroyed.

System manager:

Recruitment Attorney, Office of the Assistant General Counsel for Litigation, Office of the General Counsel, Department of Transportation, 400 Seventh Street, S.W., Room 10424, Washington, D.C. 20590.

Notification procedure:

Contact the: Department of Transportation, Office of the Secretary, Office of the General Counsel, Office of the Assistant General Counsel for Litigation, 400 Seventh Street, S.W., Room 10424, Washington, D.C. 20590.

Records access procedures:

Contact the: Recruitment Attorney, Office of the Assistant General Counsel for Litigation, Office of the Secretary, Office of the General Counsel, Department of Transportation, 400 Seventh Street, S.W., Room 10424, Washington, D.C. 20590.

Contesting record procedures:

Same as "Record Access Procedures."

Record source categories:

Law students, recent law school graduates, General Counsel, Chief Counsels and their staffs.

System number:

DOT/OST 058.

System name:

Public Information Distribution System. DOT/OST.

System location:

Department of Transportation (DOT), Office of the Secretary (OST), 400 7th Street, SW, Washington, DC 20590. System is located in the Office of Public Affairs, S-80, and in the Office of the Assistant Secretary for Administration, TAD-1.

Categories of individuals:

News media representatives; federal, state and local government officials; Congressional representatives and senators; educators; librarians; foreign government and foreign industry officials; domestic transportation industry of-

ficials; and interested members of the general public.

Categories of records:

Names and addresses; subjects of interest to addressee.

Routine uses:

For effective dissemination of Departmental public information materials. See Prefatory Statement of General Routine Uses.

Policies and practices:

Storage:

Magnetic tape and disc; Xerox 730 cards; and computer printouts.

Retrievability:

By name of addressee; by subject of interest.

Safeguards:

Computer storage secured by access codes and passwords; cards and printouts are stored in locked files, accessible only by authorized personnel.

Retention and disposal:

Record of addressee retained until person wishes to be removed from list or until deleted as a result of annual purge.

System manager:

Assistant to the Secretary and Director of Public Affairs, Department of Transportation, Office of the Secretary, 400 7th Street, SW, Washington, DC 20590.

Notification procedure:

Inquiries should be directed to the: Department of Transportation, Office of the Secretary, Assistant to the Secretary and Director of Public Affairs, 400 7th Street, SW, Washington, DC 20590.

Records access procedures:

Contact System Manager for information on procedures for gaining access to records.

Contesting record procedures:

Contact System Manager for information on procedures for contesting records. Appeals should be directed to the Secretary of Transportation, if request for modification or deletion is denied.

Record source categories:

Published lists (e.g., media directories); other governmental agencies; and specific requests by addressees and interested parties.

System number:

DOT/OST 059.

System name:

Files of the board for Correction of Military Records (BCMR) for the Coast Guard. DOT/OST.

System location:

Department of Transportation (DOT), Office of the Secretary (OST), Office of the General Counsel, Board for Correction of Military Records, Trans Point Building, Room 5601, 2100 2nd Street, SW, Washington, DC 20590.

Categories of individuals:

Individuals who have filed applications for relief before the Board.

Categories of records:

Applications and related documents, Board decisions, and official military records of applicants.

Routine uses:

Used by the Chairman, the Board, the Executive Secretary and Staff in determining whether to grant relief to applicants. Used by the Coast Guard in presenting its views to the Board concerning pending cases. Also used by applicant and his representative. Used by the General Counsel and his staff in determining whether to approve decisions of the board. See Prefatory Statement of General Routine Uses.

Policies and practices:

Storage:

File folders stored in file cabinets.

Retrievability:

Indexed individually by name in one of two alphabetical sequences representing pending and closed cases. Also indexed by docket number. Pending cases filed by docket number; closed cases filed alphabetically.

Safeguards:

Records are disclosed only to the applicant, his representative, interested members of Congress, and the Coast Guard.

Retention and disposal:

Transfer of official military record of individual separated from service to Federal Records Center when case closed; transfer of official military record of Active or Reserve member to Coast Guard Headquarters when case closed; retention of application file in all cases.

System manager:

Executive Secretary, Department of Transportation, Office of the Secretary, Office of the General Counsel, Board for Correction of Military Records, 2100 2nd Street, SW, Washington, DC 20590.

Notification procedure:

Department of Transportation, Office of the Secretary, Office of the General Counsel, Board for Correction of Military Records, 2100 2nd Street, SW, Washington, DC 20590.

Record access procedure:

Department of Transportation, Office of the Secretary, Office of the General Counsel, Board for Correction of Military Records, Executive Secretary, 2100 2nd Street, SW, Washington, DC 20590.

Contesting record procedure:

Same as "Record Access Procedure."

Record source categories:

U.S. Coast Guard, Veterans Administration, individual applicants.

System number:

DOT/FAA 839.

System name:

Printing Branch Distributions System, DOT/FAA.

System location:

Department of Transportation (DOT), Federal Aviation Administration (FAA), Office of Management Systems, 800 Independence Avenue, SW, Washington, DC 20591.

Categories of individuals:

Individuals or governmental agencies interested in receiving Federal Aviation Documents.

Categories of records:

Names and addresses of those individuals and/or governmental organizations wishing to be placed on the mailing lists for FAR's, AC's, NPRM's, the AIM, and various miscellaneous publications.

Routine uses:

To serve as a comprehensive mailing list of individuals and/or governmental agencies for dissemination of all and/or specific parts of FAR's, AC's, NPRM's, the AIM, and various miscellaneous publications. Subject system of records correlates or matches specific consumer information requirements to subject category information contained in the FAR's, AC's, NPRM's, the AIM, and miscellaneous publications, thereby reducing printing costs and, at the same time, satisfying the particular needs and interests of the recipients of desired information. See Prefatory Statement of General Routine Uses.

Policies and practices:

Storage:

Records are stored on magnetic tape.

Retrievability:

Records are retrieved by record identification numbers (state code, city code, first 5 characters of last name of customer, and first initial of customer).

Safeguards:

Magnetic Tape: Data may only be retrieved by computer operators as authorized by the System Manager or delegate. Requests for disclosure of and access to records are screened carefully and must satisfy the "need-to-know" policy. The file room is open to agency personnel only.

Retention and disposal:

Magnetic tapes are updated annually as a result of canvassing, and retention and disposal of records are governed by consumer requests, in writing.

System manager and address:

Chief, Systems Support Division, AMS-100, Department of Transportation, Federal Aviation Administration, Office of Management Systems, 800 Independence Avenue, SW, Washington, DC 20591.

Notification procedure:

Individuals wishing to know if their records appear in this system of records may inquire in person or in writing to the System Manager.

Records access procedures:

Individuals who desire access to the information about themselves in this system of records should contact or address their inquiries to the System Manager.

Contesting records procedure:

Individuals who desire to contest information about themselves contained in this system of records should contact or address their inquiries to the Administrator or his delegate at the following address: Department of Transportation, Federal Aviation Administration, Office of the Administrator, 800 Independence Avenue, SW, Washington, DC 20591.

Record source categories:

Information is obtained from: Aviation Medical Examiners. General aviation public. Consumers and consumer organizations. Other government agencies. Libraries. Army, Navy, Air Forces, etc.

System number:

DOT/FAA 840.

System name:

Federal Aviation Administration (FAA) Maintenance Base Personnel Training Records System. DOT/FAA.

System location:

All FAA Maintenance Bases. (See FAA National Field directory, 1000.23F, for locations.)

Categories of individuals:

FAA maintenance base personnel.

Categories of records:

Dates of attendance for all types of training, including: on-the-job training; formal classroom training; maintenance orientation; special situation training, new employee indoctrination; management training; and nonresident training.

Routine uses:

By agency officials, supervisors, and foremen to determine qualifications of repairmen and inspectors. By agency officials to determine training requirements. See Prefatory Statement of Routine Uses.

Policies and practices:

Storage:

Records are stored in file cabinets and file folders.

Retrievability:

Records are indexed by employee name alphabetically, and are retrieved by name.

Safeguards:

Records are stored in steel file cabinets which are locked when not in use.

Retention and disposal:

Records are retained for the duration of employment as a maintenance base employee; are transferred with the employee when appropriate; and are destroyed by burning or shredding upon termination of employment.

System manager(s):

Supervisors of FAA maintenance bases. See FAA National Field Directory (100.23F) for addresses.

Notification procedure:

Individuals wishing to know if their records appear in this system of records may inquire in person or in writing to the applicable System Manager.

Record access procedures:

Individuals who desire access to the information about themselves in this system of records should contact or address their inquiries to the applicable System Manager.

Contesting record procedures:

Individuals who desire to contest information about themselves contained in this system of records should contact or address their inquiries to the Administrator or his delegate at the following address: Department of Transportation, Federal Aviation Administration, Office of the Administrator, 800 Independence Avenue, SW, Washington, DC 20591.

Record source categories:

Agency training records, and supervisor's training certifications.

System number:

DOT/FAA 841.

System name:

NAFEC Manpower Requirements Information System (MARQUIS). DOT/FAA.

System location:

Department of Transportation (DOT), Federal Aviation Administration (FAA), National Aviation Facilities Experimental Center (NAFEC), Atlantic City, NJ 08405.

Categories of individuals:

All center personnel (except tenants and contractors) by specialized skills.

Categories of records:

Identification data, education level and history, current technical assignment (including expected completion date), skills (derived from specialized skills indexed), training and work experience background, and licenses and certificates.

Routine uses:

To locate employees with the skills or combination of skills needed for specified current or future program assignments. Identify employees qualified for detail or possible reassignment to new, special, or higher priority program activities. See Prefatory Statement of General Routine Uses.

Policies and practices:

Storage:

Stored on magnetic tapes, selected printouts in file folders in EMS staff and personnel management staff offices.

Retrievability:

Selected according to skill requirement, name, employee number, location, grade, job title and series, education level, current technical assignment skill(s) and training and work experience background.

Safeguards:

Authorized by Chief, Engineering Management Staff (NAFEC), ANA-4. User ID number for access to data banks and printouts are stored in a secure cabinet in ANA-4.

Retention and disposal:

Magnetic tape storage updated continuously. Printouts destroyed after use.

System manager:

Chief, Engineering Management Staff, ANA-4, National Aviation Facilities Experimental Center, Atlantic City, NJ 08405.

Notification procedure:

Individuals wishing to know if their records appear in this system of records may inquire in person or in writing to the System Manager.

Record access procedure:

Individuals who desire access to the information about themselves contained in this system of records should contact or address inquiries to the System Manager.

Contesting record procedures:

Individuals who desire to contest information about themselves contained in this system of records should contact or address their inquiries to the Administrator or his delegate at the following address: Department of Transportation, Federal Aviation Administration, Office of the Administrator, 800 Independence Avenue, SW, Washington, DC 20591.

Record source categories:

Individual center employees.

System number:

DOT/FAA 842.

System name:

Federal Air Marshal Program Management System, DOT/FAA.

System location:

Department of Transportation (DOT), Federal Aviation Administration (FAA), Civil Aviation Security Service, Air operations Security Division, 800 Independence Avenue, SW, Washington, DC 20591.

Categories of individuals:

This system of records contains information on past and present FAA employees who have been or are participants in the Federal Air Marshal program.

Categories of records:

This system consists of a variety of records necessary to manage the Federal Air Marshal program. These records include information about the medical/physical fitness, weapons proficiency and training qualifications of each individual. Also included in the system are documents pertaining to deputation as Deputy U.S. Marshal, equipment issued and other related papers and background information.

Routine uses:

Information in this system is used to: Record qualifications of Air Marshals (weapon, physical, medical). Maintain current record of weapon and equipment issued. Record training completed. Record previous experience, background information, and schedule assignments. See Prefatory Statement of General Routine Uses.

Policies and practices:

Storage:

Records are maintained in file folders.

Retrievability:

Records are indexed by name of individual.

Safeguards:

Records are maintained in approved security files and containers. Access to and use of these records is limited to those persons whose official duties require such access.

Retention and disposal:

Records are kept indefinitely.

System manager and address:

Chief, Air Operations Security Division, ACS-100, Department of Transportation, Federal Aviation Administration, Civil Aviation Security Service, 800 Independence Avenue, SW, Washington, DC 20591.

Notification procedure:

Individuals wishing to know if their records appear in this system of records may inquire in person or in writing to the System Manager.

Record access procedure:

Individuals who desire access to the information about themselves contained in this system of records should contact or address their inquiries to the System Manager.

Contesting record procedure:

Individuals who desire to contest information about themselves contained in this system of records should contact or address their inquiries to the Administrator or his delegate at the following address: Department of Transportation, Federal Aviation Administration, Office of the Administrator, 800 Independence Avenue, SW, Washington, DC 20591.

Record source categories:

Information is obtained from the individual to whom it applies, from other FAA records which contain information supplied by the Individual, and from results of training.

System number:

DOT/FRA 118.

System name:

Transportation Test Center Cost Tracking System, DOT/FRA.

System location:

Department of Transportation (DOT), Federal Railroad Administration (FRA), Transportation Test Center, Pueblo, CO 81001.

Categories of individuals:

Operations and Maintenance (O&M) contractor employees.

Categories of records:

Employee weekly time cards. Employee work order charges.

Routine uses:

For the individual's use. Administrative reference material. Budgetary information material. Technical information assessment. See Prefatory Statement of General Routine Uses. Other government agencies that need project/Work Order Cost Accounting Data. Statistical purposes such as labor utilization assessment. See Prefatory Statement of General Routine Uses.

Policies and practices:

Storage:

O&M contractor employee labor distribution records are stored on magnetic tape files.

Retrievability:

The system is indexed by name and employee clock number.

Safeguards:

Primary system record input and output control is assigned to the Operations and Maintenance Contractor Accounting Office which functions as a single point interface with data processing operations.

Retention and disposal:

Employee labor distribution records are retained in fiscal year transaction history files on magnetic tapes. Input document (employee time cards) and printed output are disposed of after three years from termination of the O&M contract.

System manager:

Director, Transportation Test Center, Department of Transportation, Federal Railroad Administration, Pueblo, CO 81001.

Notification procedure:

Any individual who wishes to inquire about whether this system of records applies to him may request confirmation from the System Manager.

Records access procedures:

An individual may gain access to his records by request to the System Manager who will notify the appropriate O&M Project Manager.

Contesting record procedures:

Contest of record content will be with the System Manager. If resolvement at this level is not satisfactory the individual may file an appeal in writing with the Secretary of Transportation addressed as follows: Department of Transportation, Federal Railroad Administration, Office of the Chief Counsel, 400 7th Street, SW, Room 5101, Washington, D.C. 20590.

Record source categories:

Employee time cards.

System number:

FRA 119.

System name:

Transportation Test Center Operations and Maintenance Contractor Personnel Information System: DOT/FRA.

System location:

Department of Transportation (DOT), Federal Railroad Administration (FRA), Transportation Test Center, Pueblo, CO 81001.

Categories of individuals:

Operations and Maintenance (O&M) contractor officials and employees.

Categories of records:

Time, attendance, and leave data. Payroll data. Payroll computation and history. Personnel records. Personnel management records.

Routine uses:

Personnel status reports. Personnel strength reports. Payroll computation and related reports. Accrued leave and use. Labor distribution and accounting reports. Personnel management, budget, and turnover reports. Reports to IRS, commercial banks, retirement funds, etc.

Policies and practices:

Storage:

Integrated data base on magnetic tape.

Retrievability:

By employee name, unit and clock number.

Safeguards:

Access to the data base is limited to computer programs. Outputs from computer programs are disclosed only to employees or officials in discharge of their official duties. Primary control is achieved through a separation of functions wherein no one person is responsible for the input processing and auditing of any given transaction.

Retention and disposal:

Individual records are deleted from the automated data base at the end of the calendar year in which Transportation Test Center employment is terminated. Input documents and printed outputs are disposed of by shredding or burning or transfer to a records center per agency schedules.

System manager:

Director, Transportation Test Center, Department of Transportation, Federal Railroad Administration, Pueblo, CO 81001.

Notification procedure:

Any individual who wishes to inquire about whether this system of records applies to him may request confirmation from the System Manager.

Record access procedure:

An individual may gain access to his records by request to the System Manager who will notify the appropriate O&M Project Manager.

Contesting record procedure:

Contest of record content will be with the System Manager. If resolvement at this level is not satisfactory the individual may appeal in writing to the Secretary of Transportation, addressed as follows: Department of Transportation, Federal Railroad Administration, Office of the Chief Counsel, 400 7th Street, SW, Room 5101, Washington, DC 20590.

Record source categories:

Official Personnel folders. Time, attendance and leave records. Organizational code structure. Computations and historical record of pay.

[FR Doc.76-19734 Filed 7-7-76;8:45 am]

INTERSTATE COMMERCE COMMISSION

[Volume No. 38]

AUTHORITY PETITIONS AND APPLICATIONS, ET AL.

JULY 2, 1976.

Permanent authority petitions and applications; finance matters (including temporary authorities); railroad abandonments; alternate route deviation letter-notices; and intrastate applications concurrently seeking authority on interstate or foreign commerce.

PETITIONS FOR MODIFICATION, INTERPRETATION OR REINSTATEMENT OF OPERATING RIGHTS AUTHORITY

The following petitions seek modification or interpretation of existing operating rights authority, or reinstatement of terminated operating rights authority.

An original and one copy of protests to the granting of the requested authority must be filed with the Commission within 30 days after the date of this FEDERAL REGISTER notice. Such protest shall comply with Special Rule 247(d) of the Commission's *General Rules of Practice* (49 CFR 110.247) [1] and shall include a concise statement of protestant's interest in the proceeding and copies of its conflicting authorities. Verified statements in opposition should not be tendered at this time. A copy of the protest shall be served concurrently upon petitioner's representative, or petitioner if no representative is named.

No. MC 12483 (Sub-No. 1) (Filing of petition to add brokerage location), filed June 11, 1976. Petitioner: FORLOW TRAVEL BUREAU, INC., 716 South Main St., South Bend, Ind. 46618. Petitioner's representative: S. Harrison Kahn, Investment Building, Suite 733, Washington, D.C. 20005. Petitioner holds a license to engage in operations as a *broker*, in interstate or foreign commerce, at Frankfort and South Bend, Ind., in MC 12483 (Sub-No. 1), issued February 15, 1968, to accommodate *Passengers and their baggage*, in the same vehicle with passengers, in all-expense round-trip special and charter sightseeing and pleasure tours, beginning and ending at points in Indiana, Cook County, Ill., and Berrien, Cass, Kalamazoo, and St. Joseph Counties, Mich., and extending to points in the United States (except Alaska and Hawaii).

By the instant petition, petitioner seeks authority to establish an employee-staffed office at Oak Brook, Ill., to engage in operations as a broker for motor coach transportation.

No. MC 124211 (Sub-No. 203) (Notice of filing of petition to modify commodity description) filed June 16, 1976. Petitioner: HILT TRUCK LINE, INC., P.O. Box 988, Downtown Sta., Omaha, Nebr. 68101. Petitioner's representative: Richard A. Peterson, 521 South 14th Street, P.O. Box 81849, Lincoln, Nebr. 68501. Petitioner holds a motor *common carrier* certificate in No. MC-124211 (Sub-No. 203), issued May 1, 1973, authorizing transportation over irregular routes, of *Carpet padding*, from Dyersburg, Tenn., to points in the United States (except Alabama, Alaska, Florida, Georgia, Hawaii, North Carolina, South Carolina, Tennessee, West Virginia, and the St. Louis, Mo.-East St. Louis, Ill. Commercial Zone as defined by the Commission).

By the instant petition, petitioner seeks to modify the commodity description so as to read: *Carpet padding, rubber compound, and molded rubber products*, from and to the points named above and with the noted exception.

No. MC 140986 (Sub-No. 1) (Notice of filing of petition for modification of territorial description) filed June 18, 1976. Petitioner: GREAT NORTHERN TRUCK LINES, INC., Bank St., Netcong, N.J. 07857. Petitioner's representative: Robert B. Pepper, 168 Woodbridge Avenue, Highland Park, N.J. 08904. Petitioner holds a motor *contract carrier* Permit in No. MC 140986 (Sub-No. 1), issued February 11, 1976, authorizing transportation over irregular routes, of (1) *clay* (except in bulk), from Flanders, N.J., to points in Connecticut, Delaware, Kentucky, Maryland, Massachusetts, New Hampshire, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, and the District of Columbia; and (2) *talc* and *materials and supplies* used in the manufacturing of ceramics (except in bulk), from points in Kentucky, Maryland, New York, Ohio, Pennsylvania and Tennessee, to Flanders, N.J., under a continuing contract, or contracts, with Byrnes Ceramic Supply Co., Inc. located at Flanders, N.J.

By the instant petition, petitioner seeks to add Newark, N.J., as an additional origin point with respect to part (1) of its Permit, and to add Newark, N.J. as an additional destination point with respect to part (2) of its Permit.

No. MC 141140 (Notice of filing of petition for modification of permit) filed May 27, 1976. Petitioner: DI PIETRO TRUCKING CO., 2201 6th Ave., So., Seattle, Wash. 98134. Petitioner's representative: James T. Johnson, 1610 IBM Bldg., Seattle, Wash. 98101. Petitioner holds a motor *contract carrier* Permit in No. MC-141140, issued February 12, 1976, authorizing transportation over irregular routes, of *malt beverages, malt beverage containers and cartons, and bottle and can openers*, (a) from Van Nuys, Calif., to Yakima and Everett, Wash., under a continuing contract, or contracts with Crown Distributing Company; (b) from Van Nuys, Calif., to Kent, Wash., under a continuing contract, or contracts, with City Beverages, Inc.; (c) from Van Nuys, Calif., to Anacortes, Wash., under a continuing contract, or contracts, with Northwest Distributing Company; (d) from Van Nuys, Calif., to Olympia and Takoma, Wash., under a continuing contract, or contracts, with Cammarono Brothers, Inc.; and (e) from Van Nuys, Calif., to Aberdeen, Wash., under a continuing contract, or contracts, with Henry Duncan, subject to the right of the Commission to impose such terms, conditions or limitations in the future as it may find necessary in order to insure that carrier's operations shall conform to the provisions of section 210 of the Act.

By the instant petition, petitioner seeks to modify its Permit (1) by deleting part (c) and part (e) from its authority; and (2) by substituting for the deleted authority the following: "from Azusa, Calif., to Renton, Wash., under a continuing contract, or contracts, with Totem Beverages, Inc."

REPUBLICATIONS OF GRANTS OF OPERATING RIGHTS AUTHORITY PRIOR TO CERTIFICATION

The following grants of operating rights authorities are republished by Order of the Commission to indicate a broadened grant of authority over that previously noticed in the FEDERAL REGISTER.

An original and one copy of protests to the granting of the authority must be filed with the Commission within 30 days after the date of this FEDERAL REGISTER notice. Such protest shall comply with Special Rule 247(d) of the Commission's *General Rules of Practice* (49 CFR § 1100.247) addressing specifically the issue(s) indicated as the purpose for republication, and including a concise statement of protestant's interest in the proceeding and copies of its conflicting authorities. Verified statements in opposition shall not be tendered at this time. A copy of the protest shall be served concurrently upon the carrier's representative, or carrier if no representative is named.

No. MC 44523 (Sub-No. 2) (Republication), filed November 7, 1975, and published in the FEDERAL REGISTER issue of December 10, 1975, and republished this issue. Applicant: RED ARROW TRUCKING CO., a Corporation, 325 Main Street, Belleville, N.J. 07109. Applicant's representative: A. David Millner, 744 Broad Street, Newark, N.J. 07102. An Order of the Commission, Review Board Number 1, dated June 9, 1976 and served June 23, 1976, finds that the present and future public convenience and necessity require operations by applicant, in interstate or foreign commerce, as a *common carrier*, by motor vehicle, over irregular routes in the transportation of *General commodities* (except those of unusual value, dangerous explosives, household goods as defined in the Commission, commodities in bulk, and those commodities requiring special equipment) between points in Bergen, Ocean, Monmouth, Middlesex, Morris, Somerset, Union, and Sussex Counties, N.J., on the one hand, and, on the other, points in Nassau County, N.Y.; that applicant is fit, willing, and able properly to perform such service and to conform to the requirements of the Interstate Commerce Act and the Commission's rules and regulations thereunder. The purpose of this republication is for a Certificate of pub-

[1] Copies of Special Rule 247 (as amended) can be obtained by writing to the Secretary, Interstate Commerce Commission, Washington, D.C. 20423.

lic convenience and necessity and not a gateway elimination as previously published in the FEDERAL REGISTER.

No. MC-140873, (Republication), filed April 11, 1975, published in the FEDERAL REGISTER issues of May 15, 1975 and June 10, 1976, and republished this issue. Applicant: DOWNEAST MOVING & STORAGE CORPORATION, 9 Moulton Street, Portland, Maine 04111. Applicant's representative: Francis E. Barrett, Jr., 10 Industrial Park Road, Hingham, Mass. 02043. An Order of Division 1, Acting as an Appellate Division, dated May 13, 1976 and served May 21, 1976, finds that the present and future public convenience and necessity require operations by applicant, as a motor *common carrier*, by motor vehicle, over irregular routes, in the transportation of *used household goods*, between Portland, Maine, on the one hand, and, on the other, points in Maine.

NOTE.—The purpose of this republication is to correct the notice of the applicant's grant of authority by removing the restrictions which were published in error.

MOTOR CARRIER, BROKER, WATER CARRIER AND FREIGHT FORWARDER OPERATING RIGHTS APPLICATIONS

The following applications are governed by Special Rule 247 of the Commission's *General Rules of Practice* (49 CFR § 1100.247). These rules provide, among other things, that a protest to the granting of an application must be filed with the Commission within 30 days after the date of notice of filing of the application is published in the FEDERAL REGISTER. Failure to seasonably to file a protest will be construed as a waiver of opposition and participation in the proceeding. A protest under these rules should comply with section 247(d)(3) of the rules of practice which requires that it set forth specifically the grounds upon which it is made, contain a detailed statement of protestant's interest in the proceeding (including a copy of the specific portions of its authority which protestant believes to be in conflict with that sought in the application, and describing in detail the method—whether by joinder, interline, or other means—by which protestant would use such authority to provide all or part of the service proposed), and shall specify with particularity the facts, matters, and things relied upon, but shall not include issues or allegations phrased generally. Protests not in reasonable compliance with the requirements of the rules may be rejected. The original and one copy of the protest shall be filed with the Commission, and a copy shall be served concurrently upon applicant's representative, or applicant if no representative is named. If the protest includes a request for oral hearing, such requests shall meet the requirements of section 247(d)(4) of the special rules, and shall include the certification required therein.

Section 247(f) further provides, in part, that an applicant who does not intend timely to prosecute its application shall promptly request dismissal thereof, and that failure to prosecute an application under procedures ordered by the Commission will result in dismissal of the application.

Further processing steps will be by Commission order which will be served on each party of record. Broadening amendments will not be accepted after the date of this publication except for good cause shown, and restrictive amendments will not be entertained following publication in the FEDERAL REGISTER of a notice that the proceeding has been assigned for oral hearing.

Each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application.

No. MC 531 (Sub-No. 339) filed June 7, 1976. Applicant: YOUNGER BROTHERS, INC., P.O. Box 14048, 4904 Griggs Road, Houston, Tex. 77021. Applicant's representative: Wray E. Hughes (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from the facilities of Nalco Chemical Company located at or near Sugarland, Tex., to points in the United States (except Alaska and Hawaii).

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Houston, Tex., or Chicago, Ill.

No. MC 730 (Sub-No. 390), filed June 3, 1976. Applicant: PACIFIC INTERMOUNTAIN EXPRESS CO. 1417 Clay Street, P.O. Box 958, Oakland, Calif. 94612. Applicant's representative: R. N. Cooledge (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Liquid chemicals*, in bulk in tank vehicles, from Henderson, Nev., to St. Gabriel, La.; and (2) *benzene sulfonic acid*, in bulk in tank vehicles, from Birmingham, Ala., to Henderson, Nev.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either San Francisco or Los Angeles, Calif.

No. MC 2098 (Sub-No. 3) filed June 4, 1976. Applicant: MERLIN D. BRAMMER AND GALEN R. BRAMMER doing business as BRAMMER TRUCK LINE, 308 North Ninth Street, Sabetha, Kans. 66543. Applicant's representative: Erle W. Francis, 700 Kansas Avenue, Suite 719, Topeka, Kans. 66603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dust pollution control equipment*, from the plant facilities of MAC Equipment, Inc., located at or near Sabetha, Kans., to points in the United States, (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Topeka, Kans., or Kansas City, Mo.

No. MC 2202 (Sub-No. 514) filed June 7, 1976. Applicant: ROADWAY EXPRESS, INC., 1077 Gorge Blvd., P.O. Box 471, Akron, Ohio 44309. Applicant's representative: William O. Turney, Suite 1010, 7101 Wisconsin Ave., Washington, D.C. 20014. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite of Allied Chemical Corp. located at or near Elbert, Niagara County, N.Y. as an off-route point in connection with applicant's authorized regular route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 2900 (Sub-No. 292), filed June 7, 1976. Applicant: RYDER TRUCK LINES, INC., P.O. Box 2408, Jacksonville, Fla. 32203. Applicant's representative: S. E. Somers, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), serving the plantsite and warehouse facilities of the Singer Co., located at or near Trumann, Ark., as an off-route point in connection with applicant's presently authorized regular route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Memphis, Tenn., Washington, D.C., or New York, N.Y.

No. MC 4267 (Sub-No. 5), filed June 7, 1976. Applicant: C. L. JILLICH TRUCK LINE, INC., 16842 Park Avenue, P.O. Box 86, Hazel Crest, Ill. 60429. Applicant's representative: Anthony T. Thomas, 6017 Cermak Road, Cicero, Ill. 60650. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Iron and steel articles*, between Danville, Ill., on the one hand, and, on the other, Fostoria, Dunkirk, Elmore, Canton and Cleveland, Ohio, under a continuing contract, or contracts, with Wyman-Gordon Company and Atlas Crankshaft Corporation.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 4941 (Sub-No. 34), filed May 19, 1976. Applicant: QUINN FREIGHT LINES, INC., 1093 No. Montello St., Brockton, Mass. 02403. Applicant's representative: Bert Collins, 5 World Trade Center, Suite 6193, New York, N.Y. 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Wallboard, building board, insulation board, fiberboard, and pulpboard*, from the plantsite and storage facilities of the United States Gypsum Company located at Lisbon Falls, Maine, to points in Illinois, North Carolina, South Carolina and Wisconsin; and (2) returned shipments of the above specified commodities, and *materials, equipment and supplies* used in the manufacture, installation, and distribution of the aforementioned commodities (except in bulk), from points

in Illinois, North Carolina, South Carolina and Wisconsin, to the plantsite and storage facilities of the United States Gypsum Company located at Lisbon Falls, Maine.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Boston, Mass.

No. MC 5227 (Sub-No. 22), filed June 4, 1976. Applicant: ECONOMY MOVERS, INC., P.O. Box 201, Mead, Nebr. 68041. Applicant's representative: Gailyn L. Larsen, 521 South 14th Street, P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Buildings*, knocked down and in sections, *building sections and building panels, and metal prefabricated structural components*, from the facilities of American Buildings Co., located at or near Atlantic, Iowa, to points in California, Nevada, Utah, and Washington.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Lincoln, Nebr., or Eufaula, Ala.

No. MC 11207 (Sub-No. 369) (Correction), filed May 3, 1976, published in the FEDERAL REGISTER issue of June 3, 1976, republished as corrected this issue. Applicant: DEATON, INC., 317 Avenue W., P.O. Box 938, Birmingham, Ala. 35201. Applicant's representative: Kim D. Mann, 702 World Center Bldg., 918 Sixteenth St., N.W., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Tanks, pressure vessels and chemical process equipment*, from the plantsite and facilities of Mitternight Boiler Works, Inc., located in Mobile County, Ala., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, Missouri, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, Virginia and West Virginia.

NOTE.—The purpose of this republication is to indicate that Mitternight Boiler Works facilities is located in Mobile County, Ala. If a hearing is deemed necessary, the applicant requests it be held at either Birmingham, Ala., or Atlanta, Ga.

No. MC 13250 (Sub-No. 132), filed May 28, 1976. Applicant: J. H. ROSE TRUCK LINE, INC., 5003 Jensen Drive, (P.O. Box 16190), Houston, Tex. 77022. Applicant's representative: James M. Doherty, 500 West Sixteenth Street, (P.O. Box 1945), Austin, Tex. 78767. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Textile machinery and parts*, between the facilities of Crompton & Knowles Corporation, at or near Mauldin, S.C. on the one hand, and, on the other, points in the United States, restricted to the transportation of shipments originating at or destined to the facilities of Crompton & Knowles Corporation at or near Maulding, S.C.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Atlanta, Ga., or Memphis, Tenn.

No. MC 19227 Sub-No. 230) filed June 4, 1976. Applicant: LEONARD BROS. TRUCKING CO., INC., 2515 N.W. 20th Street, Miami, Fla. 33152. Applicant's representative: J. Fred Dewhurst (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Knocked down steel buildings, parts and accessories thereof* (except commodities which require special equipment because of size or weight), *material handling equipment, conveyors and conveyor systems and parts and supplies*, from the plantsite and warehouse facilities of Pascoe Steel Corporation, located at or near Columbus, Ga., Pomona, Calif., and Wathena, Kans., to points in the United States (except Alaska and Hawaii); and (2) *materials* used in the manufacture of knocked down steel buildings, material handling equipment, conveyors and conveyor systems, from points in the United States (except Alaska and Hawaii), to the origin points named in (1) above.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant does not request a specific location.

No. MC 20722 (Sub No. 30), filed May 26, 1976. Applicant: M & G CONVOY, INC., P.O. Box 104, 590 Elk St., Buffalo, N.Y. 14240. Applicant's representative: Walter N. Bieneman, 100 West Long Lake Rd., Suite 102, Bloomfield Hills, Mich. 48013. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Motor vehicles*, in secondary movements, in truckaway and driveaway service, from Wilmington, Del., to points in Illinois, Indiana, Kentucky and Ohio.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 27144 (Sub-No. 7), filed June 2, 1976. Applicant: MASSELINK BROTHERS TRUCKING SERVICE, INC., 901 Freeman Ave., SW., Grand Rapids, Mich. 49502. Applicant's representative: Ronald N. Cobert, Suite 501, 1730 M St., NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs, baby supplies, printed matter, canner supplies, and equipment, materials and supplies* used or useful in the manufacture and distribution of foodstuffs and baby supplies, between the plantsite and facilities of Gerber Products Co. located at or near Fremont, Mich., on the one hand, and, on the other, Grand Rapids, Mich., restricted to the transportation of shipments having an immediately prior or subsequent movement by rail.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Washington, D.C., or Lansing, Mich.

No. MC 29886 (Sub No. 330), filed June 4, 1976. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. 46619. Applicant's representative: Charles Pieroni (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Construction, earthmoving, excavating, and material handling machinery and equipment;* (2) *attachments, parts, and accessories* for above when moving in mixed shipments with commodities named in (1) above; and (3) *attachments, parts, and accesories* being returned to factory for service, exchange, repair, or warranty adjustment, between the plantsite of Clark Equipment Company located at Skyland, N.C., on the one hand, and, on the other, points in the United States, including Alaska, but excluding Hawaii.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Washington, D.C.

No. MC 31389 (Sub No. 216), filed June 4, 1976. Applicant: MCLEAN TRUCKING COMPANY, a Corporation, 617 Waughtown Street, Winston-Salem, N.C. 27107. Applicant's representative: David F. Eshelman, P.O. Box 213, Winston-Salem, N.C. 27102. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment): Serving the plantsite and warehouse facilities of General Cable Corporation, located at or near Pownal, Vt., as an off-route point in conjunction with applicant's regular route operations.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Burlington, Vt., or Washington, D.C.

No. MC 48948 (Sub-No. 8) filed June 8, 1976. Applicant: THE HOCKING CARTAGE COMPANY, P.O. Box 373, R.R. 2, Logan, Ohio 43138. Applicant's representative: James M. Burtch, 100 East Broad St., Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass cullet*, in dump vehicles, from the plantsite of the Mattoon Lamp Plant of The General Electric Company located at or near Mattoon, Ill., to the plantsite of the Logan Glass Plant of The General Electric Company located at or near Logan, Ohio.

NOTE.—If a hearing is deemed necessary the applicant requests it be held at Columbus, Ohio.

No. MC 51146 (Sub-No. 461) (Correction), filed April 5, 1976, published in the FR issue of May 13, 1976, republished as corrected this issue. Applicant: SCHNEIDER TRANSPORT, INC., P.O. Box 2298, Green Bay, Wis. 54306. Applicant's representative: Maurice F. Bishop, 603 Frank Nelson Building, Birmingham, Ala. 35203. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Paper and paper products;* and (2) *materials, equipment and supplies*, used in the manufacture and distribution thereof (except commodities in bulk, and those which because of size or weight

require the use of special equipment), between the plantsite, warehouse, and storage facilities of Mead Corporation located in the northeastern part of Jackson County, Ala., on the one hand, and, on the other, points in the United States on and east, of the western boundaries of Iowa, Minnesota, Mississippi, Missouri, and Tennessee.

NOTE.—The purpose of this republication is to correct territorial description in this proceeding. Common control may be involved. If a hearing is deemed necessary, the applicant does not specify a location.

No. MC 63417 (Sub-No. 90), filed June 7, 1976. Applicant: BLUE RIDGE TRANSFER COMPANY, INC., P.O. Box 13447, Roanoke, Va. 24034. Applicant's representative: William E. Bain (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *New furniture*, from Brookneal, Va., to points in Alabama, Arkansas, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Michigan, Mississippi, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia and the District of Columbia; and (2) *materials, supplies and equipment* used in the manufacture of new furniture (except commodities in bulk and those requiring special equipment), *and damaged, defective, refused and rejected furniture*, from the destination points named in (1) above, to Brookneal, Va.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Washington, D.C., or Roanoke, Va.

No. MC 63801 (Sub-No. 8), filed June 3, 1976. Applicant: HILLSBORO TRANSPORTATION CO., U.S. Route 50 West, P.O. Box 366, Hillsboro, Ohio 45133. Applicant's representative: George M. Catlett, 703–706 McClure Bldg., Frankfort, Ky. 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between Cincinnati, Ohio (except those points in Kentucky within the Cincinnati, Ohio Commercial Zone), on the one hand, and, on the other, points in Ohio. The purpose of this filing is to eliminate the gateway of Hillsboro, Ohio.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Cincinnati or Columbus, Ohio.

No. MC 69742 (Sub-No. 4), filed June 4, 1976. Applicant: CORDIN MOTOR FREIGHT, INC., 7736 West 62nd Place, Summit, Ill. 60501. Applicant's representative: Anthony T. Thomas, 6017 Cermak Road, Cicero, Ill. 60650. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid carbon dioxide*, in bulk in shipper owned tank vehicles, from the plantsite and storage facilities of Airco Industrial Gases division of Airco, Incorporated, located approximately four miles west of Channahon, Ill., on U.S. Highway 6, to points in Wisconsin, Indiana, that part of Michigan on and west of U.S. Highway 131, including Kalamazoo, and St. Louis, Mo.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 73165 (Sub-No. 388), filed June 8, 1976. Applicant: EAGLE MOTOR LINES, INC., 830 N. 33rd St., P.O. Box 11086, Birmingham, Ala. 35202. Applicant's representative: William P. Parker (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Air pollution control equipment and dust collectors*, from the plantsite of W. W. Sly Mfg. Company, located at Mathiston, Miss., to points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New Orleans, La., or Jackson, Miss.

No. MC 78228 (Sub-No. 55), filed June 7, 1976. Applicant: J MILLER EXPRESS, INC., 962 Greentree Road, Pittsburgh, Pa. 15220. Applicant's representative: Henry M. Wick, Jr., 2310 Grant Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Activated carbon*, from Catlettsburg, Ky., Neville Island, Pa., and Bayport, Tex., to points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C., or Pittsburgh, Pa.

No. MC 82492 (Sub-No. 133), filed May 18, 1976. Applicant: MICHIGAN & NEBRASKA TRANSIT CO., INC., P.O. Box 2853, 2109 Olmstead Rd., Kalamazoo, Mich. 49003. Applicant's representative: William C. Harris (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *meat, meat products and meat by products and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from Denison, Iowa, to points in Indiana, Kentucky, Michigan, and Ohio.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Washington, D.C.

No. MC 82841 (Sub-No. 174), filed May 28, 1976. Applicant: HUNT TRANSPORTATION, INC., 10770 "I" Street, Omaha, Nebr. 68127. Applicant's representative: Donald L. Stern, 530 Univac Building, 7100 West Center Road, Omaha, Nebr. 68106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Such commodities* as are dealt in, or used by, agricultural equipment, industrial equipment, and lawn and leisure products dealers (except commodities in bulk), from the facilities of Deere and Company located in Douglas County, Nebraska and those points in Iowa located on and west of U.S. Highway No. 69, Nebraska and those points in South Dakota located on or south of State Highway No. 34, restricted to the transportation of traffic originating at the named facilities of Deere & Company and destined to the destination point named; and (2) *return shipments* of the commodities described above, from the destination points named above to the facilities of Deere & Company located at the origin points named above, restricted to the transportation of traffic destined to the named facilities or Deere & Company.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Omaha, Nebr.

No. MC 95540 (Sub-No. 950), filed May 24, 1976. Applicant: WATKINS MOTOR LINES, INC., 1144 West Griffin Road, P.O. Box 1636, Lakeland, Fla. 33802. Applicant's representative: Benjy W. Fincher (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Mushrooms, fresh, the transportation of which is exempt from economic regulation pursuant to Section 203(b)(6) of the Interstate Commerce Act, when transported at the same time and in the same vehicle with commodities subject to economic regulation; and canned mushrooms and canned mushroom products*, from the plantsite and warehouse facilities of Castle and Cooke Foods, Valmeyer Division, at or near Valmeyer, Ill., to points in Alabama, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Tennessee, and Wisconsin.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at St. Louis, Mo.; Tampa, Fla., or Washington, D.C.

No. MC 95540 (Sub-No. 951), filed June 2, 1976. Applicant: WATKINS MOTOR LINES, INC., 1144 West Griffin Road, P.O. Box 1636, Lakeland, Fla. 33802. Applicant's representative: Benjy W. Fincher (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except commodities in bulk, and tank vehicles), from the plantsite and warehouse facilities of J. M. Smucker Co., located at or near Memphis, Tenn., to points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Mississippi, Nebraska, New Mexico, North Carolina, Oklahoma, South Carolina, Tennessee, Texas and Wisconsin.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant does not specify a location.

No. MC 95540 (Sub-No. 952), filed June 3, 1976. Applicant: WATKINS MOTOR LINES, INC., 1144 West Griffin Road, P.O. Box 1636, Lakeland, Fla. 33802. Applicant's representative: Benjy W. Fincher (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dairy products*,

from the plantsite of L. D. Shreiber Cheese Co., located at Green Bay, Wis., to points in Louisiana, Mississippi, North Carolina, South Carolina and Tennessee.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Milwaukee, Wis., Washington, D.C., or Tampa, Fla.

No. MC 95540 (Sub-No. 954) filed June 3, 1976. Applicant: WATKINS MOTOR LINES, INC., 1144 West Griffin Road, P.O. Box 1636, Lakeland, Fla. 33802. Applicant's representative: Benjy W. Fincher (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except commodities in bulk, in tank vehicles), from the plantsites and storage facilities of Stouffer Foods Corporation located in Cleveland and Solon, Ohio, to points in California, Nevada, and Utah.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Cleveland, Ohio, Washington, D.C., or Tampa, Fla.

No. MC 98952 (Sub-No. 34), filed May 21, 1976. Applicant: GENERAL TRANSFER COMPANY, a Corporation, 2880 North Woodford Street, Decatur, Ill. 62526. Applicant's representative: Paul E. Steinhour, 918 East Capitol Avenue, Springfield, Ill. 62701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs, advertising matter, premiums and display material*, when moving at the same time and in the same vehicle with foodstuffs, from Chicago, Ill., to Paducah, Henderson, Owensboro, and Louisville, Ky., and to points in Indiana, restricted to shipments moving in vehicles equipped with mechanical refrigeration.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Springfield or Chicago, Ill., or St. Louis, Mo.

No. MC 107295 (Sub-No. 820), filed June 2, 1976. Applicant: PRE-FAB TRANSIT CO., 100 South Main Street, Farmer City, Ill. 61842. Applicant's representative: Mack Stephenson, 42 Fox Mill Lane, Springfield, Ill. 62707. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Aluminum roofing, siding, gutters, downspouts, and fabricated aluminum products;* and (2) *parts, attachments and accessories* for the commodities named in (1) above, from the facilities of Alumax Building Products, located at Bristol, Ind., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia and the District of Columbia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 107515 (Sub-No. 1011), filed May 26, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 30050. Applicant's representative: Richard M. Tettelbaum, Suite 375, 3379 Peachtree Rd. N.E., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat by products* (except in bulk), in vehicles equipped with mechanical refrigeration, from Gordon County, Ga., to points in the United States in and east of Illinois, Kentucky, Louisiana, Mississippi, Tennessee, and Wisconsin.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Atlanta, Ga.

No. MC 107515 (Sub-No. 1013), filed May 26, 1976. Applicant: REFRIGERATED TRANSPORT CO., INC., P.O. Box 308, Forest Park, Ga. 30050. Applicant's representative: Richard M. Tettelbaum, 3379 Peachtree Rd. N.E., Suite 375, Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs* (except in bulk), from the plantsite and warehouse facilities utilized by Jeno's, Inc., located at or near Sodus, Mich., to points in Arkansas, Oklahoma, and Texas, restricted to the traffic originating at and destined to the above named points.

NOTE.—Common control may be involved. If the hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 108341 (Sub-No. 48), filed June 4, 1976. Applicant: MOSS TRUCKING COMPANY, INC., P.O. Box 8409, Charlotte, N.C. 28208. Applicant's representative: Morton E. Kiel, Suite 6193, 5 World Trade Center, New York, N.Y. 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Construction, earth moving, excavating, and material handling machinery and equipment;* (2) *attachments, accessories, and parts* for (1) above when moving in the same shipment with (1) above; and (3) *attachments, parts, and accessories* being returned for repair, service, exchange or warranty, between the facilities of Clark Equipment Company located at or near Skyland, N.C., on the one hand, and, on the other, points in the United States, including Alaska, but excluding Hawaii.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applican requests it be held at either Chicago, Ill., or Washington, D.C.

No. MC 108449 (Sub-No. 394), filed June 3, 1976. Applicant: INDIANHEAD TRUCK LINE, INC., 1947 West County Road C, St. Paul, Minn. 55113. Applicant's representative: W. A. Myllenbeck (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Caustic soda*, in bulk, in tank vehicles (1) from Superior, Wisc., to points in Minnesota and Michigan; and (2) from St. Paul, Minn., to points in Montana.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either St. Paul, Minn., or Chicago, Ill.

No. MC 108835 (Sub-No. 35) (Correction), filed May 5, 1976. Published in the FEDERAL REGISTER issue of June 3, 1976, republished as corrected this issue. Applicant: HYMAN FREIGHTWAYS INC., P.O. Box 3393, 1745 University Ave., St. Paul, Minn. 55104. Applicant's representative: Rodney L. Trocke, 2690 North Prior Ave., Roseville, Minn. 55113. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), (A) serving the plant site of Kato Engineering Company located at or near Winnebago, Minn. as an off-route point in connection with applicant's authorized regular route operations between Beresford, S. Dak. and St. Paul, Minn.; and (B) serving the plant site of Kato Engineering Company located at or near Winnebago, Minn. as an intermediate point in connection with applicant's regular route operations between Mankato, Minn. and Oskaloosa, Iowa.

NOTE.—The purpose of this republication is to indicate the correct authority sought in (B) above. If a hearing is deemed necessary, the applicant requests it be held at either St. Paul or Minneapolis, Minn.

No. MC 110525 (Sub-No. 1159), filed June 8, 1976. Applicant: CHEMICAL LEAMAN TANK LINES, INC., 520 East Lancaster Avenue, P.O. Box 200, Downingtown, Pa. 19335. Applicant's representative: Thomas J. O'Brien (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chemicals*, in bulk, in tank vehicles, from the facilities of Nalco Chemical Company, located at or near Sugar Land, Tex. to points in the United States (except Alaska and Hawaii), restricted against Liquid Chemicals to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, West Virginia and the District of Columbia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Houston, Tex.

No. MC 111740 (Sub-No. 29) filed June 2, 1976. Applicant: OIL TRANSPORT COMPANY, East Hwy. 80, P.O. Box 2679, Abilene, Tex. 79604. Applicant's representative: Jerry Prestridge, P.O. Box 1148, Austin, Tex. 78767. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Crude oil*, in bulk, between points in Chaves, Eddy, Lea and Roosevelt Counties, N. Mex., and Gaines, Andrews, Winkler and Yoakum Counties, Tex.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the application requests it be held at Dallas, Tex.

No. MC 112304 (Sub-No. 107), filed June 4, 1976. Applicant: ACE DORAN HAULING & RIGGING CO., 1601 Blue Rock St., Cincinnati, Ohio 45223. Applicant's representative: John D. Herbert

(same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aluminum and aluminum articles*, from the facilities of Amax Aluminum Mill Products, Inc., located in Grundy County, Ill., to points in Alabama, Arkansas, Arizona, California, Colorado, Florida, Georgia, Idaho, Kansas, Louisiana, Mississippi, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Carolina, South Dakota, Texas, Utah, Washington, and Wyoming.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Washington, D.C.

No. MC 112617 (Sub-No. 344), filed June 7, 1976. Applicant: LIQUID TRANSPORTERS, INC., P.O. Box 21395, Louisville, Ky. 40221. Applicant's representative: Leonard A. Jaskiewicz, 1730 M Street NW., Suite 501, Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic pellets*, in bulk, from Brownsville, Tenn., to points in Florida, Illinois, Mississippi, and North Carolina.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Louisville, Ky., or Washington, D.C.

No. MC 112696 (Sub-No. 53), filed May 26, 1976. Applicant: HARTMANS INCORPORATED, P.O. Box 898, Harrisonburg, Va. 22801. Applicant's representative: Edward G. Villalon, Suite 1032, Pennsylvania Bldg., Pa. Ave. & 13th St. NW., Washington, D.C. 20004. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic film*, in vehicles equipped with mechanical refrigeration, from Grottoes, Va., to points in Connecticut, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, and Rhode Island.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Richmond, Va., or Washington, D.C.

No. MC 113325 (Sub-No. 143), filed May 26, 1976. Applicant: SLAY TRANSPORTATION CO., INC., 2001 South Seventh Street, St. Louis, Mo. 63104. Applicant's representative: T. M. Tahan (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Spent phosphoric acid*, in bulk, in tank vehicles and (2) *phosphoric acid*, in bulk, in tank vehicles from (a) Cleveland, Miss., Clanton, Ala., Kennett, Mo., Magnolia, Ark. (except the plantsite of Dow Chemical U.S.A., Columbia County, Ark.), and the plantsite of Randall Co., in Mississippi County, Ark., Carrollton, Moultrie, and Adel, Ga., to points in Georgia, Louisiana, Tennessee, Arkansas, Kentucky, Alabama, Missouri, and Illinois; and (b) from Nashville, Tenn., to points in Arkansas, Louisiana, Mississippi, and Georgia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Memphis, Tenn., or St. Louis, Mo.

No. MC 114457 (Sub-No. 262), filed May 28, 1976. Applicant: DART TRANSIT COMPANY, 2102 University Avenue, St. Paul, Minn. 55114. Applicant's representative: James C. Hardman, 33 North LaSalle St., Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Farm, dairy, and water treatment equipment, materials, and supplies; sanitation and cleaning products, paint, insecticides, fungicides, and pesticides*, from Oak Brook, Ill., to points in the United States (except Alaska and Hawaii); and (2) *materials, equipment, and supplies* used in the manufacture, sale, or distribution of the commodities named in the items in (1) above, plus sanitation and cleaning products, paint, insecticides, and pesticides, from points in the United States (except Alaska and Hawaii), to Oak Brook, Ill., restricted (a) against the transportation of commodities in bulk; (b) against the transportation of commodities which because of size or weight require the use of special equipment; and (c) the authority in (1) above is restricted to traffic originating at Oak Brook, Ill., and the authority in (2) above is restricted to traffic destined to Oak Brook, Ill.

NOTE.—If a hearing is deemed necessary, the applicant requests a consolidated hearing at Chicago, Ill.

No. MC 114457 (Sub-No. 263), filed June 4, 1976. Applicant: DART TRANSIT COMPANY, 2102 University Avenue, St. Paul, Minn. 55114. Applicant's representative: James C. Hardman, 33 North LaSalle St., Chicago, Ill. 60602. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Metal containers and closures*, (1) from St. Louis, Mo., to Louisville, Ky.; and (2) from Cincinnati, Ohio, to Indianapolis, Ind.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 114533 (Sub-No. 345), filed June 4, 1976. Applicant: BANKERS DISPATCH CORPORATION, 1106 West 35th Street, Chicago, Ill. 60609. Applicant's representative: Paul Bergant, 1106 West 35th Street, Chicago, Ill. 60609. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Audit media, printed matter for testing purposes, and other business records*, between Terre Haute, Ind., on the one hand, and, on the other, Indianapolis, Ind.

NOTE.—Applicant holds contract carrier authority in MC 128616 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Indianapolis, Ind.

No. MC 114533 (Sub-No. 346), filed June 8, 1976. Applicant: BANKERS DISPATCH CORPORATION, 1106 West 35th Street, Chicago, Ill. 60609. Applicant's representative: Paul Bergant (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Exposed and processed film and prints, complimentary replacement film and incidental dealer handling supplies* (except motion picture film and materials and supplies used in connection with commercial and television motion pictures), between points in Wyandotte County, Kans., on the one hand, and, on the other, points in Canadian, Cleveland, Oklahoma, and Tulsa Counties, Okla.

NOTE.—Applicant holds contract carrier authority in MC 128616 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Kansas City, Mo.

No. MC 114604 (Sub-No. 39), filed June 4, 1976. Applicant: CAUDELL TRANSPORT, INC., Building 33, State Farmers Market, Forest Park, Ga. 30050. Applicant's representative: Richard M. Tettelbaum, Suite 375, 3379 Peachtree Rd. NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat byproducts* (except in bulk), in vehicles equipped with mechanical refrigeration, from Gordon County, Ga., to that portion of Florida in and south of Citrus, Sumter, Lake, and Volusia Counties, and points in Tennessee and Virginia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Atlanta, Ga.

No. MC 114896 (Sub-No. 36) (Correction), filed April 13, 1976, published in the FEDERAL REGISTER issue of May 13, 1976, republished as corrected this issue. Applicant: PUROLATOR SECURITY, INC., 1111 West Mockingbird Lane, Suite 1401, Dallas, Tex. 75222. Applicant's representative: John M. Delany, 3333 New Hyde Park Road, New Hyde Park, N.Y. 11040. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Articles of unusual value*, between points in the counties of Los Angeles, Calif.; Douglas, Colo.; New Haven, Conn.; New Castle and Sussex, Del.; La Salle, Ill.; Lake, Ind.; Jefferson, Ky., St. John the Baptist, La.; Baltimore, Md.; Norfolk, Mass.; Camden, Middlesex, Essex, Gloucester, and Salem, N.J.; Monroe, Niagara, Queens, and Westchester, N.Y.; Davidson and Transylvania, N.C.; Lucas, Ohio; Cumberland, Chester, Erie, Philadelphia, and York, Pa.; Providence, R.I.; Kershaw, S.C.; Hamilton, Humphreys, Shelby, and Sumner, Tenn.; Jefferson, Harris, Orange, and Victoria, Tex.; Pierce, Wash., and Kanawha, W. Va., under a continuing contract with E. I. du Pont de Nemours & Co.

NOTE.—The purpose of this republication is to correct the requested authority in this proceeding. Applicant holds common carrier authority in MC 140345, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 115331 (Sub-No. 410), filed June 7, 1976. Applicant: TRUCK TRANSPORT, INCORPORATED, 29 Clayton Hills Lane, St. Louis, Mo. 63131. Applicant's representative: J. R. Ferris,

230 St. Clair Avenue, East St. Louis, Ill. 62201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ammonium molybdate, ammonium dimolybdate, ammonium hepta molybdate, ammonium para molybdate, calcium molybdate, chemicals, ferro-molybdenum, molybdenum concentrates, molybdenum dioxide, molybdenum trioxide, molybdic oxide, molybdic oxide briquettes, moly-sulfide, ores, sodium molybdate, and materials and supplies* used in production or distribution of the above commodities (except commodities in bulk and commodities which because of size or weight require use of special transportation equipment), between the plantsite and storage facilities of AMAX, Inc., and its subsidiaries located at or near Fort Madison, Iowa, on the one hand, and, on the other, points in the United States (except Alaska and Hawaii), restricted to movement of traffic which either originates at or is destined to plantsites and/or storage facilities of AMAX, Inc., and/or its subsidiaries located at or near Fort Madison, Iowa.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either St. Louis, Mo., or Washington, D.C.

No. MC 116119 (Sub-No. 31), filed June 3, 1976. Applicant: JOHN F. HARRIS, doing business as HOGAN'S TRANSFER & STORAGE CO., 1122 South Davis Drive, Elkins, W. Va. 26241. Applicant's representative: John M. Friedman, 2930 Putnam Avenue, Hurricane, W. Va. 25526. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Motor bikes, motorcycles, and motor driven trail bikes*, from Port Newark, N.J., and Norfolk, Va., to Elkins, W. Va., under contract with Demott Honda Sales.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Charleston, W. Va., or Washington, D.C.

No. MC 116254 (Sub-No. 161), filed June 2, 1976. Applicant: CHEM-HAULERS, INC., P.O. Box 339, Florence, Ala. 35630. Applicant's representative: Walter Harwood, P.O. Box 15214, Nashville, Tenn. 37215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry urea* in bulk, from the plantsite of W. R. Grace Co., located in Memphis, Tenn., to points in Indiana, Illinois, Kentucky, Louisiana, Michigan, Missouri, Ohio, and Oklahoma.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Memphis or Nashville, Tenn.

No. MC 116763 (Sub-No. 346), filed June 4, 1976. Applcant: CARL SUBLER TRUCKING, INC., North West Street, Versailles, Ohio 45380. Applicant's representative: H. M. Richters (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Clay* (except in bulk), from the plantsite of Floridin Company located at or near Havana, Fla., to points in that part of New York north of New York Highway 7, and points in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, Ohio, Oklahoma, Tennessee, Texas, Vermont, and Wisconsin.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Columbus, Ohio.

No. MC 117503 (Sub-No. 9) (Correction), filed March 26, 1976, published in the FEDERAL REGISTER issue of April 29, and May 25, 1976, republished as corrected this issue. Applicant: HATFIELD TRUCKING SERVICE, INC., 1625 North C Street, Sacramento, Calif. 95814. Applicant's representative: Eldon M. Johnson, 650 California Street, Suite 2808, San Francisco, Calif. 94108. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except commodities in bulk, class A explosives, household goods as defined by the Commission, and those of unusual value), between the Seattle-Tacoma International Airport near Seattle, Wash.; Portland International Airport near Portland, Oreg.; Sacramento Metropolitan Airport near Sacramento, Calif.; San Francisco International Airport near Los Angeles, Calif.; and the facilities of direct and indirect air carrier located within twenty-five (25) miles of the airports mentioned above, restricted to the transportation of traffic having a prior or subsequent movement by air to movements in trailers equipped with rollerized floors, and further restricted against service between the Seattle-Tacoma International Airport, on the one hand, and, on the other, the Portland International Airport, and against service between the San Francisco International Airport, on the one hand, and, on the other, the Los Angeles International Airport.

NOTE.—The purpose of this republication is to correct the territorial description. If a hearing is deemed necessary, the applicant requests it be held at either Sacramento, Calif., or San Francisco, Calif.

No. MC 117589 (Sub-No. 35), filed June 8, 1976. Applicant: PROVISIONERS FROZEN EXPRESS, INC., 3801 7th Avenue South, Seattle, Wash. 98108. Applicant's representative: Michael D. Duppenthaler, 607 Third Avenue, Seattle, Wash. 98104. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, and articles distributed by meat packinghouses* as described in Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766, from Missoula, Mont., Salt Lake City, Utah, and Seattle, Wash., to points in New Mexico.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Seattle, Wash., or Missoula, Mont.

No. MC 119099 (Sub-No. 18), filed June 4, 1976. Applicant: BJORKLUND TRUCKING, INC., First Avenue NE. & 8th St., Buffalo, Minn. 55313. Applicant's representative: Val M. Higgins, 1000 First National Bank Bldg., Minneapolis, Minn. 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dried milk products and commodities* the transportation of which is otherwise exempt under Section 203(b)(6) of the Interstate Commerce Act, when moving in mixed loads with dried milk products, from Howard Lake, Minn., to points in Connecticut, Illinois, Indiana, Iowa, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Texas, Vermont, Virginia, and Wisconsin.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Minneapolis, Minn., or Chicago, Ill.

No. MC 119522 (Sub-No. 33), filed May 24, 1976. Applicant: McLAIN TRUCKING, INC., a Corporation, 2425 Walton, P.O. Box 2159, Anderson, Ind. 46011. Applicant's representative: John B. Leatherman, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic, plastic pipe, and pipe fittings*, between Albany, Ind., on the one hand, and, on the other, points in Illinois, Kentucky, Michigan, Missouri, Ohio, Tennessee, and West Virginia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Indianapolis or Fort Wayne, Ind.

No. MC 119632 (Sub-No. 66), filed June 4, 1976. Applicant: REED LINES, INC., 634 Ralston Avenue, Defiance, Ohio 43215. Applicant's representative: John P. McMahon, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Articles* distributed or dealt in by food distributors or wholesale or retail grocers (except commodities in bulk and frozen food), from points in Illinois, Indiana, Kentucky, Maryland, the lower peninsula of Michigan, New Jersey, New York, Pennsylvania, West Virginia, and Wisconsin to the plantsite and facilities of Fostoria Distribution Services Company located at or near Fostoria, Ohio.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Columbus, Ohio, or Chicago, Ill.

No. MC 119632 (Sub-No. 67), filed June 3, 1976. Applicant: REED LINES, INC., 634 Ralston Avenue, Defiance, Ohio 43512. Applicant's representative John P. McMahon, 100 East Broad Street, Columbus, Ohio 43215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Modified soda ash, cleaning compounds, bath salts, textile softeners, detergents and drugs*, from Rockwood, Mich., to points in Indiana, Kentucky, New York, Ohio, Pennsylvania, and West Virginia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Pittsburgh, Pa., or Columbus, Ohio.

No. MC 119665 (Sub-No. 3), filed June 7, 1976. Applicant: A P D TRANSPORT CORP., 1 Railroad Place, Maspeth, N.Y. 11378. Applicant's representative: Morton E. Kiel, Suite 6193, 5 World Trade Center, New York, N.Y. 10048. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Printed books*, from Bristol, Pa., to carrier's terminal in Maspeth, N.Y., and returned shipments in the opposite direction.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New York, N.Y.

No. MC 119726 (Sub-No. 72), filed June 2, 1976. Applicant: N.A.B. TRUCKING CO., INC., a Corporation, 3220 Bluff Road, Indianapolis, Ind. 46217. Applicant's representative: James L. Beattey, 130 East Washington St., No. 1000, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Glass containers, caps and closures therefor, and corrugated boxes*, from the plantsite of Star City Glass; Universal Glass Products Division, located at Joliet, Ill., to points in Indiana, Kentucky, and St. Louis, Mo.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Indianapolis, Ind.

No. MC 119789 (Sub-No. 291), filed June 2, 1976. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, Tex., 75222. Applicant's representative: James K. Newbold, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Carpet or carpeting;* and (2) *adhesives* in mixed shipments with carpet or carpeting, from Libertyville, Ill., to points in Alabama, Georgia, Florida, South Carolina, and Tennessee.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Chicago, Ill., or Dallas, Tex.

No. MC 119988 (Sub-No. 94), filed June 16, 1976. Applicant: GREAT WESTERN TRUCKING CO., INC., Highway 103 East, P.O. Box 1384, Lufkin, Tex. 75901. Applicant's representative: Hugh T. Matthews, 2340 Fidelity Union Tower, Dallas, Tex. 75201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Flat glass products*, between points in New Mexico, and points in Arizona, Colorado, Idaho, Montana, Nevada, Oklahoma, Utah, Washington, and Wyoming.

NOTE.—Applicant holds contract carrier authority in MC 140271, therefore dual operations may be involved. If a hearing is deemed necessary, applicant requests it be held at Dallas, Tex.

No. MC 123255 (Sub-No. 76), filed June 3, 1976. Applicant: B & L MOTOR FREIGHT, INC., 140 Everett Ave., Newark, Ohio 43055. Applicant's representative: C. F. Schnee, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, and *materials, equipment, and supplies* used in the manufacture of paper and paper products (except commodities in bulk), between the plantsite and storage facilities of International Paper Company, located at or near Geneva, N.Y., on the one hand, and, on the other, points in Pennsylvania.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Columbus, Ohio.

No. MC 123383 (Sub-No. 78), filed June 2, 1976. Applicant: BOYLE BROTHERS, INC., a Corporation, RD 2, Box 329 C, Medford, N.J. 08055. Applicant's representative: Chester A. Zyblut, 366 Executive Bldg., 1030 Fifteenth Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Aluminum lineal shapes, steps or rungs, pipe or tubing, billets, blooms, granulated (shot) ingots, pigs or slabs, wire*, with or without steel cover, plain, insulated or barbed, *aluminum conduit*, with or without elbows, threaded connectors and threaded protectors, (a) between New Brunswick, N.J., Winton and Burlington, N.C., on the one hand, and, on the other, points in Connecticut, Delaware, Maryland, Maine, Massachusetts, New Jersey, New York, New Hampshire, North Carolina, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia; (b) from Dayton, N.J., to points in Connecticut, Delaware, Maine, Maryland, Massachusetts, New York, New Hampshire, North Carolina, Ohio, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia; (c) from Parlin, N.J., to points in North Carolina; (d) from Ellenville, N.Y., to points in North Carolina; (e) from Frederick, Md., to points in New Jersey and North Carolina; and (f) from Dover, N.J., to points in New York and North Carolina; and (2) *refused and rejected shipments* on return.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 123407 (Sub-No. 311), filed June 11, 1976. Applicant: SAWYER TRANSPORT, INC., South Haven Square, U.S. Hwy. 6, Valparaiso, Ind. 46383. Applicant's representative: Robert W. Sawyer (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plywood and veneers*, between Danville, Va., on the one hand, and, on the other, points in Arkansas, Illinois, Indiana, Kentucky, Michigan, Missouri, Ohio, Pennsylvania, Tennessee, and West Virginia.

NOTE.—Common control may be involved. If a hearing is deemed necessary, applicant requests it be held at Washington, D.C.

No. MC 124078 (Sub-No. 691), filed June 7, 1976. Applicant: SCHWERMAN TRUCKING CO., a Corporation, 611 South 28 Street, Milwaukee, Wisc. 53215. Applicant's representative: James R. Ziperski, P.O. Box 1601, Milwaukee, Wisc. 53201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum rock*, in bulk, in tank vehicles, from Jacksonville, Fla., to Clinchfield, Ga.

NOTE.—Applicant holds contract carrier authority in MC 113832 Sub 68, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, the applicant requests it be held at Atlanta, Ga.

No. MC 124170 (Sub-No. 57), filed June 8, 1976. Applicant: FROSTWAYS, INC., 3900 Orleans, Detroit, Mich. 48207. Applicant's representative: William J. Boyd, 600 Enterprise Drive, Suite 222, Oak Brook, Ill. 60521. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Bananas and agricultural commodities* exempt from economic regulation when moving in mixed shipments with bananas, from Charleston, S.C., to points in Illinois, Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, Tennessee, and West Virginia.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Miami, Fla., or Washington, D.C.

No. MC 124174 (Sub-No. 105), filed May 24, 1976. Applicant: MOMSEN TRUCKING CO., 2405 Hiway Blvd., Spencer, Iowa 51301. Applicant's representative: Marshall Becker, Suite 530, Univac Building, 7100 West Center Road, Omaha, Nebr. 68106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron* and *steel articles* (except commodities in bulk), from the plantsite and warehouse facility of Roll Coater, Inc., located at or near Kingsbury, Ind., to points in Arkansas, Colorado, Connecticut, Illinois, Iowa, Kansas, Kentucky, Maine, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Dakota, Oklahoma, Ohio, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Virginia, Vermont, West Virginia, and Wisconsin.

NOTE.—Applicant holds contract carrier authority in No. MC 128342, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, the applicant requests it be held at either Omaha, Nebr., or Indianapolis, Ind.

No. MC 124236 (Sub-No. 81), filed May 26, 1976. Applicant: CHEMICAL EXPRESS CARRIERS, INC., 1200 Simons Bldg., Dallas, Tex. 75201. Applicant's representative: Leroy Hallman, 4555 First National Bank Bldg., Dallas, Tex. 75202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Fly ash and bottom ash*, (a) between points in Arkansas, Colorado, Kansas, Louisiana, Mississippi, New Mexico, Oklahoma, and Texas (except from points in Denver, Adams, Arapahoe, and Jefferson Counties, Colo., to points in Kansas and New Mexico, and except from La Cygne (Linn County), Kans., to points in Arkansas and Kansas), and (b) from points in Missouri, to points in Louisiana, Mississippi, New Mexico, and Texas; and (2) *sand*, from Mill Creek,

Okla., to Amarillo, Tex., and points in Mississippi.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Dallas, Tex.

No. MC 124692 (Sub-No. 162), filed February 5, 1976. Applicant: SAMMONS TRUCKING, a Corporation, P.O. Box 4347, Missoula, Mont. 59801. Applicant's representative: Donald W. Smith, Suite 2465, One Indiana Square, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and wood products*, from points in Arizona, Colorado, New Mexico, and Utah, to points in Arkansas, Illinois, Indiana, Iowa, Kansas, Kentucky, Michigan, Minnesota, Missouri, Nebraska, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, West Virginia, and Wisconsin.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Phoenix, Ariz., or Albuquerque, N. Mex.

No. MC 125091 (Sub-No. 6), filed June 3, 1976. Applicant: BOEHMER TRANSPORTATION CORP., Mill and Union Streets, Machias, N.Y. 14101. Applicant's representative Kenneth T. Johnson, Bankers Trust Building, Jamestown, N.Y. 14701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Sand and gravel*, in dump vehicles, (a) from Allegany (Cattaraugus County), N.Y., to points in Cameron, Clarion, Clearfield, Clinton, Crawford, Elk, Erie, Forest, Jefferson, Lycoming, Potter, Tioga, Venango, and Warren Counties, Pa. (except those points in Cameron, Clinton, Elk, Forest, Potter, Tioga, and Warren Counties, Pa., within 50 miles of Olean, N.Y.), (b) from Machias (Cattaraugus County), N.Y., to points in Cameron, Clearfield, Clinton, Crawford, Elk, Erie, Jefferson, Lycoming, Potter, Tioga, and Venango Counties, Pa. (except those points in Cameron, Clinton, Elk, Potter, and Tioga Counties, Pa., within 50 miles of Olean, N.Y.); and (2) *sand, gravel, crushed stone, and slag*, in dump vehicles, from points in Erie County, N.Y. (except those points within 50 miles of Olean, N.Y.), to points in Cameron, Clarion, Clearfield, Clinton, Crawford, Elk, Erie, Forest, Jefferson, Lycoming, McKean, Potter, Venango, and Warren Counties, Pa.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Buffalo, N.Y.

No. MC 125777 (Sub-No. 170), filed May 28, 1976. Applicant: JACK GRAY TRANSPORT, INC., 4600 East 15th Ave., Gary, Ind. 46403. Applicant's representative: David I. Harfeld, 39 South La Salle St., Suite 600, Chicago, Ill. 60603. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Slag*, in bulk, in dump vehicles, from Middletown, Ohio, to points in Alabama, Arkansas, Colorado, Florida, Georgia, Illinois, Indiana, Kansas, Kentucky, Louisiana, Minnesota, Missouri, Mississippi, North Carolina, Oklahoma, South Carolina, Tennessee, Texas, West Virginia, and Wisconsin.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 126899 (Sub-No. 99), filed May 27, 1976. Applicant: USHER TRANSPORT, INC., 3925 Old Benton Rd., P.O. Box 3156, Paducah, Ky. 42001. Applicant's representative: George M. Catlett, 703–706 McClure Bldg., Frankfort, Ky. 40601. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, in containers, and *empty malt beverage containers* on return, from Cleveland, Ohio, to Buffalo, Lockport, and Webster, N.Y.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Columbus, Ohio, or Buffalo, N.Y.

No. MC 127699 (Sub-No. 7), filed May 26, 1976. Applicant: LEE CARTAGE CO., 2026 Cleveland Avenue SW., Canton, Ohio 44707. Applicant's representative: Richard H. Brandon, 220 West Bridge Street, P.O. Box 97, Dublin, Ohio 43017. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Cold processed steel products*, from Canton, Ohio, to points in Indiana, Michigan, Illinois, Wisconsin, Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Maryland, Delaware, the District of Columbia, and Pennsylvania (except that part of Pennsylvania bounded by a line beginning at Sharon and extending along U.S. Highway 62 to junction U.S. Highway 322, thence along U.S. Highway 322 to Clarion, thence along Pennsylvania Highway 66 to Pennsylvania Highway 119, thence along Pennsylvania Highway 119 to Pennsylvania Highway 136, thence along Pennsylvania Highway 136 to junction Pennsylvania Highway 844, thence along Pennsylvania Highway 844 to the Pennsylvania-West Virginia State line, thence along the Pennsylvania-West Virginia State line to the Pennsylvania-Ohio State line, and thence along the Pennsylvania-Ohio State line to point of beginning), under a continuing contract, or contracts, with Macomber, Incorporated.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Columbus, Ohio, or Washington, D.C.

No. MC 128021 (Sub-No. 26), filed May 27, 1976. Applicant: DIVERSIFIED PRODUCTS TRUCKING CORPORATION, 309 Williamson Avenue, Opelika, Ala. 36801. Applicant's representative: Robert E. Tate, P.O. Box 517, Evergreen, Ala. 36401. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Charcoal, wood chips, vermiculite, lighter fluid, and wax-impregnated and compressed-sawdust fireplace logs* (except commodities in bulk), from National City Cold Storage Warehouse located at National City, Ill., to points in Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming; and (2) *materials and supplies* used in the manufacture of charcoal, wood chips, vermiculite, lighter fluid, and wax-impregnated and compressed-sawdust fireplace logs (except in bulk), from points in Arizona, Arkansas, California, Colorado, Idaho, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming, to National City Cold Storage Warehouse located at National City, Ill., under a continuing contract, or contracts, with The Kingsford Company, Division of Clorox Company.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Louisville, Ky., or St. Louis, Mo.

No. MC 128273 (Sub-No. 230), filed June 10, 1976. Applicant: MIDWESTERN DISTRIBUTION, INC., P.O. Box 189, Fort Scott, Kans. 66701. Applicant's representative: Harry Ross, 1403 South Horton Street, Fort Scott, Kans. 66701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Paper and paper products*, from Franklin, Va., to points in Ohio, Tennessee, Indiana (except points south of U.S. Highway 40), Michigan (except points north of Michigan Highway 21), and Chicago, Ill., and its commercial zone.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 128555 (Sub-No. 12) (Amendment), filed May 7, 1976, published in the FEDERAL REGISTER issue of June 3, 1976, and republished as amended this issue. Applicant: MEAT DISPATCH, INC., 2103 17th St., East, Palmetto, Fla. 33561. Applicant's representative: S. Michael Richards, 44 North Avenue, Webster, N.Y. 14580. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Citrus products, juices, beverages, and beverage preparations* (except in bulk), from the plantsite of Tropicana Products Sales, Inc., located at Bradenton, Fla., to points in Indiana, Kentucky, Maryland, Michigan, Ohio, Pennsylvania, Tennessee, Virginia, West Virginia, and the District of Columbia, under a continuing contract, or contracts with Tropicana Products Sales, Inc., located at Bradenton, Fla.

NOTE.—The purpose of this republication is to indicate that applicant does not seek to limit its commodity description to canned items. Applicant holds common carrier authority in No. MC 136123, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Miami, Fla., or Rochester, N.Y.

No. MC 128722 (Sub-No. 12), filed June 3, 1976. Applicant: STAR BULK TRANSPORT, INC., 821 North Front St., New Ulm, Minn. 56073. Applicant's representative: Val M. Higgins, 1000 First National Bank Bldg., Minneapolis, Minn. 55402. Authority sought to operate as a *contract carrier*, by motor vehicle, over

irregular routes, transporting: *Cheese,* from Rochester, Minn., to Little Rock, Ark.; Atlanta, Ga.; Peoria, Ill.; Charlton, Iowa; Detroit, Mich.; St. Louis and Springfield, Mo.; Louisburg and Charlotte, N.C.; Los Angeles, Calif.; Brentwood, Syracuse, and Buffalo, N.Y.; Cleveland, Toledo, and Cincinnati, Ohio; Chester, S.C.; Dallas, El Paso, and Fort Worth, Tex.; Roanoke, Va.; Omaha, Nebr.; and Denver, Colo., under a continuing contract, or contracts with Pace Dairy Foods Company.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Cincinnati, Ohio, or Washington, D.C.
authority in MC 134386

No. MC 129034 (Sub-No. 11), filed May 27, 1976. Applicant: LOOMIS COURIER SERVICE, INC., 390 4th Street, San Francisco, Calif. 94107. Applicant's representative: John L. Glovka (same address as applicant). Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Cash letters,* between points in King and Snohomish Counties, Wash., on the one hand, and, on the other, ports of entry on the International Boundary line between the United States and Canada located at or near Blane, Wash., under a continuing contract or contracts with banks or banking institutions.

NOTE.—Applicant holds common carrier authority in MC 134386 and subs thereunder, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, the applicant requests it be held at either Seattle, Wash., or San Francisco, Calif.

No. MC 129923 (Sub-No. 11), filed June 4, 1976. Applicant: SHIPPERS TRANSPORTS, INC., 5005 Commerce Street, West Memphis, Ark. 72301. Applicant's representative: Edward G. Grogan, Suite 2020, First National Bank Building, Memphis, Tenn. 38103. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Rice, pre-cooked,* in containers, other than in bulk, in the same vehicles with shipments of exempt commodities as defined in Section 203(b)(6) of the Act, from Memphis, Tenn., to points in Connecticut, Delaware, Indiana, Maryland, Massachusetts, Maine, Michigan, New Hampshire, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Vermont, and the District of Columbia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Washington, D.C., or Memphis, Tennessee.

No. MC 129994 (Sub-No. 15), filed June 8, 1976. Applicant: RAY BETHERS TRUCKING, INC., 176 West Central Avenue, Murray, Utah 84107. Applicant's representative: Lon Rodney Kump, 200 Law Building, 333 East Fourth South, Salt Lake City, Utah 84107. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Lumber and lumber mill products,* from points in Garfield County, Utah, to points in Arizona, California, Colorado, and Nevada.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Salt Lake City, Utah, or Las Vegas, Nev.

No. MC 133689 (Sub-No. 76), filed June 8, 1976. Applicant: OVERLAND EXPRESS, INC., 719 First St. SW., New Brighton, Minn. 55112. Applicant's representative: Robert P. Sack, P.O. Box 6010, W. St. Paul, Minn. 55118. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Confectionery* (except commodities in bulk), from Horsehead, N.Y., to Shaska, Minn., restricted to traffic destined to the facilities of Super Valu Store, Inc., located at or near Chaska, Minn.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Minneapolis, Minn.

No. MC 133846 (Sub-No. 8) (Correction), filed June 1, 1976, published in the FEDERAL REGISTER issue of June 24, 1976, and republished as corrected this issue. Applicant: FLITE LINE SERVICE, INC., 1414 Calcon Hook Road, Sharon Hill, Pa. 19079. Applicant's representative: Henry U. Snavely, 410 Pine Street, Vienna, Va. 22180. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Misplaced, misrouted, or delayed airline passengers' baggage,* having an immediately prior movement by air; and (2) *general commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), between Philadelphia International Airport, Philadelphia, Pa., on the one hand, and, on the other, points in Delaware, Maryland, and New Jersey, and points in that portion of Pennsylvania on and east of U.S. Highway 15, restricted in (2) above to the transportation of traffic having an immediately prior or subsequent movement by air, and further restricted in (2) above against transportation of packages or artices weighing more than 50 pounds.

NOTE.—The purpose of this republication is to correct the territorial description, which was published in error. If a hearing is deemed necessary, the applicant requests it be held at Philadelphia, Pa.

No. MC 133866 (Sub-No. 1), filed May 24, 1976. Applicant: EVERETT TRUCKING, INC., State Street, Everett, Pa. 15537. Applicant's representative: Arthur J. Diskin, 806 Frick Building, Pittsburgh, Pa. 15219. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Coal,* from points in Fayette County, Pa., to Lime Kiln, Md., and Front Royal, Va.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Pittsburgh, Pa., or Washington, D.C.

No. MC 134404 (Sub-No. 26) Correction), filed May 6, 1976, published in the FEDERAL REGISTER issue of June 3, 1976, republished as corrected this issue. Applicant: AMERICAN TRANS-FREIGHT, INC., P.O. Box 499, South Bound Brook, N.J. 08880. Applicant's representative: Bert Collins, Suite 6193, 5 World Trade Center, New York, N.Y. 10048. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Calcium carbonate, drugs, chemicals, medicines, and toilet preparations* (except commodities in bulk), (1) from Adams, Mass., to Trenton, N.J.; (2) from Trenton, N.J., to West Haven, Conn.; and (3) from West Haven, Conn., to Gloucester City, N.J., under a continuing contract, or contracts, with Miles Laboratories, Inc.

NOTE.—The purpose of this republication is to indicate the origin point as being Adams, Mass., in lieu of North Adams, Mass. If a hearing is deemed necessary, the applicant requests it be held at New York, N.Y.

No. MC 134599 (Sub-No. 145), filed June 4, 1976. Applicant: INTERSTATE CONTRACT CARRIER CORPORATION, P.O. Box 748, Salt Lake City, Utah 84110. Applicant's representative: Richard A. Peterson, P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: (1) *Games, toys, and plastic articles;* and (2) *materials, parts, and supplies* used in the manufacture of items in part (1) above (except commodities in bulk and those which because of size or weight require special handling or equipment), from Edison, N.J., to points in Florida, Iowa, and Mississippi, under a continuing contract or contracts with Mattel, Inc.

NOTE.—Applicant holds common carrier authority in MC 139906 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Lincoln, Nebr., or Salt Lake City, Utah.

No. MC 134755 (Sub-No. 75), filed June 8, 1976. Applicant: CHARTER EXPRESS, INC., 1959 E. Turner St., P.O. Box 3772, Springfield, Mo. 65804. Applicant's representative: Larry D. Knox, 900 Hubbell Bldg., Des Moines, Iowa 50309. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Paper products,* from Orange, Tex., to points in Kansas, Missouri, and Oklahoma.

NOTE.—Applicant holds contract carrier authority in No. MC 133393 and subs thereunder, therefore dual operations may be involved. Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Kansas City, Mo.

No. MC 135185 (Sub-No. 28) (Correction), filed April 27, 1976, published in the FEDERAL REGISTER issue of June 3, 1976, and republished as corrected this issue. Applicant: COLUMBINE CARRIERS, INC., 5925 East Evans Avenue, P.O. Box 22198, Denver, Colo. 80222. Applicant's representative: Charles J. Kimball, 350 Capitol Life Center, 1600 Sherman Street, Denver, Colo. 80203. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: (1) *Razors and razor blades, toilet articles and toilet preparations, pens and markers, shaving cream, stationery and stationery products, cigarette lighters, cleaning compounds and pads, hair curlers, hair spray, shampoo, sponges, fire extinguishers, electric appliances, deodorants, dispensers, sound warning signals, and display*

racks, stands and cabinets, and materials, equipment, and supplies (except in bulk), used in the manufacture and distribution of the commodities named above, (a) from Andover, Mass., to points in Pennsylvania, Ohio, Illinois (except East St. Louis), Minnesota, and points in that part of New York on and west of a line beginning at the United States-Canada Boundary line and extending along Interstate Highway 87 to junction New York Highway 17 and thence west along New York Highway 17 to the New York-New Jersey line, and Dallas, Tex.; Los Angeles, and La Mirada, Calif.; Detroit, Mich.; and Seattle and Kent, Wash.; (b) from St. Paul, Minn., to points in Illinois (except East St. Louis and points in that part of Illinois located on and north of U.S. Highway 6), Newark, N.J.; Baltimore, Md.; Dallas, Tex.; Los Angeles and La Mirada, Calif.; Richmond, Va.; Detroit, Mich.; Andover and Boston, Mass.; Kearny, N.J.; Farmingdale, N.Y.; Seattle and Kent, Wash.; (c) from Santa Monica, Calif.; to Andover and Boston, Mass., and points in Illinois.

(2) *Materials, equipment, and supplies* (except in bulk), used in the manufacture and distribution of the above named commodities (a) from the destinations named in (1) (a) above to Andover and Boston, Mass., (b) from the destinations named in (1) (b) above to St. Paul, Minnesota, and (c) from the destinations named (1) (c) above to Santa Monica, Calif.; (3) *Soils, soil conditioners, plant care products, and accessories* (except in bulk), from Philmont, N.Y., and Copley, Ohio, to points in Ohio, Illinois, Indiana, Massachusetts, Connecticut, North Carolina, New York, New Jersey, Pennsylvania, Maryland, Maine, Texas, Vermont, Rhode Island, New Hampshire, and the District of Columbia; (4) *Materials, equipment, and supplies* (except in bulk), used in the manufacture and distribution of the commodities named in (3) above from the destinations named in (3) above to Philmont, New York, and Copley, Ohio. (5) *Cans* from Derry, N.H., to St. Paul, Minn.; (6) *Plastic pots* (except in bulk), from Fitchburg, Mass. to Chicago, Ill., under a continuing contract, or contracts, with The Gillette Company of Andover, Massachusetts.

NOTE.—The purpose of this republication is to correct the requested in the proceeding above. A restriction was also added to the commodity descriptions. If a hearing is deemed necessary, the applicant requests it be held at Boston, Mass.

No. MC 135231 (Sub-No. 18), filed May 26, 1976. Applicant: NORTH STAR TRANSPORT, INC., Rt. 1 Highway 1 and 59 West, Thief River Falls, Minn. 56701. Applicant's representative: Robert P. Sack, P.O. Box 6010, West St. Paul, Minn. 55118. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Lumber and lumber products, plywood, and particleboard*, from points in Idaho, Montana, Oregon, Washington, and Wyoming, to points in Illinois, Iowa, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, and Wisconsin.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Minneapolis, Minn.

No. MC 135732 (Sub-No. 23), filed June 7, 1976. Applicant: AUBREY FREIGHT LINES, INC., 605 Grove Street, P.O. Box 503, Elizabeth, N.J. 07202. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Processed, fresh and frozen meat, and meat products*, from the facilities of Hillshire Farm Company, located at or near New London, Wis., to points in Arizona, Arkansas, California, Colorado, Connecticut, Delaware, Florida, Georgia, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Missouri, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, Utah, Vermont, Virginia, West Virginia, and the District of Columbia, restricted against interlining or tacking at origin and destination.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either New York, N.Y., or Chicago, Ill.

No. MC 135732 (Sub-No. 22), filed June 7, 1976. Applicant: AUBREY FREIGHT LINES, INC., 605 Grove Street, P.O. Box 503, Elizabeth, N.J. 07202. Applicant's representative: George A. Olsen, 69 Tonnele Ave., Jersey City, N.J. 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* that are manufactured and sold by GAF Corporation and *materials, equipment, and supplies*, used or useful in the manufacture and sale of such commodities (except commodities in bulk, in mechanical refrigerated equipment), between the facilities of GAF Corporation, located at Binghamton, Johnson City, Vestal, and Rensselear, N.Y.; Linden, N.J.; Shelby and Elyria, Ohio; Portland, Oreg.; Calvert City, Ky.; and their Commercial Zones as defined by the Commission, on the one hand, and, on the other, points in California, Florida, Georgia, Illinois, Indiana, Kentucky, Maryland, Missouri, Minnesota, North Carolina, Ohio, Pennsylvania, Tennessee, Texas, Wisconsin, and the District of Columbia, restricted against interlining or tacking at origin and destination.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either New York, N.Y., or Washington, D.C.

No. MC 135732 (Sub-No. 24), filed June 7, 1976. Applicant: AUBREY FREIGHT LINES, INC., 605 Grove Street, P.O. Box 503, Elizabeth, N.J. 07202. Applicant's representative: George A. Olsen, 69 Tonnele Avenue, Jersey City, N.J. 07306. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Canned goods*, in mechanical refrigerated equipment, from points in Wisconsin, to points in Alabama, Arizona, Arkansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New Mexico, New York, Ohio, Oklahoma, Pennsylvania, Tennessee, Texas, Vermont, West Virginia, and the District of Columbia, restricted against interlining or tacking at Origin and destination.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Milwaukee, Wis.

No. MC 135982 (Sub-No. 13), filed June 8, 1976. Applicant: S. L. HARRIS, doing business as, P.B.I. P.O. Box 7130 Longview, Tex. 75601. Applicant's representative: Bernard H. English, 6270 Firth Road, Fort Worth, Tex. 76116. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Longview, Tex., to points in Louisiana, and *empty containers* on return.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Dallas or Fort Worth, Tex.

No. MC 136168 (Sub-No. 8) (Correction), filed March 29, 1976, published in the FEDERAL REGISTER issue of April 29, 1976, republished as corrected this issue. Applicant: WILSON CERTIFIED EXPRESS, INC., P.O. Box 717, Marshall, Mo. 65340. Applicant's representative: Donald L. Stern, 530 Univac Building, Omaha, Nebr. 68106. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Meats, meat products, meat byproducts, and articles distributed by meat packinghouses*, as described in Sections A and C of Appendix I to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), (a) from the plantsite and warehouse facilities utilized by Wilson & Co., Inc., at Albert Lea, Minn., to points in Alabama, Louisiana, and Mississippi; and (b) from the plantsites and warehouse facilities utilized by Wilson & Co., Inc., at Cedar Rapids, Cherokee, and Des Moines, Iowa; Monmouth, Ill., and Oklahoma City, Okla., to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, and Tennessee; and (2) *returned shipments, and materials, supplies and equipment*, utilized in the manufacture, sale and distribution of the commodities specified in (1) above, from the destination points, to the named origins in (1) (a) and (b) above (restricted against the transportation of hides, commodities in bulk or those requiring special equipment), and restricted (1) to a transportation service to be performed under a continuing contract with Wilson & Co., Inc., and (2) to traffic originating or terminating at the plantsites and warehouse facilities utilized by Wilson & Co., Inc., at Albert Lea, Minn.; Cedar Rapids, Cherokee, and Des Moines, Iowa; Monmouth, Ill., and Oklahoma City, Okla.

NOTE.—The purpose of this republication is to (1) indicate applicant is seeking contract carrier authority in lieu of common carrier authority and (2) delete the dual operations statement which was previously published. Common control may also be involved. If a hearing is deemed necessary, applicant requests it be held at Omaha, Nebr., or Oklahoma City, Okla.

No. MC 136168 (Sub-No. 9), filed June 4, 1976. Applicant: WILSON CERTIFIED EXPRESS, INC., P.O. Box 717, Marshall, Mo. 65340. Applicant's representative: Donald L. Stern, 530 Univac Building, Omaha, Nebr. 68106. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Foodstuffs*, canned or preserved (except cold pack and frozen) from the facilities of or utilized by Del Monte Corporation at Tampa and Auburndale, Fla.; Swedesboro and Woodstown, N.J.; Crystal City, Tex.; Clearfield and Smithfield, Utah; and Franklin and Burley, Idaho, to the facilities of or utilized by Del Monte Corporation at Rochelle, Ill. and Pauline, Kans., restricted to traffic originating at the named origins and destined to the named destinations under a continuing contract or contracts with Del Monte Corporation.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at San Francisco, Calif.

No. MC 136318 (Sub-No. 43), filed June 8, 1976. Applicant: COYOTE TRUCK LINE, INC., P.O. Box 756, Thomasville, N.C. 27360. Applicant's representative: David R. Parker, 2310 Colorado State Bank Building, 1600 Broadway, Denver, Colo. 80202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *New furniture*, from Brookneal, Va., and Hickory, N.C., to points in Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming; (2) *pressed woodboard* (except plywood), from points in Oregon to Brookneal, Va., and Hickory, N.C.; and (3) *furniture parts*, from Surgoinsville, Tenn., to Appomattox and Brookneal, Va., under a continuing contract, or contracts, with Thomasville Furniture Industries, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Winston-Salem or Charlotte, N.C.

No. MC 136632 (Sub-No. 6) (Correction), filed April 5, 1976, published in the FEDERAL REGISTER issues of May 27 and June 24, 1976, and republished as corrected this issue. Applicant: COPELAND TRANSPORTATION CO., INC., 4159 North Broadway, Wichita, Kans. 67204. Applicant's representative: Clyde N. Christey, 641 Harrison Street, Topeka, Kans. 66603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities* as are dealt in by dealers of truck equipment (except truck vehicles), from Montgomery and Fort Payne, Ala.; Garden City and Liberal, Kans.; Louisville, Ga.; Chicago, Lyons, Melrose Park, Peoria, Quincy, Streator and Urbana, Ill.; Cedar Falls, Cedar Rapid, Grundy Center, Jefferson and Woodbine, Iowa; Louisville, Owensboro, and Paris, Ky.; Minden and New Orleans, La.; Dearborn and Muskogen, Mich.; Fairmont, Lake Crystal and Minneapolis, Minn.; Meridian, Miss.; St. Louis and Springfield, Mo.; Botkins, Cleveland, Galion and Marion, Ohio; Broken Arrow, Durant and Oklahoma City, Okla.; Reading, Pa.; Brady, Clebourne, Dallas and Houston, Tex., and Milwaukee and West Bend, Wis., to Denver and Grand Junction, Colo.; and Scottsbluff, Nebr., under a continuing contract, or contracts, with O. J. Watson Company, Inc., of Colorado; (2) *commodities* as are dealt in by dealers of truck equipment (except truck vehicles); from Montgomery and Fort Payne, Ala.; Denver, Colo., Louisville, Ga.; Chicago, Lyons, Melrose Park, Peoria, Quincy, Streator and Urbana, Ill.; Cedar Falls, Cedar Rapids, Grundy Center, Jefferson and Woodbine, Iowa; Louisville, Owensboro and Paris, Ky.; Minden and New Orleans, La.; Dearborn and Muskego, Mich.; Fairmont, Lake Crystal and Minneapolis, Minn.; Meridian, Miss.; St. Louis and Springfield, Mo.; Botkins, Cleveland, Galion and Marion, Ohio; Broken Arrow, Durant and Oklahoma City, Okla.; Reading, Pa., Brady, Clebourne, Dallas and Houston, Tex., and Milwaukee and West Bend, Wis., to Hays, Kans., under a continuing contract, or contracts, with Hays Truck Equipment, Inc.

(3) *Commodities* as are dealt in by dealers of truck equipment (except truck vehicles); from Louisville, Ga.; Louisville and Owensboro, Ky.; Minden and New Orleans, La.; Dearborn, Mich.; Minneapolis, Minn.; Botkins, Ohio; and Reading, Pa., to Beloit, Colby, Dodge City, Great Bend, Kansas City, Parsons, Topeka and Wichita, Kans. and Springfield, Colo., under a continuing contract, or contracts, with O. J. Watson Co., Inc., located in Wichita, Kans.; Scherer Truck Equipment, Inc., located in Kansas City, Kans.; Capitol Body and Equipment Company, Inc., located in Kansas City, Kans.; and O. J. Watson Solid Waste Division, Inc., located in Wichita, Kans.; (4) *commodities* as are dealt in by dealers of truck equipment, between Beloit, Colby, Dodge City, Great Bend, Hays, Kansas City, Parsons, Topeka and Wichita, Kans., on the one hand, and, on the other, Denver, Grand Junction and Springfield, Colo. and Scottsbluff, Nebr., under a continuing contract, or contracts, with O. J. Watson Co., Inc., located in Wichita, Kans.; Scherer Truck Equipment, Inc.; Capitol Body and Equipment Company, Inc.; O. J. Watson Solid Waste Division, Inc.; O. J. Watson Company, Inc., of Colorado, located in Denver, Colo., and Hays Truck Equipment, Inc.; (5) *commodities* as are dealt in by dealers of truck equipment (except truck vehicles), from Brady, Tex., to Hays, Kansas City, Topeka and Wichita, Kans., and Denver, Colo., under a continuing contract, or contracts with O. J. Watson Co., Inc.; Scherer Truck Equipment, Inc.; Capitol Body and Equipment Company, Inc.; and O. J. Watson Solid Waste Division, Inc. (6) *commodities* as are dealt in by dealers of truck equipment (except truck vehicles), from Jerseyville, Ill. and Lenox, Iowa, to points in Kansas; points in Colorado on and east of Interstate Highway 25; points in Missouri west of U.S. Highway 63 and points in Alfalfa, Beaver, Cimarron, Craig, Delaware, Ellis, Garfield, Grand, Harper, Kay, Major, Mayes, Noble, Nowata, Osage, Ottawa, Pawnee, Rogers, Texas, Tulsa, Washington, Woods and Woodward Counties, Okla., under a continuing contract, or contracts, with O. J. Watson Co., Inc.; Scherer Truck Equipment, Inc.; Capitol body and Equipment, Inc.; O. J. Watson Company, Inc. of Colorado and Hays Truck Equipment, Inc.; and

(7) *Fertilizer blenders*, from Jerseyville, Ill., to points in Kansas, points in Colorado on and east of Interstate Highway 25; points in Missouri west of U.S. Highway 63 and points in Alfalfa, Beaver, Cimarron, Craig, Delaware, Ellis, Garfield, Grant, Harper, Kay, Major, Mayes, Noble, Nowata, Osage, Ottawa, Pawnee, Rogers, Texas, Tulsa, Washington, Woods and Woodward Counties, Okla., under a continuing contract, or contracts, with O. J. Watson Co., Inc.; Scherer Truck Equipment, Inc.; Capitol Body and Equipment, Inc.; O. J. Watson Company, Inc. of Colorado and Hays Truck Equipment, Inc.

NOTE.—The purpose of this republication is to correct the territorial descriptions in parts (1), (3) and (4). If a hearing is deemed necessary, the applicant requests it be held at Kansas City, Mo.

No. MC 136762 (Sub-No. 9), filed May 27, 1976. Applicant: OSBORNE HIGHWAY EXPRESS, a Corporation, 220 Erie Street, Pomona, Calif. 91766. Applicant's representative: James H. Gulseth, 125 University Avenue, Berkeley, Calif. 94710. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fireplace logs*, extruded sawdust and parafin combined, from Stockton and the Port of Stockton, Calif., to points in panhandle of Idaho (Grangeville and points north), Oregon, and Washington.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at San Francisco, Calif.

No. MC 136774 (Sub-No. 5), filed May 23, 1976. Applicant: MC-MOR-HAN TRUCKING CO., INC., P.O. Box 368, Shullsburg, Wisc. 53586. Applicant's representative: Robert McCoy (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Products of corn*, in bulk, from the facilities of CPC International, Inc., at Chicago and Pekin, Ill., to points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill., or Washington, D.C.

No. MC 138635 (Sub-No. 25) filed May 24, 1976. Applicant: CAROLINA WESTERN EXPRESS, INC., 650 Eastwood Drive, P.O. Box 3961, Gastonia, N.C. 28053. Applicant's representative: Eric Meierhoefer, 303 N. Federick Avenue, Gaithersburg, Md. 20760. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: *Cosmetics and toilet preparations,* from Los Angeles, Calif., to Memphis, Tenn.

NOTE.—Applicant holds contract carrier authority in MC 136464 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Los Angeles, Calif.

No. MC 138665 (Sub-No. 1) (amendment), filed February 25, 1976, published in the FEDERAL REGISTER issue of March 25, 1975, republished as amended this issue. Applicant: J. H. L. CONSTRUCTION CO., INC., P.O. Box 8, Somerdale, N.J. 08083. Applicant's representative: Alan F. Wohlstetter, 1700 K St., NW., Washington, D.C. 20006. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: (1) *Precast and prestressed concrete products and miscellaneous steel items and structural steel items,* used in the erection of precast and prestressed concrete products, (a) from the plantsites of Formigli Corporation, at Berlin and Williamstown Junction, N.J.; and (b) from the plantsite of Welsbach Concrete, at Farmingdale, N.J., to points in Delaware, Maryland, Virginia, Pennsylvania, New York, Connecticut and the District of Columbia; and (2) *materials, supplies and equipment,* used in the manufacture of precast and prestressed concrete products and damaged and defective shipments of precast and prestressed concrete products, from points in Delaware, Maryland, Virginia, Pennsylvania, New York, Connecticut and the District of Columbia, to (a) the plantsite of Formigli Corporation, at Williamstown Junction and Berlin, N.J.; and (b) the plantsite of Welsbach Concrete, at Farmingdale, N.J., under contract with Formigli Corporation, at Welsbach Concrete.

NOTE.—The purpose of this republication is to amend the territorial description in part (2)(a) of this proceeding. If a hearing is deemed necessary, the applicant requests the application be assigned for oral hearing at Washington, D.C.

No. MC 138941 (Sub-No. 17), filed June 10, 1976. Applicant: COUNTRY WIDE TRUCK SERVICE, INC., 1110 South Reservoir Street, Pomona, Calif. 91766. Applicant's representative: Paul M. Daniell, P.O. Box 872, Atlanta, Ga. 30301. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Plastic articles* (except in bulk), from Jacksonville, Ill., to points in Georgia and New Jersey, under contract with Mobil Chemical Company, Plastic Division.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Chicago, Ill.

No. MC 139468 (Sub-No. 16) (Correction), filed March 25, 1976, published in the FEDERAL REGISTER issue of April 29, 1976, republished as corrected this issue. Applicant: INTERNATIONAL CONTRACT CARRIERS, INC., 6534 Gessner, Houston, Tex. 77040. Applicant's representative: David R. Parker, 2310 Colorado State Bank Bldg., 1600 Broadway, Denver, Colo 80202. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Lumber,* from Kooskia and Princeton, Idaho, and Clarkston, Wash., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, Pennsylvania, South Dakota, and Wisconsin, restricted to transportation service to be performed under a continuing contract or contracts with Guy Bennett Lumber Company.

NOTE.—The purpose of this republication is to include Indiana as a destination point, which was previously omitted. If a hearing is deemed necessary, the applicant requests it be held at Houston, Tex.

No. MC 139495 (Sub-No. 147), filed June 8, 1976. Applicant: NATIONAL CARRIERS, INC., 1501 East 8th St., P.O. Box 1358, Liberal, Kans. 67901. Applicant's representative: Herbert Alan Dubin, 1819 H. St., NW., Suite 1030, Washington, D.C. 20006. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Clay,* from Kern County, Calif., to points in Arizona, Colorado, Kansas, Missouri, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Washington, and Wyoming.

NOTE.—Applicant holds contract carrier authority in No. MC 133106 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 139495 (Sub-No. 151), filed May 27, 1976. Applicant: NATIONAL CARRIERS, INC., 1501 East 8th Street, P.O. Box 1358, Liberal, Kans. 67901. Applicant's representative: Herbert Alan Dubin, 1819 H Street, NW., Washington, D.C. 20006. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Malt liquor beverages,* (except in bulk), and *advertising material and supplies* when moving in same vehicle, from San Antonio, Tex., to points in Iowa, Kansas, Missouri and Nebraska.

NOTE.—Applicant holds contract carrier authority in MC 133106 and subs thereunder, therefor dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 139526 (Sub-No. 3), filed June 2, 1976. Applicant: HARRY LINDBERY CO., INC., 6901 Maloney Ave., Hopkins, Minn. 55343. Applicant's representative: Robert D. Gisvold, 1000 First National Bank Bldg., Minneapolis, Minn. 55402. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in by wholesale and retail grocery and food business houses and, in connection therewith, supplies used in the conduct of such business (except commodities in bulk), from Jonathan Industrial Park, located in Chaska, Carver County, Minn. to the plantsite of Lewis Grocer Company, located in Indianola, Miss.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held in Minneapolis, Minn.

No. MC 139615 (Sub-No. 4) filed June 7, 1976. Applicant: D.R.S. TRANSPORT, INC., P.O. Box 29, Oskaloosa, Iowa 52577. Applicant's representative: Larry D. Knox, 900 Hubbell Building, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Materials and supplies* (except in bulk), used in the manufacture of (1) *agricultural machinery, implements, and equipment;* (2) *industrial and construction machinery and equipment;* (3) *irrigation equipment;* (4) *drainage systems,* (5) *stump cutters, log splitters, and log chippers;* (6) *tree spades;* and (7) *parts,* attachments, and accessories for commodities in (1) through (6), from points in Illinois and Indiana, to Pella, Iowa.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Des Moines, Iowa, or Omaha, Nebr.

No. MC 139967 (Sub-No. 1), filed June 4, 1976. Applicant: S P S TRANSPORT CO., 837 West State Street, Ontario, Calif. 91761. Applicant's representative: Donald L. Stern, 530 Univac Building, Omaha, Nebr. 68106. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: (1) *Pressure sensitive tape,* (a) from Beacon, N.Y., to Carbondale, Ill., and points in California and Nevada; and (b) from Carbondale, Ill., to points in California and Nevada; and (2) *raw materials* and *semi-finished materials* used in the manufacture of pressure sensitive tape, from points in Florida, Georgia, Louisiana, North Carolina, South Carolina, and Texas, to Beacon, N.Y., and Carbondale, Ill., restricted to a transportation service to be performed under a continuing contract with Tuck Industries, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either New York, N.Y., or Los Angeles, Calif.

No. MC 140271 (Sub-No. 4), filed June 10, 1976. Applicant: GREAT WESTERN TRUCKING CO., INC., Highway 103 East, P.O. Box 1384, Lufkin, Tex. 75901. Applicant's representative: Hugh T. Matthews, 2340 Fidelity Union Tower, Dallas, Tex. 75201. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Motor vehicles, hardware, conveyors and conveyor equipment, furniture, power equipment, wheel goods, and bicycles and parts thereof and attachments and accessories therefor and materials, equipment and supplies* utilized in the manufacture and distribution thereof (except commodities in bulk), between Indianola, Miss., on the one hand, and, on the other, points in and west of Arkansas, Kansas, Louisiana, Nebraska,

North Dakota, Oklahoma and South Dakota, under a continuing contract with MTD Products, Inc.

NOTE.—Applicant holds common carrier authority in MC 119988 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Dallas, Tex.

No. MC 140677 (Sub-No. 13), filed May 24, 1976. Applicant: JOHN T. BREWER, JOHN R. BREWER, AND LEWIS L. BREWER, doing business as BREWER TRUCKING, 1603 East Tallent, Rapid City, S. Dak. 57701. Applicant's representative: J. Maurice Andren, 1734 Sheridan Lake Road, Rapid City, S. Dak. 57701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Prefabricated houses or buildings, unassembled, and house or building parts*, from Rothschild, Wis., to points in Colorado, Iowa, Kansas, Minnesota, Montana, Nebraska, North Dakota, South Dakota, Utah, and Wyoming (except houses and house parts to South Dakota).

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Sioux Falls, S. Dak., or Craig, Colo.

No. MC 140829 (Sub-No. 11), filed June 7, 1976. Applicant: CARGO CONTRACT CARRIER CORP., P.O. Box 206, U.S. Highway 20, Sioux City, Iowa 51102. Applicant's representative: William J. Hanlon, 55 Madison Avenue, Morristown, N.J. 07960. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat by-products and articles distributed by meat packinghouses*, as described in Section A of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk), from the plantsite and/or storage facilities of Dubuque Packing Company at or near Denison, Iowa to points in Illinois, Indiana, Ohio, Michigan, Pennsylvania, New Jersey, New York, Massachusetts, Rhode Island, New Hampshire, Connecticut, Delaware, Virginia, West Virginia, Wisconsin, Maryland, Vermont, Maine, Kentucky, and the District of Columbia.

NOTE.—Applicant holds contract carrier authority in MC 136408 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 141097 (Sub-No. 4), filed May 18, 1976. Applicant: CAL-TEX, INC., 3051 Capri Lane, Costa Mesa, Calif. 92626. Applicant's representative: Greg P. Steffire, 700 South Flower Street, Suite 818, Los Angeles, Calif. 90017. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Floor coverings and materials, equipment and supplies* used in the connection with the production, manufacturing, installation, sales and display thereof, (a) between the facilities of Mand Carpet Mills located at or near Los Angeles, Calif.; Dallas, Tex.; Kansas City and St. Louis, Mo.; New Orleans, La.; Minneapolis, Minn.; Denver, Colo.; Baltimore, Md.; Boston, Mass.; Philadelphia, Pa.; Omaha, Nebr.; Dalton, Ga.; Elkhart, Ind. and Miami, Fla.; and (b) between the facilities of Mand Carpet Mills located at or near Los Angeles, Calif. and Dalton, Ga., on the one hand, and, on the other, points in Colorado, Florida, Georgia, Indiana, Louisiana, Maryland, Massachusetts, Minnesota, Missouri, Nebraska, North Carolina, Pennsylvania, South Carolina and Texas, under a continuing contract or contracts with Mand Carpet Mills.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Los Angeles, Calif.; Dallas, Tex., and/or Denver, Colo.

No. MC 141255 (Sub-No. 3), filed May 24, 1976. Applicant: TANDY TRANSPORTATION, INC., P.O. Box 7135, 3501 Fairview, Fort Worth, Tex. 76111. Applicant's representative: Ralph W. Pulley, Jr., 4555 First National Bank Building, Dallas, Tex. 75202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Antenna masts*, from Tarrant City, Ala., to Groveport, Ohio, Braintree, Mass., Detroit, Mich., and Buffalo, N.Y.; (2) *electronic stands KD*, from St. Louis, Mo., to Braintree, Mass.; (3) *plastic rolls*, from New London, Wis., to Fort Worth, Tex.; (4) *electronic equipment*, from Mundelein, Ill., to Braintree, Mass.; (5) *electronic equipment and supplies*, from Palmer, Mass., to Fort Worth, Tex.; (6) *printing calculators*, from Greenwich, Conn., to Fort Worth, Tex.; (7) *speaker parts for electronic equipment*, from Grand Rapids, Mich., to Fort Worth, Tex.; (8) *knitting yarn in skeins*, from Oregon, Ill., to Fort Worth, Tex.; (9) *wood frames and parts* for needlework, from Chicago, Ill., to Fort Worth, Tex.; and (10) *kits of linen or canvas, threads, tapestry, rug yarns, and artists materials*, from New York, N.Y., to Fort Worth, Tex., restricted in (1) through (10) above to a transportation service to be performed under a continuing contract or contracts with Tandy Corporation and Tandycrafts, Inc. and their subsidiary corporations.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Washington, D.C. or Dallas, Tex.

No. MC 141416 (Sub-No. 1), filed May 17, 1976. Applicant: LEWIS T. STEFFEY TRUCKING, INC., 9586 Liden Ave., P.O. Box 749, Bloomington, Calif. 92316. Applicant's representative: William J. Monheim, 15942 Whittier Blvd., P.O. Box 1756, Whittier, Calif. 90609. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat by products and articles distributed and used by meat packinghouses*, as described in Sections A, C and D of Appendix I to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except commodities in bulk), (1) between Vernon, Calif., on the one hand, and, on the other, Phoenix and Tucson, Ariz.; and (2) from Vernon, Calif., to Yuma, Ariz., under a continuing contract, or contracts, with Clougherty Packing Co., Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Los Angeles, Calif.

No. MC 141546 (Sub-No. 10), filed June 1, 1976. Applicant: BULK TRANSPORT SERVICE, INC., One Dundee Park, Andover, Mass. 01810. Applicant's representative: Kenneth B. Williams, 84 State Street, Boston, Mass. 02109. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cement*, from the plantsite of Marquette Cement Manufacturing Company, located in Providence, R.I., to points in Connecticut, Maine, Massachusetts, New Hampshire and Vermont.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Boston, Mass.

No. MC 141654 (Sub-No. 5), filed May 26, 1976. Applicant: J. A. DADY, Box 40, Sisseton, S. Dak. 57262. Applicant's representative: J. Michael Dady, 4200 IDS Center, 80 South Eighth St., Minneapolis, Minn. 55402. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Beer and malt beverages*, (1) from LaCrosse, Wis., to Madison, Watertown and Sisseton, S. Dak. and (2) from St. Louis, Mo., to Madison, S. Dak.

NOTE.—Applicant holds contract carrier authority in No. MC 124257 and subs thereunder, therefore dual operations may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Sisseton or Watertown, S. Dak., or Minneapolis, Minn.

No. MC 141705 (Correction), filed January 14, 1976, published in the FEDERAL REGISTER issues of February 20, 1976 and June 3, 1976, and republished as corrected this issue. Applicant: KINSDALE CARRIERS LIMITED, 423 Ingersoll Avenue, Woodstock, Ontario, Canada. Applicant's representative: Robert D. Gunderman, Suite 710, Statler Hilton, Buffalo, N.Y. 14202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Lime*, in bulk and in bags, from the facilities of Domtar Chemicals Limited at Beachville and the City of Cambridge, Ontario, Canada, to points in Michigan, New York, Ohio and Pennsylvania, through ports of entry on the International Boundary line between the United States and Canada located at Niagara, St. Lawrence, Detroit and St. Clair Rivers, under continuing contracts with Domtar Chemicals Limited of Toronto, Ontario, Canada.

NOTE.—The purpose of this republication is to correct the name of the applicant which was published in error. If a hearing is deemed necessary, the applicant requests it be held at Buffalo, N.Y.

No. MC 141747 (Sub-No. 1), filed May 27, 1976. Applicant: DONALD ENGLE AND JAMES ENGLE, a partnership, doing business as ENGLE BROS. FARMS, Rural Route 1, Rector, Ark. 72461. Applicant's representative: Ralph

B. Harlan, 204 Highway 71 North, Suite 3, Springdale, Ark. 72764. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Agricultural lime*, in bulk, in dump-type vehicles, from Piedmont, Mo., to points in Clay and Greene Counties, Ark.; and (2) *fertilizer*, in bulk, in dump-type vehicles, from Little Rock, Ark. (immediate prior movement by water); Yazoo City, Miss.; Caruthersville, Mo.; and Memphis, Tenn., to points in Randolph, Lawrence, Sharp, Jackson, Craighead, Mississippi, Poinsett, Independence, Fulton, Clay and Green Counties, Ark.; and points in New Madrid, Dunklin, Newton, Pemiscot, Mississippi, Stoddard and Butler Counties, Mo.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Memphis, Tenn., or St. Louis, Mo.

No. MC 141804 (Sub-No. 12), filed May 27, 1976. Applicant: WESTERN EXPRESS, DIVISION OF INTERSTATE RENTAL, INC., P.O. Box 422, Goodlettsville, Tenn. 37072. Applicant's representative: Richard A. Peterson, P.O. Box 81849, Lincoln, Nebr. 68509. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Games*, from the plant site and storage facilities utilized by Atari, Inc., at or near Santa Clara and Sunnyvale, Calif., to points in the United States on and east of U.S. Highway 83.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Nashville, Tenn., or San Francisco, Calif.

No. MC 141885 (Sub-No. 3), filed June 4, 1976. Applicant: NORTHERN OHIO TRUCKING CO., 2296 Scott Street, P.O. Box 283, Napoleon, Ohio 43545. Applicant's representative: Arthur R. Cline, 420 Security Bldg., Toledo, Ohio 43604. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum*, in bulk, in dump vehicles, from the quarries of Michigan Gypsum Co. located in Iosco County, Mich., to points in Allegheny and Lawrence Counties, Pa., Cass County, Ind. and Ohio.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Columbus, Ohio or Lansing, Mich.

No. MC 141910 (Sub-No. 1), filed June 3, 1976. Applicant: FAIRWAY TRANSIT, INC., N 10 W 24730 Highway TJ, Pewaukee, Wis. 53072. Applicant's representative: Richard A. Westley, 4506 Regent Street, Suite 100, Madison, Wis. 53705. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Calcium carbide, in specialized hopper-type containers*, from the plantsite of Union Carbide Corp., located at or near Ashtabula, Ohio, to the facilities of Northern Gases, Inc., located at or near Manitowoc and Waukesha, Wis., under a continuing contract or contracts with Northern Gases, Inc.

NOTE.—Applicant holds common carrier authority in MC 139767 and subs thereunder, therefore dual operations may be involved. Common control may also be involved. If a hearing is deemed necessary, the applicant requests it be held at either Milwaukee, Wis. or Chicago, Ill.

No. MC 141953 (Sub-No. 2), filed June 4, 1976. Applicant: R & L, INC., Rural Route 2, Grand Island, Nebr. 68801. Applicant's representative: Gailyn L. Larsen, 521 South 14th St., P.O. Box 81849, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Agricultural machinery and implements, and attachments, parts and accessories thereof*, (1) from the plantsite and facilities of Deere & Company, at or near Waterloo, Ottumwa and Ankeny, Iowa, and Moline and East Moline, Ill., to the facilities of Landell Implement Co., at or near Shelton, Nebr.; and (2) from the plantsite and facilities of Deere & Company, at or near Waterloo, Ottumwa and Ankeny, Iowa, and Mole and East Moline, Ill., to the facilities of Green Line Equip., Inc., at or near Grand Island, Nebr., under contract with Landell Implement Co., and Green Line Equip., Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Grand Island or Lincoln, Nebr.

No. MC 142022 (Sub-No. 1), filed May 28, 1976. Applicant: FRED LA FLAIR, Route #2, Canton, N.Y. 13617. Applicant's representative: Roy D. Pinsky, 345 South Warren Street, Syracuse, N.Y. 13202. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Dry animal and poultry feed*, in bulk, in vehicles equipped with self-unloading devices, for blower delivery, from shipper's plant at Gouverneur (St. Lawrence County), N.Y., to Sheldon Junction, Vt.; and (2) *returned, refused and rejected shipments*, from Sheldon Junction, Vt., to Gouverneur (St. Lawrence County) N.Y.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Syracuse, New York or Albany, N.Y.

No. MC 142046 (Sub-No. 1), filed June 3, 1976. Applicant: TELMAR TRANSPORT LIMITED, 8267 Le Creusot, St. Leonard, Quebec, Canada HIP 2A2. Applicant's representative: John F. O'Donnell, 60 Adams Street, P.O. Box 238, Milton, Mass. 02187. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities*, restricted to traffic moving in ISO (International Standard Organization) 20' ocean containers, (the term ISO container as used in this application means an intermodal container not equipped with running gear for use on the highway), between ports of entry on the International Boundary line between the United States and Canada, located at or near Champlain, N.Y., and High Gate Springs, Vt., on the one hand, and, on the other, points in Massachusetts, Rhode Island, Connecticut, Maine, New Hampshire, and Vermont, and further restricted to traffic having a prior or subsequent movement by water through a Canadian Port.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Boston, Mass.

No. MC 142060 (Sub-No. 1), filed June 1, 1976. Applicant: NASH TRUCKS, INC., Box 158, Altamont, Kans. 67330. Applicant's representative: Clyde N. Christey, 514 Capitol Federal Bldg., 700 Kansas Ave., Topeka, Kans. 66603. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry fertilizer*, from Council Bluffs and Sioux City, Iowa; Hannibal, Joplin, Kansas City and St. Louis, Mo.; Nebraska City and Omaha, Nebr.; Carlsbad, N. Mex.; Port of Catoosa and Pryor, Okla.; and Borger, Brownfield, Dimmitt, Kerens and Littlefield, Tex., to points in Kansas and Nebraska, under contract with C & S Trading and Brokerage, Inc., d.b.a. CSTB, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Kansas City, Mo.

No. MC 142062 (Sub-No. 1), filed May 24, 1976. Applicant: VICTORY FREIGHTWAY SYSTEM, INC., P.O. Box 62, Sellersburg, Ind. 47172. Applicant's representative: William P. Jackson, Jr., 3426 N. Washington Blvd., P.O. Box 1267, Arlington, Va. 22201. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Interior ceiling systems, parts* thereof and *accessories* therefor (except in bulk), from the facilities of The Celotex Corporation located at or near Largo, Ind., to points in Arizona, California, Idaho, Nevada, Oregon, Utah and Washington, (2) *returned or rejected shipments*, from the above named destinations to the facilities of The Celotex Corporation located at or near Largo, Ind. (1) and (2) above are under a continuing contract or contracts with The Celotex Corporation.

No. MC 142084, filed May 6, 1976. Applicant: JOE H. TIDWELL, doing business as, NORTHEAST TRUCK BROKERS, P.O. Box 826, Pharr, Tex. 78577. Applicant's representative: Thomas R. Kingsley, 1819 H Street, N.W., Washington, D.C. 20006. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Used clothing, used rags and used burlap*, from points in Alabama, Florida, Georgia, Iowa, Illinois, Kansas, Kentucky, Louisiana, Maryland, Michigan, Missouri, Nebraska, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, West Virginia and Wisconsin to Nogales, Ariz.; McAllen, Tex. and ports of entry on the International Boundary line between the United States and the Republic of Mexico located in Texas.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Brownsville or San Antonio, Tex.

No. MC 142088, filed May 20, 1976. Applicant: JOHNNY CULPEPER, 300 West Woodland Drive, P.O. Box 668, Dothan, Ala. 36301. Applicant's representative: L. A. Farmer, Jr. (same address as ap-

plicant). Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Data processing material* for banking institutions, from Dothan and Montgomery, Ala., to points in Alabama, Florida and Georgia and return, under a continuing contract or contracts with Southern Data Services, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Birmingham, Ala.

No. MC 142118 (Sub-No. 2), filed May 26, 1976. Applicant: VALLEY TRUCKING, INC., R.R. #2, Box 55, Fargo, N. Dak. 58102. Applicant's representative: Edward A. O'Donnell, 1004 29th Street, Sioux City, Iowa 51104. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products, meat by-products and articles distributed by meat packinghouses* as described in Sections A and C of Appendix 1 to the report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from West Fargo and Fargo, N. Dak., to points in Arizona, California, Colorado, Idaho, Indiana, Illinois, Iowa, Kansas, Michigan, Minnesota, Missouri, Montana, Nebraska, Nevada, North Dakota, Ohio, Oregon, South Dakota, Utah, Washington, Wisconsin, and Wyoming, restricted to a transportation service performed under continuing contracts with Flavorland Industries, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Fargo, N. Dak., or Minneapolis, Minn.

No. MC 142155 filed June 4, 1976. Applicant: THADDEUS MANCHAK, doing business as SMILER'S TRUCK SERVICE, Monahan Avenue, Dunmore, Pa. 18512. Applicant's representative: Joseph F. Hoary, 121 S. Main St., Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked, disabled and replacement motor vehicles and semi-trailers*, between Lackawanna and Luzerne Counties, Pa., on the one hand, and, on the other, points in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Ohio, Rhode Island, Vermont, Virginia, West Virginia, and the District of Columbia.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Allentown, Pa.

No. MC 142156 filed May 28, 1976. Applicant: JOHN RAGO, 1006 Neptune Boulevard, Lynn, Mass. 01902. Applicant's representative: Ronald I. Shapss, 450 Seventh Ave., New York, N.Y. 10001. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages and brewery supplies* (except commodities in bulk, in tank vehicles), between Merrimack, N.H., and Newark, N.J., on the one hand, and, on the other, West Roxbury, Plymouth, and Danvers, Mass., and Patchogue, Poughkeepsie, and New York, N.Y., restricted to a transportation service to be performed under a continuing contract or contracts with United Liquors Ltd.; Seaboard Products, Inc.; L. Knife & Son, Inc.; Dutchess Beer Distributors, Inc.; and Union Beer Distributors.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Boston, Mass., or New York, N.Y.

No. MC 142157, filed May 17, 1976. Applicant: LOBIANCO TRUCKING CO., INC., 1899 Bannister Street, York, Pa. 17404. Applicant's representative: S. Harrison Kahn, Suite 733, Investment Building, Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, which because of size or weight, require the use of special equipment (except aircraft, missiles, and satellites), and *commodities* which because of size or weight do not require the use of special equipment (except aircraft, missiles, and satellites), when transported as part of the same shipment with commodities which because of size or weight require the use of special equipment (except aircraft, missiles, and satellites), between points in that part of Pennsylvania bounded by a line beginning at the Maryland-Pennsylvania State Line and extending along U.S. Highway 15 to junction U.S. Highway 322, thence along U.S. Highway 322 to junction Pennsylvania Highway 501, thence along Pennsylvania Highway 501 to junction U.S. Highway 222, thence along U.S. Highway 222 to the Maryland-Pennsylvania State Line, thence along the Maryland-Pennsylvania State Line to point of beginning, including points on the indicated portions of the highways specified, and Mechanicsburg, Pa., on the one hand, and, on the other, points in Connecticut, Delaware, Maryland, New Jersey, New York, Ohio, Pennsylvania, that part of Virginia on and north of U.S. Highway 60 and on the east of U.S. Highway 11, that part of West Virginia on and north of U.S. Highway 50, and the District of Columbia.

NOTE.—The authority sought in this application duplicates that authority sought in MC-FC-74937, LoBianco Trucking Co., Inc.-Purchase-Miller's Motor Freight, Inc. which is pending before Division 3 on a Petition for Reconsideration. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 142161 filed June 2, 1976. Applicant: B & D TRANSPORT, 800 Almac Dr., Proctor, Minn. 55810. Applicant's representative: Robert P. Sack, P.O. Box 6010, West St. Paul, Minn. 55118. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Malt beverages*, from Peoria, Ill.; and La Crosse and Milwaukee, Wisc., to Grand Rapids, Eveleth and Hibbing, Minn., under contract with Zbacnik Distributing Co., Inc., and Mahnich Distributing Co., Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at Minneapolis, Minn.

No. MC 142163, filed June 4, 1976. Applicant: PAUL TASKER, doing business as TASKER DISTRIBUTORS, 2303 North Market Street, Jacksonsville, Fla. 32202. Applicant's representative: O. C. Beakes, 1009 Barnett Bank Building, Jacksonville, Fla. 32202. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Merchandise, equipment or supplies* sold, used or distributed by Avon Products, Inc., between points in Appling, Atkinson, Bacon, Berrien, Brantley, Brooks, Camden, Charlton, Clinch, Coffee, Colquitt, Cook, Decatur, Echols, Glynn, Grady, Jeff Davis, Lanier, Lowndes, McIntosh, Miller, Mitchell, Pierce, Seminole, Thomas, Ware, and Wayne Counties, Ga., and points in Alachua, Baker, Bradford, Clay, Columbia, Dixie, Duval, Flagler, Gadsden, Gilchrist, Hamilton, Jefferson, Lafayette, Lake, Leon, Levy, Madison, Marion, Nassau, Putnam, St. Johns, Suwannee, Taylor, Union, Volusia, and Wakulla Counties, Fla., under a continuing contract or contracts with Avon Products, Inc.

NOTE.—If a hearing is deemed necessary, applicant requests it be held at either Jacksonville, Fla., or Atlanta, Ga.

No. MC 142165, filed May 24, 1976. Applicant: C. GULLEY TRUCK SERVICE, INC., 180 Arthur Drive, Shreveport, La. 71105. Applicant's representative: Harold R. Ainsworth, 2307 American Bank Building, New Orleans, La. 70130. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: (1) *Antimonial lead* for remelting, from the plant site of Schuylkill Metals Corporation located in East Baton Rouge, Parish, La., to points in Arkansas, California, Florida, Missouri, and Texas; and (2) *scrap batteries and scrap lead plates*, from points in Arkansas, California, Florida, Missouri, and Texas, to the plant site of Schuylkill Metals Corporation in East Baton Rouge Parish, La., under a continuing contract with Schuylkill Metals Corporation.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at New Orleans, La.

No. MC 142166, filed May 19, 1976. Applicant: McFADDEN TRUCKING LIMITED, Box 96, Rodney, Ontario, Canada NOL 2CO. Applicant's representative: Robert D. Schuler, 100 West Long Lake Road, Suite 102, Bloomfield Hills, Mich. 48013. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Beans, fertilizer and fertilizer ingredients* in bulk and bags, between ports of entry on the International Boundary line between the United States and Canada located on the St. Clair and Detroit Rivers, on the one hand, and, on the other, points in Indiana, Michigan, and Ohio.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Lansing or Detroit, Mich.

No. MC 142167, filed May 21, 1976. Applicant: MICHAELSEN TRUCK

LINE, INC., 1619 South Garfield, Mason City, Iowa 50401. Applicant's representative: Steven C. Schoenebaum, 1200 Register and Tribune Building, Des Moines, Iowa 50309. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Soybean meal* (except liquid commodities in bulk or in tank vehicles), from the facilities of Farmers Grain Dealers Association of Iowa located at or near Mason City, Iowa, to points in Illinois (except those south of Interstate Highway 80), and Wisconsin, restricted to a transportation service to be performed under a continuing contract or contracts with Farmers Grain Dealers Association of Iowa.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Des Moines, Iowa, Minneapolis-St. Paul, Minn. or Chicago, Ill.

No. MC 142168, filed May 14, 1976. Applicant: CARL HARMON, doing business as CARL'S BUTTON & STITCH, Route 613, Payne, Ohio 45880. Applicant's representative: Donald W. Smith, Suite 2465, One Indiana Square, Indianapolis, Ind. 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plumbers fittings, nuts and bolts, horseshoe and foundry nails, sawblades and sawblade parts, tools and wedges, pumps, and pump parts, internal combustion engine parts, sinks, and store display racks*, from the plant site of Stanadyn, Inc., Stanscrew/Capewell Division located at Garrett, Ind., to the warehouse facilities of Stanadyn, Inc. located at Sparks, Nev., restricted to a service to be performed under a continuing contract or contracts with Stanadyn, Inc., Stanscrew/Capewell Division.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Indianapolis, Ind. or Chicago, Ill.

No. MC 142169, filed May 14, 1976. Applicant: O. D. THOMPSON, doing business as T & S COMPANY, 8555 Zionsville Road, Indianapolis, Ind. 46268. Applicant's representative: Alki E. Scopelitis, 815 Merchants Bank Building, Indianapolis, Ind. 46204. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Paper bags*, from the plant site of Samson-Midamerica, Inc., located at Indianapolis, Ind., to points in Illinois, Kentucky, Michigan, Minnesota, Missouri, Ohio, Pennsylvania, and Wisconsin, restricted to a continuing contract, or contracts, with Samson-Midamerica, Inc.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Indianapolis, Ind. or Chicago, Ill.

No. MC 142170, filed May 14, 1976. Applicant: JERSEY BEST, INC., 505 Manor Avenue, Harrison, N.J. 07029. Applicant's representative: Joel J. Nagel, 19 Back Drive, Edison, N.J. 08817. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Plastic articles* without fillers, *housewares, plastic containers, plastic laundry baskets or totes*, loose or crated, from Brooklyn, N.Y. and Harrison, N.J., to points in Alabama, Arkansas, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia, Wisconsin, and the District of Columbia, under a continuing contract or contracts with A.P.L. Corporation.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Newark, N.J. or New York, N.Y.

No. MC 142174 filed June 10, 1976. Applicant: LOISELLE TRANSPORT LIMITED, 16045 114th Avenue, Edmonton Alberta, Canada T5M 2Z3. Applicant's representative: John R. Davidson, Suite 805, Midland Bank Building, Billings, Mont. 59101. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods as defined by the Commission, commodities in bulk, commodities requiring the use of special equipment, and Classes A and B explosives), between Great Falls, Mont. and the International Boundary Line between the United States and Canada, located at or near Sweetgrass, Mont., with service to all intermediate points: From Great Falls over Interstate 15 and U.S. Highway 91 to the Port of Entry at Sweetgrass, Mont., and return over the same route.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at either Great Falls, Mont., or Billings, Mont.

PASSENGER AND PROPERTY APPLICATIONS

No. MC 107583 (Sub-No. 59), filed May 17, 1976. Applicant: SALEM TRANSPORTATION CO., INC., 133-03 35th Avenue, Flushing, N.Y. 11354. Applicant's representative: George H. Rosen, 265 Broadway, P.O. Box 348, Monticello, N.Y. 12701. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Passengers and their baggage*, in the same vehicle with passengers, in special and charter operations, limited to the transportation of not more than 24 passengers in any one vehicle, not including the driver thereof and not including children under 10 years of age who do not occupy a seat or seats; and (2) *General commodities* (except Classes A and B explosives, household goods as defined by the Commission, articles of unusual value, commodities in bulk, and commodities requiring the use of special equipment), when moving in the same vehicle with passengers, restricted against the transportation of packages or articles weighing more than 100 pounds in the aggregate from one consignor at one location to one consignee at one location during a single day; and (3) *unaccompanied baggage* when moving in the same vehicle with passengers, (a) between points in Philadelphia, Pa., and points in the Philadelphia, Pa. Commercial Zone, on the one hand, and, on the other, Wilmington, Del., and the Wilmington, Del. Commercial Zone, Baltimore, Md., and the Baltimore, Md. Commercial Zone and (b) between points located in Wilmington, Del., and the Wilmington, Del. Commercial Zone on the one hand, and, on the other, Baltimore, Md., and the Baltimore, Md. Commercial Zone.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Philadelphia, Pa.

No. MC 116313 (Sub-No. 6), filed June 8, 1976. Applicant: TROMBLY MOTOR COACH SERVICE, INC., Route 125 Bypass at Hillside Way, North Andover, Mass. 01845. Applicant's representative: Robert G. Bleakney, Jr., 100 Federal Street, Boston, Mass. 02110. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *Passengers and their baggage*, and *express and newspapers* in the same vehicle with passengers, Between Lawrence and Boston, Mass., in connection with applicant's presently authorized regular route operations, serving all intermediate points: From Lawrence over Massachusetts Highway 28 to junction Interstate Highway 495, thence over Interstate Highway 495 to junction Interstate Highway 93, thence over Interstate Highway 93 to Boston, Mass., and return over the same route.

NOTE.—Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Boston, Mass.

No. MC 141772 (Amendment), filed February 9, 1976, published in the FEDERAL REGISTER issue of March 25, 1976, republished as amended this issue. Applicant: A-1 LIVERY SERVICE, INC., 256 Stillwater Avenue, Stamford, Conn. 06905. Applicant's representative: Louis P. Pittocco, 100 Greenwich Avenue, Greenwich, Conn. 06830. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Passengers and their baggage*, in the same vehicle as passengers, beginning and ending in Fairfield County, Conn. and extending to points in Queens, Jamaica and Manhattan, N.Y., and the Newark Airport, under a continuing contract or contracts with John Blair & Company, Bangor Punta Corporation and Exxon Corporation.

NOTE.—The purpose of this republication is to include two additional contracting shippers and amend the requested authority. If a hearing is deemed necessary, applicant requests it be held at either Hartford, Conn., Providence, R.I., or New York, N.Y.

No. MC 141959 (Sub-No. 1), filed June 4, 1976. Applicant: TEEN'S CAMPING TOUR OF THE WEST, INC., P.O. Box 116, Barium Springs, N.C. 28010. Applicant's representative: George W. Clapp, P.O. Box 836, Taylors, S.C. 29687. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Youth passengers, age 13 through 19 years, and their baggage* on educational camping trips, in

vehicles with seating for 16 persons or less, with or without accompanying trailer for baggage, camping equipment and supplies, in round trip, special operations restricted to periods from June 1 through August 31 of each year and from December 26 of each year through January 8 of the succeeding year, beginning and ending at Barium Springs, N.C., and extending to points in the United States, including Alaska, but excluding Hawaii.

NOTE.—If a hearing is deemed necessary, the applicant requests it be held at either Charlotte, N.C., or Greensboro, N.C.

BROKER APPLICATION

No. MC 130390, filed May 19, 1976. Applicant: PEOPLES TRAVEL AGENCY, INC., 302 North Kansas Avenue, Liberal, Kans. 67801. Applicant's representative: Doris A. Engel (same address as applicant). Authority sought to engage in operation, in interstate or foreign commerce, as a *broker* at Liberal, Kans., to sell or offer to sell the transportation of *Passengers and their baggage*, in special and chartered operations, between Liberal (Seward County), Kans., and points in the United States (except Alaska and Hawaii).

NOTE.—If a hearing is deemed necessary, applicant requests it be held at Kansas City, Kans., Denver, Colo., or Oklahoma City, Okla.

FINANCE APPLICATIONS

The following applications seek approval to consolidate, purchase, merge, lease operating rights and properties, or acquire control through ownership of stock, of rail carriers or motor carriers pursuant to Sections 5(2) or 210a(b) of the Interstate Commerce Act.

An original and two copies of protests to the granting of the requested authority must be filed with the Commission within 30 days after the date of this FEDERAL REGISTER notice. Such protest shall comply with Special Rules 240(c) or 240 (d) of the Commission's General Rules of Practice (49 CFR 1100.240) and shall include a concise statement of protestant's interest in the proceeding. A copy of the protest shall be served concurrently upon applicant's representative, or applicant if no representative is named.

No. MC-F-11318. (Amendment) (SUPERIOR TRUCKING COMPANY, INC.—PURCHASE (PORTION)—DANIEL HAMM DRAYAGE COMPANY), published in the September 29, 1971, issue of the FEDERAL REGISTER on page 19142, modified by amendment published in the September 13, 1972, issue of the FEDERAL REGISTER on page 18593 to delete from the authority originally sought to be acquired authority to operate between Cairo and Hartford, Ill., and Paducah, Ky., on the one hand, and, on the other, points in Louisiana, Oklahoma, and Texas, such authority being that sought to be acquired from vendor by Ace Doran Hauling & Rigging Co. in No. MC-F-11631. By amendment tendered in a petition for limited reopening of the proceeding filed February 24, 1975, pursuant to the decision and order of the Commission, Division 3, dated January 8, 1975, submitted to comply with the condition for authorization of the transaction imposed by the decision and order of January 8, 1975, prior notice as amended should be modified to its form as originally filed and published so as to include within the authority sought to be transferred authority between Cairo and Hartford, Ill., and Paducah, Ky., on the one hand, and, on the other, points in Louisiana, Oklahoma, and Texas, with restrictions.

No. MC-F-12842. Authority sought for purchase by R-W SERVICE SYSTEM, INC., 20225 Goddard Road, Taylor, Michigan, 48180, of a portion of the operating rights of RAUB TRANSPORT, INC., 4 Water Street, Niles, OH. 44446, and for acquisition by McLOUTH STEEL CORPORATION, 300 South Livernois, Detroit, MI. 48209, of control of the rights through the purchase. Applicants' attorneys: Robert A. Sullivan and Martin J. Leavitt, 22375 Haggerty Road, Northville, MI. 48167, and Paul Beery, 8 East Broad Street, Columbus, OH. 43215. Operating rights sought to be transferred: *General commodities* with usual exceptions as a *common carrier* over irregular routes between Niles, Ohio, on the one hand, and, on the other, points in that part of Pennsylvania west of a line beginning at the Pennsylvania-New York State line, and extending along U.S. Highway 62 to Tionesta, Pa., thence along unnumbered highway to junction Pennsylvania Highway 66, thence along Pennsylvania Highway 66 to Greensburg, Pa., and thence along U.S. Highway 119 to the Pennsylvania-West Virginia State line, including points on the indicated portions of the highways specified. Vendee is authorized to operate as a common carrier in Ohio, Michigan, Indiana, Illinois, Missouri, Iowa, Wisconsin, Pennsylvania, West Virginia. Application has been filed for temporary authority under section 210a(b). This is a matter directly related to MC 55896 Sub. # 51.

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY, Katy Building, 701 Commerce Street, Dallas County, Dallas, Texas 75202, represented by Mr. William A. Thie, General Counsel, Missouri-Kansas-Texas Railroad Company, Katy Building, 701 Commerce Street, Dallas, Texas 75202 hereby give notice that on the 23rd day of June, 1976, it filed with the Interstate Commerce Commission at Washington, D.C., an application under Section 5(2) of the Interstate Commerce Act for an order approving and authorizing the acquisition of trackage rights by Missouri-Kansas-Texas Railroad Company over a line of railroad owned and operated by Chicago, Rock Island and Pacific Railroad Company between McAlester and Oklahoma City, Oklahoma, a distance of 117.92 miles, all in Pittsburg, Hughes, Seminole, Pottawatomie, Lincoln, and Oklahoma Counties, Oklahoma, which application is assigned Finance Docket No. 28210.

In the opinion of the applicant, the granting of the authority sought will not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969. In accordance with the Commission's regulations (49 C.F.R. 1100.250) in Ex Parte No. 55 (Sub-No. 4), Implementation—Nat'l Environmental Policy Act, 1969, 340 I.C.C. 431 (1972), any protests may include a statement indicating the presence or absence of any effect of the requested Commission action on the quality of the human environment. If any such effect is alleged to be present, the statement shall include information relating to the relevant factors set forth in Ex Parte No. 55 (Sub-No. 4), supra, Part (b) (1)-(5), 340 I.C.C. 431, 461.

Pursuant to the provisions of the Interstate Commerce Act, as amended, the proceeding will be handled without public hearings unless comments in support or opposition on such application are filed with the Secretary, Interstate Commerce Commission, 12th and Constitution Avenue, NW., Washington, D.C. 20423, and the aforementioned counsel for applicant, within 45 days after date of first publication in the FEDERAL REGISTER; that such comments shall be served upon (a) Mr. William T. Coleman, Jr., Secretary, Department of Transportation, 400 7th Street, SW., Washington, D.C. 20590, (b) Mr. Edward H. Levi, Attorney General, Department of Justice, 10th and Constitution Avenue, NW., Washington, D.C. 20530, and certificate of all such service is given to the Interstate Commerce Commission; and that all other applications, which are inconsistent, in whole or in part, with such applications, and all petitions for inclusion in the transaction, shall be filed with the Commission and furnished to the Secretary of Transportation, within 90 days after the publication of notice of the application in the FEDERAL REGISTER.

OPERATING RIGHTS APPLICATIONS DIRECTLY RELATED TO FINANCE PROCEEDINGS

The following operating rights applications are filed in connection with pending finance applications under Section 5(2) of the Interstate Commerce Act, or seek tacking and/or gateway elimination in connection with pending transfer applications under Section 212 (b) of the Interstate Commerce Act.

An original and two copies of protests to the granting of the authorities must be filed with the Commission within 30 days after the date of this FEDERAL REGISTER notice. Such protests shall comply with Special Rule 247(d) of the Commission's General Rules of Practice (49 CFR § 1100.247) and include a concise statement of protestant's interest in the proceeding and copies of its conflicting authorities. Verified statements in opposition should not be tendered at this time. A copy of the protest shall be served concurrently upon applicant's representative, or applicant if no representative is named.

Each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its applications.

No. MC 20872 (Sub-No. 16), filed May 11, 1976. Applicant: LIME CITY TRUCKING COMPANY, INCORPORATED, 1455 Swan Street, Huntington, Ind. 46750, Applicant's representative: Donald W. Smith, 1 Indiana Square, Suite 2465, Indianapolis, Ind. 46204. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment), (a) from points in Stephenson, Jo Daviess, Winnebago, Boone, McHenry, Lake, Carroll, Ogle, De Kalb, Kane, Dupage, Lee, Whiteside, and Cook Counties, Ill., on and west of Illinois Highway 83, and Little Rock, Plano, Mendota, Earlville, Leland, and Meriden, Ill.; and (b) between the points named in (a) above, on the one hand, and, on the other, points in Illinois; and (2) *fixtures, castings, and machinery*, between points in Illinois.

NOTE.—The purpose of this filing is to convert a Certificate of Registration to a Certificate of Public Convenience and Necessity. This is a matter directly related to a Section 5(2) finance proceeding in MC–F–12836, published in the FEDERAL REGISTER issue of June 3, 1976. If a hearing is deemed necessary, the applicant requests it be held at Chicago, Ill.

No. MC 75320 (Sub-No. 186) (Correction), filed March 22, 1976, published in the FEDERAL REGISTER issue of June 3, 1976, and republished as corrected this issue. Applicant: CAMPBELL SIXTY-SIX EXPRESS, INC., P.O. Box 807, Springfield, Mo. 65801. Applicant's representative: Phineas Stevens, P.O. Box 22567, Jackson, Miss. 39205. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment), between Kansas City, Mo., on the one hand, and, on the other, points in Iowa, restricted against the transportation of shipments moving between points requested herein which can be served by applicant in regular-route operations.

NOTE.—The purpose of this republication is to correct the requested authority in this proceeding. Applicant states it seeks to purchase from Transamerican Freight Lines, Inc. (Harold O. Love, Receiver) operating authority which authorizes operations over regular and irregular routes between the same points via points in Atchison County, Mo., and that part of Holt County, Mo., within 20 miles of Fairfax, Mo. The purpose of this application is to obtain appropriate authority to conduct such operations without observing the Atchison County or Holt County gateway. Applicant's request that this application be granted is conditioned upon approval of applicant's request to purchase said authority. This is matter directly related to a Section 5(2) finance proceeding in MC–F–12713 published in the FEDERAL REGISTER issue of December 23, 1975. If a hearing is deemed necessary, the applicant requests it be held at St. Louis, Mo.

No. MC 110683 (Sub-No. 103), filed June 2, 1976. Applicant: SMITH'S TRANSFER CORPORATION, a Corporation, P.O. Box 1000, Staunton, Va. 24401. Applicant's representative: Francis W. McInerney, 1000 Sixteenth Street NW., Washington, D.C. 20036. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), from Louisville, Ky., over U.S. Highway 60 to Henderson, Ky., and return over the same route, serving no intermediate points and serving Louisville, Ky., for joinder only, restricted against the transportation of traffic moving wholly between Cincinnati, Ohio, and Evansville, Ind., and their respective Commercial Zones.

NOTE.—The essential purpose of this application is to connect the authority sought to serve Evansville, with Louisville as a regular route. This is a matter directly related to a Section 5(2) finance proceeding in MC–F–12784 published in the FEDERAL REGISTER issue of March 10, 1976. Common control may be involved. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

No. MC 123159 (Sub-No. 7), filed April 27, 1976. Applicant: DE-PEN LINE, INC., Hollow Road, R.F.D. No. 1, P.O. Box 486, Phoenixville, Pa. 19460.. Applicant's representative: Maxwell A. Howell, 1100 Investment Bldg., 1511 K Street NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, livestock, household goods as defined by the Commission, commodities in bulk and those requiring special equipment), between points in that part of Pennsylvania on and east of Pennsylvania Highway 309, on the one hand, and, on the other, points in the Townships of Aston and Middletown, Delaware County, Pa. The purpose of this filing is to eliminate a gateway to Elizabeth, N.J.

NOTE.—This is a matter directly related to a Section 5(2) finance proceeding in MC–F–12813 published in the FEDERAL REGISTER issue of May 27, 1976. If a hearing is deemed necessary, the applicant requests it be held at Washington, D.C.

ABANDONMENT APPLICATIONS

FINDINGS

Notice is hereby given pursunt to Section 1a(6)(a) of the Interstate Commerce Act that orders have been entered in the following abandonment applications which are administratively final and which found that subject to conditions the present and future public convenience and necessity permit abandonment.

A Certificate of Abandonment will be issued to the applicant carriers 30 days after this FEDERAL REGISTER publication unless the instructions set forth in the notices are followed.

[Docket No. AB–7 (Sub-No. 21)]

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY ABANDONMENT BETWEEN SAVANNA YARD AND AYERS, IN CARROLL COUNTY, ILLINOIS

Notice is hereby given pursuant to Section 1a(6)(a) of the Interstate Commerce Act (49 U.S.C. 1a(6)(a)) that by an order entered on May 19, 1976, a finding, which is administratively final, was made by the Commission, Commissioner Brown, stating that, subject to the conditions for the protection of railway employees prescribed by the Commission in *Chicago, B. & Q. R. Co., Abandonment*, 257 I.C.C. 700, the present and future public convenience and necessity permit abandonment by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company to abandon its line of railroad beginning at Engineer's Stationing 7454+56.0 at Savanna Yard and extending in a southerly direction to end of line at Engineer's Stationing 7605+09.0 at Ayers, a total distance of 3.48 miles consisting of 2.85 miles of main track and auxiliary track of .63 miles, exclusive of the station at Savanna which is to remain, all in Carroll County, Illinois. A certificate of abandonment will be issued to the Chicago, Milwaukee, St. Paul and Pacific Railroad Company based on the above-described finding of abandonment, 30 days after publication of this notice, unless within 30 days from the date of publication, the Commission further finds that:

(1) A financially responsible person (including a governmental entity) has offered financial assistance (in the form of a rail service continuation payment) to enable the rail service involved to be continued; and

(2) It is likely that such proffered assistance would:

(a) Cover the difference between the revenues which are attributable to such line of railroad and the avoidable cost of providing rail freight service on such line, together with a reasonable return on the value of such line, or

(b) Cover the acquisition cost of all or any portion of such line of railroad.

If the Commission so finds, the issuance of a certificate of abandonment will be postponed for such reasonable time, not to exceed 6 months, as is necessary to enable such person or entity to enter into a binding agreement, with the carrier seeking such abandonment, to provide such assistance or to purchase such line and to provide for the continued operation of rail services over such line. Upon notification to the Commission of the execution of such an assistance or acquisition and operating agreement, the Commission shall postpone the issuance of such a certificate for such period of time as such an agreement (including any extensions or modifications) is in effect. Information and procedures regarding the financial assistance for continued rail service or the acquisition of the involved rail line are contained in the Notice of the Commission entitled "Procedures for Pending Rail Abandonment Cases" published in the FEDERAL REGISTER on

March 31, 1976, at 41 13691. All interested persons are advised to follow the instructions contained therein as well as the instructions contained in the above-referenced order.

[Docket No. AB-7 (Sub-No. 25)]

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY ABANDONMENT BETWEEN MADRID AND LUTHER IN BOONE COUNTY, IOWA

Notice is hereby given pursuant to Section 1a(6)(a) of the Interstate Commerce Act (49 U.S.C. 1a(6)(a)) that by an order entered on May 12, 1976, a finding, which is administratively final, was made by the Commission, Commissioner Brown, stating that, subject to the conditions for the protection of railway employees prescribed by the Commission in *Chicago, B. & Q.R. Co., Abandonment*, 257 I.C.C. 700, the present and future public convenience and necessity permit abandonment by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company to abandon its line of railroad extending from Milepost 20.18 near Madrid in a northerly direction to the end of the track at Milepost 27.02 at Luther, a total distance of about 7 miles consisting of 6.8 miles of main track and other track of .2 miles, exclusive of the station at Madrid which is to remain all in Boone County, Iowa. A certificate of abandonment will be issued to the Chicago, Milwaukee, St. Paul and Pacific Railroad Company based on the above-described finding of abandonment, 30 days after publication of this notice, unless within 30 days from the date of publication, the Commission further finds that:

(1) a financially responsible person (including a government entity) has offered financial assistance (in the form of a rail service continuation payment) to enable the rail service involved to be continued; and

(2) it is likely that such proffered assistance would:

(a) Cover the difference between the revenues which are attributable to such line of railroad and the avoidable cost of providing rail freight service on such line, together with a reasonable return on the value of such line, or

(b) Cover the acquisition cost of all or any portion of such line of railroad.

If the Commission so finds, the issuance of a certificate of abandonment will be postponed for such reasonable time, not to exceed 6 months, as is necessary to enable such person or entity to enter into a binding agreement, with the carrier seeking such abandonment, to provide such assistance or to purchase such line and to provide for the continued operation of rail services over such line. Upon notification to the Commission of the execution of such an assistance of acquisition and operating agreement, the Commission shall postpone the issuance of such a certificate for such period of time as such an agreement (including any extensions or modifications) is in effect. Information and procedures regarding the financial assistance for continued rail service or the acquisition of the involved rail line are contained in the Notice of the Commission entitled "Procedures for Pending Rail Abandonment Cases" published in the FEDERAL REGISTER on March 31, 1976, at 41 FR 13691. All interested persons are advised to follow the instructions contained therein as well as the instructions contained in the above-referenced order.

[Docket No. AB-117]

ELGIN, JOLIET AND EASTERN RAILWAY COMPANY — ABANDONMENT BETWEEN — OSWEGO TOWNSHIP AND AURORA IN KANE AND KENDALL COUNTIES, ILLINOIS

Notice is hereby given pursuant to Section 1a(6)(a) of the Interstate Commerce Act (49 U.S.C. 1a(6)(a)) that by an order entered on May 14, 1976, a finding, which is administratively final, was made by the Commission, Commissioner Brown, stating that, subject to the conditions for the protection of railway employees prescribed by the Commission in *Chicago, B. & Q. R. Co., Abandonment*, 257 I.C.C. 700, the present and future public convenience and necessity permit abandonment by the Elgin, Joliet and Eastern Railway Company to abandon its line of railroad extending from railroad milepost J-18.24 near U.S. Route 30 in Oswego Township Kendall County in a northwesterly direction to the end of such line of track in the City of Aurora, a distance of 3.62 miles, in Kane and Kendall Counties, Illinois. A certificate of abandonment will be issued to the Elgin, Joliet and Eastern Railway Company based on the above-described finding of abandonment, 30 days after publication of this notice, unless within 30 days from the date of publication, the Commission further finds that:

(1) A financially responsible person (including a government entity) has offered financial assistance (in the form of a rail service continuation payment) to enable the rail service involved to be continued; and

(2) It is likely that such proffered assistance would:

(a) Cover the difference between the revenues which are attributable to such line of railroad and the avoidable cost of providing rail freight service on such line, together with a reasonable return on the value of such line, or

(b) Cover the acquisition cost of all or any portion of such line of railroad.

If the Commission so finds, the issuance of a certificate of abandonment will be postponed for such reasonable time, not to exceed 6 months, as is necessary to enable such person or entity to enter into a binding agreement, with the carrier seeking such abandonment, to provide such assistance or to purchase such line and to provide for the continued operation of rail services over such line. Upon notification to the Commission of the execution of such an assistance or acquisition and operating agreement, the Commission shall postpone the issuance of such a certificate for such period of time as such an agreement (incuding any extensions or modifications) is in effect. Information and procedures regarding the financial assistance for continued rail service or the acquisition of the involved rail line are contained in the Notice of the Commission entitled "Procedures for Pending Rail Abandonment Cases" published in the FEDERAL REGISTER on March 31, 1976, at 41 FR 13691. All interested persons are advised to follow the instructions contained therein as well as the instructions contained in the above-referenced order.

[Docket No. AB-2 (Sub-No. 8)]

LOUISVILLE AND NASHVILLE RAILROAD COMPANY ABANDONMENT OF ITS BRANCH LINE KNOWN AS THE "HOG CAMP BRANCH" BETWEEN ILFORD AND WESTBOURNE, IN CAMPBELL COUNTY, TENNESSEE

Notice is hereby given pursuant to Section 1a(6)(a) of the Interstate Commerce Act (49 U.S.C. 1a(6)(a)) that by an order entered on May 14, 1976, a finding, which is administratively final, was made by the Commission, Commissioner Brown, stating that, subject to the conditions for the protection of railway employees prescribed by the Commission in *Chicago, B. & Q. R. Co., Abandonment*, 257 I.C.C. 700, the present and future public convenience and necessity permit abandonment by the Louisville and Nashville Railroad Company to abandon a portion of the line of railroad known as the "Hog Camp Branch", which extends from railroad Mile Post C214 near Ilford (a point on the railroad located one (1) mile south of the non-agency station of Habersham) in a southeasterly direction to the end of the line (approximately .91 mile southeast of railroad Mile Post KF216) near Westbourne, a distance of 2.91 miles, in Campbell County, Tennessee. A certificate of abandonment will be issued to the Louisville and Nashville Railroad Company based on the above-described finding of abandonment, 30 days after publication of this notice, unless within 30 days from the date of publication, the Commission further finds that:

(1) A financially responsible person (including a government entity) has offered financial assistance (in the form of a rail service continuation payment) to enable the rail service involved to be continued; and

(2) It is likely that such proffered assistance would:

(a) Cover the difference between the revenues which are attributable to such line of railroad and the avoidable cost of providing rail freight service on such line, together with a reasonable return on the value of such line, or

(b) Cover the acquisition cost of all or any portion of such line of railroad.

If the Commission so finds, the issuance of a certificate of abandonment will be postponed for such reasonable time, not to exceed 6 months, as is necessary to enable such person or entity to enter into a binding agreement, with the carrier seeking such abandonment, to provide such assistance or to purchase such line and to provide for the continued operation of rail services over such line. Upon notification to the Commission of the execution of such an assistance or acquisition and operating agreement, the Commission shall postpone the issu-

ance of such a certificate for such period of time as such an agreement (including any extensions or modifications) is in effect. Information and procedures regarding the financial assistance for continued rail service or the acquisition of the involved rail line are contained in the Notice of the Commission entitled "Procedures for Pending Rail Abandonment Cases" published in the FEDERAL REGISTER on March 31, 1976, at 41 FR 13691. All interested persons are advised to follow the instructions contained therein as well as the instructions contained in the above-referenced order.

[Docket No. AB-7 (Sub-No. 6)]

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY—ABANDONMENT BETWEEN ISINOURS JUNCTION AND CALEDONIA, FILLMORE, AND HOUSTON COUNTIES, MINNESOTA

Notice is hereby given pursuant to Section 1a(6)(a) of the Interstate Commerce Act (49 U.S.C. 1a(6)(a)) that by an order entered on May 17, 1976, a finding, which is administratively final, was made by the Commission, Division 3, acting as an Appellate Division, stating that, subject to the conditions for the protection of railway employees prescribed by the Commission in *Chicago, B. & Q. R. Co., Abandonment*, 257 I.C.C. 700, the present and future public convenience and necessary permit abandonment by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company to abandon its line of railroad in Fillmore and Houston Counties, Minnesota, extending from the point of switch measured as milepost 62.41 at Isinours Junction, Minnesota, to the end of track measured as milepost 13.97 at Caledonia, Minnesota, a total distance of 52.2 miles. A certificate of abandonment will be issued to the Chicago, Milwaukee, St. Paul and Pacific Railroad Company based on the above-described finding of abandonment, 30 days after publication of this notice, unless within 30 days from the date of publication, the Commission further finds that:

(1) A financially responsible person (including a government entity) has offered financial assistance (in the form of a rail service continuation payment) to enable the rail service involved to be continued; and

(2) It is likely that such proffered assistance would:

(a) Cover the difference between the revenues which are attributable to such line of railroad and the avoidable cost of providing rail freight service on such line, together with a reasonable return on the value of such line, or

(b) Cover the acquisition cost of all or any portion of such line of railroad.

If the Commission so finds, the issuance of a certificate of abandonment will be postponed for such reasonable time, not to exceed 6 months, as is necessary to enable such person or entity to enter into a binding agreement, with the carrier seeking such abandonment, to provide such assistance or to purchase such line and to provide for the continued operation of rail services over such line. Upon notification to the Commission of the execution of such an assistance or acquisition and operating agreement, the Commission shall postpone the issuance of such a certificate for such period of time as such an agreement (including any extensions or modifications) is in effect. Information and procedures regarding the financial assistance for continued rail service or the acquisition of the involved rail line are contained in the Notice of the Commission entitled "Procedures for Pending Rail Abandonment Cases" published in the FEDERAL REGISTER on March 31, 1976, at 41 FR 13691. All interested persons are advised to follow the instructions contained therein as well as the instructions contained in the above-referenced order.

MOTOR CARRIER ALTERNATE ROUTE DEVIATIONS

The following letter-notices to operate over deviation routes for operating convenience only have been filed with the Commission under the Commission's Deviation Rules—Motor Carriers of Property (49 CFR § 1042.4(c)(11)).

Protests against the use of any proposed deviation route herein described may be filed with the Commission in the manner and form provided in such rules (49 CFR § 1042.4(c)(12)) at any time, but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of this FEDERAL REGISTER notice.

Each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its request.

MOTOR CARRIERS OF PROPERTY

No. MC 35320 (Deviation No. 22), T.I.M.E.-DC, INC., P.O. Box 2550, Lubbock, Tex. 79408, filed June 24, 1976. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Evansville, Ind., over U.S. Highway 41 to junction Indiana Highway 63 near Terre Haute, Ind., thence over Indiana Highway 63 to junction U.S. Highway 41 near Carbondale, Ind., thence over U.S. Highway 41 to Chicago, Ill., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Chicago, Ill., over Illinois Highway 1A to junction Illinois Highway 1, thence over Illinois Highway 1 to Lawrenceville, Ill., thence over Business Route U.S. Highway 50 (formerly U.S. Highway 50) to Vincennes, Ind., thence over U.S. Highway 41 to Evansville, Ind., and return over the same route.

No. MC 112713 (Deviation No. 39), YELLOW FREIGHT SYSTEM, INC., P.O. Box 7270, 10990 Roe Ave., Shawnee Mission, Kans. 66207, filed June 23, 1976. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Wichita Falls, Tex., over U.S. Highway 287 to Amarillo, Tex., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent service route as follows: From Wichita Falls, Tex., over U.S. Highway 277 to Chickasha, Okla., thence over U.S. Highway 81 to junction U.S. Highway 66, thence over U.S. Highway 66 to Amarillo, Tex., and return over the same route.

No. MC 75320 (Deviation No. 60), CAMPBELL SIXTY-SIX EXPRESS, INC., P.O. Box 807, Springfield, Mo. 65801, filed June 29, 1976. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From junction Arkansas Highways 5 and 10 near Little Rock, Ark., over Arkansas Highway 5 to junction Interstate Highway 30, thence over Interstate Highway 30 to junction U.S. Highway 271, thence over U.S. Highway 271 to junction Interstate Highway 20, thence over Interstate Highway 20 to junction Texas Highway 205, thence over Texas Highway 205 to junction Interstate Highway 30, thence over Interstate Highway 30 to junction Interstate Highway 635, thence over Interstate Highway 635 to junction U.S. Highway 75 near Dallas, Tex., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Dallas, Tex., over U.S. Highway 75 to junction U.S. Highway 69, thence over U.S. Highway 69 to junction Oklahoma Highway 51 near Wagoner, Okla., thence over Oklahoma Highway 51 to the Oklahoma-Arkansas State Line, thence over Arkansas Highway 244 to junction Arkansas Highway 59, thence over Arkansas Highway 59 to Van Buren, Ark., thence over U.S. Highway 71 to junction Arkansas Highway 10, thence over Arkansas Highway 10 to Little Rock, Ark., and return over the same route.

No. MC 75320 (Deviation No. 61), CAMPBELL SIXTY-SIX EXPRESS, INC., P.O. Box 807, Springfield, Mo. 65801, filed June 29, 1976. Carrier proposes to operate as a *common carrier*, by motor vehicle, of *general commodities*, with certain exceptions, over a deviation route as follows: From Birmingham, Ala., over U.S. Highway 31 to junction Interstate Highway 65, thence over Interstate Highway 65 to junction Alabama Highway 59, thence over Alabama Highway 59 to junction U.S. Highway 31, thence over U.S. Highway 31 to Mobile, Ala., and return over the same route for operating convenience only. The notice indicates that the carrier is presently authorized to transport the same commodities, over a pertinent service route as follows: From Birmingham, Ala., over Interstate Highway 20 (formerly U.S. Highway 11), to junction U.S. Highway 82 near Tus-

caloosa, Ala., thence over U.S. Highway 82 to junction U.S. Highway 45 near Columbus, Miss., thence over U.S. Highway 45 to Mobile, Ala., and return over the same route.

MOTOR CARRIER INTRASTATE APPLICATIONS

The following application for motor common carrier authority to operate in intrastate commerce seek concurrent motor carrier authorization in interstate or foreign commerce within the limits of the intrastate authority sought, pursuant to Section 206(a)(6) of the Interstate Commerce Act. These applications are governed by Special Rule 245 of the Commission's *General Rules of Practice* (49 CFR § 1100.245), which provides, among other things, that protests and requests for information concerning the time and place of State Commission hearings or other proceedings, any subsequent changes therein, and any other related matters shall be directed to the State Commission with which the application is filed and shall *not* be addressed to or filed with the Interstate Commerce Commission.

Tennessee Docket No. MC 5487 (Sub-No. 1) filed April 5, 1976, published in the FEDERAL REGISTER April 29, 1976, and republished as corrected this issue. Applicant: WARREN COUNTY FREIGHT LINE, INC., Rt. 3, Arrowhead Drive, McMinnville, Tenn. 37110. Applicant's representative: Val Sanford, P.O. Box 2757, Nashville, Tenn. 37219. Certificate of Public Convenience and Necessity sought to operate a freight service as follows: Transportation of *General commodities* (except those of unusual value, Classes A and B explosives, commodities in bulk and commodities requiring special equipment), between Chattanooga, Tenn., and all points and places in Warren County, Tenn., over the following route: Beginning in Chattanooga over Interstate Highway 24 to its junction with State Highway 55, and thence over State Highway 55 to Warren County, Tenn., and return over the same route, serving no intermediate points; to be used in conjunction with applicant's existing authority. For operating convenience only, the following alternate routes: (1) Over Tennessee Highway 8 from Chattanooga to Warren County, Tenn., and return over the same route; and (2) From Chattanooga over U.S. Highway 41 to Jasper and thence over Tennessee Highway 150 to Tracy City, thence over Tennessee Highway 56 to Warren County and return over the same route.

NOTE: The purpose of this republication is to indicate the service sought is over Interstate Highway 24 to its junction with State Highway 55 in lieu of Tennessee Highway 24. Intrastate, interstate and foreign commerce authority sought. HEARING: Date, time and place was scheduled for June 21, 1976, at 9:30 a.m., at the Commission's Court Room, Room C1-110 Cordell Hull Building, Nashville, Tenn. 37219. Requests for procedural information should be addressed to the Tennessee Public Service Commission, Room C1-102, Cordell Hull Building, Nashville, Tenn. 37219 and should *not* be directed to the Interstate Commerce Commission.

Oklahoma Docket No. MC 36286 (Sub-No. 1) filed June 17, 1976. Applicant: JAMES WILKETT, doing business as WILKETT TRUCKING CO., P.O. Box 209, Stigler, Okla. 74462. Applicant's representative: Rufus H. Lawson, 106 Bixler Building, 2400 N.W. 23rd Street, Oklahoma City, Okla. 73107. Certificate of Public Convenience and Necessity sought to operate a freight service as follows: Transportation of *Coal*, in open top dump trucks, between points in Craig, Haskell, Latimer, LeFlore, Muskogee, Pittsburg, Rogers, and Wagoner Counties, Okla. Intrastate, interstate and foreign commerce authority sought. Hearing: Date, time and place of hearing set for July 12, 1976, no time shown, on the 2nd Floor, Jim Thorpe Building, Oklahoma City, Okla. Requests for procedural information should be addressed to the Oklahoma Corporation Commission, Jim Thorpe Office Building, Oklahoma City, Okla. 73105 and should *not* be directed to the Interstate Commerce Commission.

By the Commission.

ROBERT L. OSWALD,
Secretary.

[FR Doc.76-19744 Filed 7-7-76;8:45 am]

[Notice No. 87]

ASSIGNMENT OF HEARINGS

JULY 2, 1976.

Cases assigned for hearing, postponement, cancellation or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates. The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested.

MC 135797 Sub-48, J. B. Hunt Transport, Inc., now being assigned October 13, 1976 (1 day), at Dallas, Texas, in a hearing room to be later designated.

MC 128273 Sub-224, Midwestern Distribution, Inc., now being assigned October 14, 1976 (2 days), at Dallas, Texas, in a hearing room to be later designated.

MC 73165 Sub-378, Eagle Motor Lines, Inc., now being assigned October 18, 1976 (1 day), at Dallas, Texas, in a hearing room to be later designated.

MC 139468 Sub-11, International Contract Carriers, Inc., now being assigned October 19, 1976 (2 days) at Dallas, Texas, in a hearing room to be later designated.

MC 107295 Sub-783, Pre-Fab Transit Co., now being assigned October 21, 1976 (2 days), is Continued, at Dallas, Texas, in a hearing room to be later designated.

MC 141684, Command Deliveries, Inc., now assigned September 20, 1976, at Washington, D.C. is postponed to September 27, 1976, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 141598 (Sub-No. 1), Colorado Farm Lines, Inc., application dismissed.

MC 73165 (Sub-372), Eagle Motor Lines, Inc. now being assigned October 13, 1976 (1 day), at Birmingham, Alabama in a hearing room to be later designated.

MC 107397 (Sub-318), Tri-State Motor Transit Co. now being assigned October 14, 1976 (1 day), at Birmingham, Alabama in a hearing room to be later designated.

MC 136823 (Sub-4), Cox & Shay, Inc. and MC 73165 (Sub-367), Eagle Motor Lines, Inc. now being assigned October 15, 1976 (1 day), at Birmingham, Alabama in a hearing room to be later designated.

MC 121006 (Sub-2), Gadsden Truck Line, Inc. now being assigned October 18, 1976 (1 week), at Birmingham, Alabama in a hearing room to be later designated.

MC 135911 (Sub-No. 9), Gardner Trucking Co., Inc., now assigned September 21, 1976, at Washington, D.C. is being advanced to September 15, 1976, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 125074 (Sub-12), The Sentinel Star Express Company, dba Jack Rabbit Express now being assigned October 18, 1976 (1 week), at Atlanta, Georgia in a hearing room to be later designated.

MC 141633, Robert E. Moore, dba Moore Trucking Company, now being assigned for continued Pre-hearing Conference on July 29, 1976, at the Offices of the Interstate Commerce Commission, Washington, D.C.

MC 19311 (Sub-No. 30), Central Transport, Inc., now being assigned for continued hearing on August 31, 1976, at the Offices of the Interstate Commerce Commission, Washington, D.C.

AB 6 (Sub-34), Burlington Northern, Inc. Abandonment of Operation Between Eureka and Pleasant View in Walla Walla County, Washington now being assigned November 3, 1976 (3 days), at Walla Walla, Washington in a hearing room to be later designated.

MC 108393 (Sub-46), Ringsby-Pacific Ltd now being assigned November 8, 1976 (1 week), at Portland, Oregon in a hearing room to be later designated.

MC 95540 (Sub-733), Watkins Motor Lines, Inc. now being assigned November 15, 1976 (1 week), at Seattle, Washington in a hearing room to be later designated.

ROBERT L. OSWALD,
Secretary.

[FR Doc.76-19745 Filed 7-7-76;8:45 am]

[Ex Parte No. 241; Third Revised Exemption No. 123]

ATCHISON, TOPEKA AND SANTA FE RAILWAY CO., ET AL.

Exemption Under Mandatory Car Service Rules

To all railroads:

It appearing, That railroads named herein own numerous plain flat cars; that under present conditions, there is virtually no demand for these cars on the lines of the car owners; that return of these cars to the car owners would result in their being stored idle on these lines; that such cars can be used by other carriers for transporting traffic offered for shipments to points remote from the car owners; and that compliance with Car Service Rules 1 and 2 prevents such use of these cars resulting in unnecessary loss of utilization of such cars.

It is ordered, That pursuant to the authority vested in me by Car Service Rule

19, plain flat cars described in the Official Railway Equipment Register, I.C.C.-R.E.R. No. 399, issued by W. J. Trezise, or successive issues thereof, as having mechanical designation "FM", and having less than 200,000 lbs. carrying capacity, and bearing reporting marks assigned to railroads named below, shall be exempted from the provisions of Car Service Rules 1(a), 2(a), and 2(b).

The Atchison, Topeka and Santa Fe Railway Company
Reporting Marks: ATSF
Chicago & Eastern Illinois Railroad Company
Reporting Marks: CEI–C&EI
Chicago, Milwaukee, St. Paul and Pacific Railroad Company [1]
Reporting Marks: MILW
Missouri-Kansas-Texas Railroad Company
Reporting Marks: BKTY–MKT–MKTT
Missouri Pacific Railroad Company
Reporting Marks: MP
Southern Railway Company
Reporting Marks: AEC–CG–NS–SOU–A&G
The Texas and Pacific Railroad Company
Reporting Marks: TP–T&P

Effective July 1, 1976, and continuing in effect until further order of this Commission.

Issued at Washington, D.C., June 28, 1976.

INTERSTATE COMMERCE COMMISSION,
LEWIS R. TEEPLE,
Agent.

[FR Doc.76–1975 Filed 7–7–76;8:45 am]

[Ex Parte No. 241; Exemption No. 126]

CENTRAL OF GEORGIA RAILROAD CO. AND SOUTHERN RAILWAY CO.

Exemption Under Mandatory Car Service Rules

To all railroads:

It appearing, That the railroads named below own numerous long plain gondolas; that under present conditions there are substantial surpluses of these cars on their lines; that return of these cars to the owners would result in their being stored idle; that such cars can be used by other carriers for transporting traffic offered for shipments to points remote from the car owners; and that compliance with Car Service Rules 1 and 2 prevents such use of those cars, resulting in unnecessary loss of utilization of such cars.

It is orderd, That pursuant to the authority vested in me by Car Service Rule 19, plain gondola cars, 61-ft. in length or greater, described in the Official Railway Equipment Register, I.C.C.-R.E.R. No. 399, issued by W. J. Trezise, or successive issues thereof, as having mechanical designations "GA", "GB", "GD", "GH", "GS", "GT", and "GW", which are 61-ft. in length or greater, which bear the reporting marks listed below, may be used without regard to the requirements of Car Service Rules 1 and 2.

Central of Georgia Railroad Company
Reporting Marks: CG

Southern Railway Company
Reporting Marks: SOU

Effective July 1, 1976.

Expires September 30, 1976.

Issued at Washington, D.C., June 28, 1976.

INTERSTATE COMMERCE COMMISSION,
LEWIS R. TEEPLE, *Agent.*

[FR Doc.76–19750 Filed 7–7–76;8:45 am]

[1] Addition.

IRREGULAR-ROUTE MOTOR COMMON CARRERS OF PROPERTY—ELIMINATION OF GATEWAY LETTER NOTICES

JULY 2, 1976.

The following letter-notices of proposals to eliminate gateways for the purpose of reducing highway congestion, alleviating air and noise pollution, minimizing safety hazards, and conserving fuel have been filed with the Interstate Commerce Commission under the Commission's Gateway Elimination Rules (49 CFR 1065), and notice thereof to all interested persons is hereby given as provided in such rules.

An original and two copies of protests against the proposed elimination of any gateway herein described may be filed with the Interstate Commerce Commission within 10 days from the date of this publication. A copy must also be served upon applicant or its representative. Protests against the elimination of a gateway will not operate to stay commencement of the proposed operation.

Successively filed letter-notices of the same carrier under these rules will be numbered consecutively for convenience in identification. Protests, if any, must refer to such letter-notices by number.

No. MC 83539 (Sub-No. E220), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles,* each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; (a) between points in Texas, on the one hand, and, on the other, points in Montana, Utah and Wyoming (points in Colorado)*; and (b) between points in New Mexico, on the one hand, and, on the other, points in North Dakota (points in Colorado)* and South Dakota (points in Kansas or Colorado)*; and (c) between New Mexico (except those located in McKinley, Valencia, Catron, Grant, Luna, and Hidalgo Counties), on the one hand, and, on the other, points in Utah (points in Colorado)*. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83539 (Sub-No. E221), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles,* each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in West Virginia, on the one hand, and, on the other, points in Oregon. (Points within a 50-mile radius of Nashville, Tenn., and points in Kansas.)* Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83539 (Sub-No. E222), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; between points in Mississippi, on the one hand, and, on the other, points in New York. The purpose of this filing is to eliminate the gateways of Oil City or Braddock, Pa.

No. MC 83539 (Sub-No. E223), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment, and, and parts thereof when moving in connection with such commodities; (2) self-propelled *articles,* each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in Missouri, on the one hand, and, on the other, points in Oregon, and Washington. (Points in Kansas.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the

transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines; and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E224), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; (A) between points in Indiana, on the one hand, and, on the other, points in Iowa and Nebraska; and (B) between points in Kentucky, on the one hand, and, on the other, points in Nebraska. Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways of points in Illinois.

No. MC 83539 (Sub-No. E225), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; (a) between points in Missouri, on the one hand, and, on the other, points in Georgia, North Carolina, and Florida (except those in and east of Jefferson County, Fla.), and (b) between points in Kansas, on the one hand, and, on the other, points in Virginia; and (c) between points in Virginia and West Virginia, on the one hand, and, on the other, points in Louisiana, Oklahoma, and Texas; and (d) between points in Mississippi, on the one hand, and, on the other, points in West Virginia. The purpose of this filing is to eliminate the gateway of points within 50-miles radius of Nashville, Tenn.

No. MC 83539 (Sub-No. E226), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, (A) between points in Washington, on the one hand, and, on the other, points in West Virginia, and South Carolina; and, (B) points in Washington, on the one hand, and, on the other, points in Oregon. The purpose of this filing is to eliminate the gateways of points within a 50-mile radius of Nashville, Tennessee and points in Kansas.

No. MC 83539 (Sub-No. E227), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in New Mexico, on the one hand, and, on the other, points in South Carolina, Virginia, and West Virginia. The purpose of this filing is to eliminate the gateways of points within a 50-mile radius of Nashville, Tenn., and points in Texas.

No. MC 83539 (Sub-No. E180) (Correction), filed May 23, 1974, published in the FEDERAL REGISTER April 28, 1976, and republished, as corrected, this issue. Applicant: C & H TRANSPORTATION CO., INC., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Heavy machinery*, which because of size or weight, requires the use of special equipment, between points in Vermont, on the one hand, and, on the other, points in Nebraska. The purpose of this filing is to eliminate the gateways of Worcester, Mass.; East Port Chester, Conn.; New York; Braddock, Pa.; and Illinois. The purpose of this correction is to correct the April 28, 1976 version in Vol. 41, No. 83.

No. MC 83539 (Sub-No. E228), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities, except aircraft and missiles and parts thereof, between points in South Carolina, on the one hand, and, on the other, points in Iowa and Minnesota. Restriction: No services shall be performed in the stringing or picking up of pipe in connection with main or trunk or oil or gas pipelines. The purpose of this filing is to eliminate the gateways of points within 50-mile radius of Nashville, Tenn., points in Kentucky, and Illinois.

No. MC 83539 (Sub-No. E229), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities* (except boats), the transportation of which, because of their size or weight require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in North Dakota, on the one hand, and, on the other, points in South Carolina. (Points in Kansas and points within a 50 mile radius of Nashville, Tenn.) Restriction: the authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E230), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities* (except boats), the transportation of which, because of their size or weight require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled ar-*

ticles, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in North Dakota, on the one hand, and, on the other, points in Tennessee. (Points in South Dakota and Kansas).* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E231), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment (except boats) and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles,* each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in California, on the one hand, and, on the other, points in Utah. The purpose of this filing is to eliminate the gateway of points in Utah.

No. MC 83539 (Sub-No. E232), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Commodities,* the transportation of which, because of their size or weight (except boats), require the use of special equipment and parts thereof when moving in connection with such commodities; (2) *self-propelled articles,* each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in Mississippi, on the one hand, and, on the other, points in Wyoming. (Points in Kansas and South Dakota, or Wichita, Kansas, and Colorado, or Texas and Colorado.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E233), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment (except boats) and, parts thereof when moving in connection with such commodities, between points in Illinois, on the one hand, and, on the other, points in Oregon; and Washington. (Points in Iowa or Missouri, South Dakota and points in Montana on and west of a line extending north and south through Dupuyer and Butte, Mont.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E234), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment (except boats) and, parts thereof when moving in connection with such commodities; (2) such *self-propelled articles* each weighing 15,000 pounds or more, which may be included in heavy machinery and *related machinery, tools, parts, and supplies* moving in cnnection therewith, restricted in (2) to commodities which are transported on trailers, between points in Iowa, on the one hand, and, on the other, points in Oregon. (Points in South Dakota and points in Montana on and west of a line extending north and south through Dupuyer and Butte, Montana.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E235), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Commodities,* the transportation of which, because of their size or weight (except boats) require the use of special equipment, and, parts thereof when moving in connection with such commodities, except aircraft and missiles and parts thereof, between points in South Carolina, on the one hand, and, on the other, points in Wyoming. (Points in North Carolina or Georgia, Kansas, and South Dakota.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E236), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Commodities,* the transportation of which, because of their size or weight (except boats) require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles,* each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in North Carolina, on the one hand, and, on the other, points in Wyoming. (Points in Colorado and Wichita, Kans.)* The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E237), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: (1) *Commodities,* the transportation of which, because of their size or weight, require the use of special equipment (except boats) and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles,* each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in Wyoming (except those located in Crook, Weston, Niobrara, and Goshen Counties, on the one hand, and, on the other, points in Virginia in and south of Craig, Botetourt, Bedford, Amherst, Nelson, Buckingham, Fluvanna,

Louisa, Hanover, Caroline, and King George Counties). (Points in Colorado, Wichita, Kansas and points within a 50-mile radius of Nashville, Tennessee.)* The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E238), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight (except boats) require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in Virginia in and south of Craig, Botetourt, Bedford, Amherst, Buckingham, Fluvanna, Louisa, Hanover, Caroline, King George and Nelson Counties, on the one hand, and, on the other, points in Wyoming (except those located in Campbell, Converse, Crook, Weston, Niobrara, Platte and Goshen Counties). (Points within a 50-mile radius of Nashville, Tenn., Wichita, Kans., and points in Colorado.)* The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E239), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight (except boats) require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) self-propelled articles, each weighing 15,000 pounds or more, and related machinery, tools, parts, and supplies moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in Oklahoma, on the one hand, and, on the other, points in Utah. (Points in Texas and Colorado. or New Mexico and Colorado)* Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E240), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P. O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts there of when moving in connection with such commodities, between points in North Carolina, on the one hand, and, on the other points in Wisconsin, restricted against traffic moving between points in North Carolina north of a line commencing at the North Carolina-Virginia State line and extending along U.S. Highway 52 to its junction with Interstate Highway 85, thence along Interstate Highway 85 to its junction with U.S. Highway 70, thence along U.S. Highway 70 to the Atlanta Ocean, on the one hand, and, on the other, points in Wisconsin east and south of a line commencing at Menominee, Wis., and extending along U.S. Highway 41 to its junction with U.S. Highway 151, thence along U.S. Highway 151 to the Wisconsin-Iowa State line. Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk or oil or gas pipeline. The purpose of this filing is to eliminate the gateways of points within a 50-mile radius of Nashville, Tenn., points in Kentucky, and Illinois.

No. MC 83539 (Sub-No. E241), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks) (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (1) between points in Michigan (Lower Peninsula only), on the one hand, and, on the other, points in New Mexico, Oklahoma, and Texas (Illinois)* restricted against the stringing or picking up of any of the above commodities in connection with main or trunk pipelines; and (2) between points in Michigan (Upper Peninsula only), on the one hand, and, on the other, points in New Mexico, Oklahoma (except Craig, Ottawa, and Delaware counties), and Texas. (Wichita, Kans., and Douglas or Sarpy counties, Nebr.)* restricted against the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83539 (Sub-No. E242), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight (except boats), require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in Indiana, on the one hand, and, on the other, points in Wyoming. (Points in Illinois, Iowa, and South Dakota.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E243), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities, (A) between points in Louisiana, on the one hand, and, on the other, points in the Upper Peninsula of Michigan. (Points in Illinois and that part of Wisconsin on and south of Wisconsin Highway 33 extending between Port Washington and Portage, Wis., and, on and east of U.S. Highway 51 extending between Portage and Beloit, Wis.)* (B) between points in Louisiana, on the one hand, and, on the other, points in the Lower Peninsula of Michigan (points in Illinois)* Restriction: No service shall be performed in the stringing or picking up of pipe in connection with oil or gas pipelines, restricted against the transportation of road construction machinery. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83539 (Sub-No. E244), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Week (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers between points in Iowa, on the one hand, and,

on the other, points in Kentucky. Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines in (1) above. The purpose of this filing is to eliminate the gateways of points in Illinois.

No. MC 83539 (Sub-No. E245), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO, INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in Mississippi, on the one hand, and, on the other, points in Iowa. Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines in (1) above. The purpose of this filing is to eliminate the gateways of points in Illinois.

No. MC 83539 (Sub-No. E246), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in New Mexico, on the one hand, and, on the other, points in Iowa and Missouri. Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines in (1) above. The purpose of this filing is to eliminate the gateways of points in Kansas.

No. MC 83539 (Sub-No. E247), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in South Dakota, on the one hand, and, on the other, points in Indiana and Kentucky. (Points in Illinois and Iowa.)* Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines in (1) above. The purpose of this filing is to eliminate the gateways of points in Illinois and Iowa.

No. MC 83539 (Sub-No. E248), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) Commodities, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in Montana, on the one hand, and, on the other, points in Kansas and Missouri. (Points in Nebraska).* Restriction: Restricted against machinery, equipment, materials, and the transportation of supplies used in connection with the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof to and from points in Missouri. The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E249), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *such self-propelled articles* each weighing 15,000 pounds or more, which may be included in heavy machinery and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in South Carolina, on the one hand, and, on the other, points in Montana. (Points in a 50-mile radius of Nashville, Tenn., and Douglas or Sarpy Counties, Nebr.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E250), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in Oregon, on the one hand, and, on the other, points in Vermont. The purpose of this filing is to eliminate the gateways of points in California.

No. MC 83539 (Sub-No. E251), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) such *self-propelled articles* each weighting 15,000 pounds or more, which may be included in heavy machinery and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in Indiana, on the one hand, and, on the other, points in Oregon and Washington. (Points in Illinois, Iowa, or Nebraska, and points in Montana on and west of a line extending north and south through Dupuyer and Butte, Mont.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of

pipelines. The purpose of this filing is to eliminate the gateway indicated by asterisk above.

No. MC 83539 (Sub-No. E252), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and parts thereof when moving in connection with such commodities, between points in Michigan on the one hand, and, on the other, points in Nebraska. (Points in Illinois or South Dakota.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E253), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (a) between points in Connecticut, on the one hand, and, on the other, points in Arkansas, Illinois, Indiana, Kansas, Kentucky, Louisiana, Mississippi, and Oklahoma; and (b) between points in Massachusetts, on the one hand, and, on the other, points in Arkansas, Illinois, Kansas, Louisiana, Mississippi, and Oklahoma. (Oil City or Braddock, and Philadelphia, Pa.)* The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E254), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. Applicant's representative: Kenneth Weeks, (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted to commodities which are transported on trailers; between points in South Carolina, on the one hand, and, on the other, points in Kansas, points in Oklahoma on and north of Interstate Highway 40 and points in Arkansas on and north of Interstate Highway 40. (Points within a 50-mile radius of Nashville, Tenn.)* The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E255), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in New Jersey, on the one hand, and, on the other, points in Colorado. (Points in Texas or points in Pennsylvania and South Dakota.)* Restricted against the transportation of commodities named in (2) above to or from points in Sedgwick and Phillips Counties, Colo. Restriction: The authority granted herein is subject to the condition that carrier shall not engage in the stringing or picking up of pipe along pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E256), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *such self-propelled articles* each weighing 15,000 pounds or more, which may be included in heavy machinery and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in Idaho (except points in Bear Lake County), on the one hand, and, on the other, points in Florida, Louisiana and Mississippi. (Points in Montana on and west of a line extending north and south through Dupuyer and Butte, Mont., and points in Kansas and Nebraska.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub No. E257), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities, between points in Colorado, on the one hand, and, on the other, points in Massachusetts. (Points in South Dakota and Philadelphia, Pa.)* Restriction: The authority granted herein is subject to the condition that carrier shall not engage in the stringing or picking up of pipe along pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E258), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *such self-propelled articles* each weighing 15,000 pounds or more, which may be included in heavy machinery and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in Idaho, on the one hand, and, on the other, points in Georgia. (Points in Montana on and west of a line extending north and south through Dupuyer and Butte, Mont., Douglas or Sarpy counties, Nebr., and points in Tennessee.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E259), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P. O. Box 5976, Dallas, Tex. 75222. Applicant's representatives: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transoprtation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with the such commodities; (2) *such self-propelled articles* each weighing 15,000 pounds or more, which may be included in heavy machinery and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, be-

tween points in Idaho (except those located in Bear Lake county), on the one hand, and, on the other, points in Tennessee. (Points in Montana on and west of a line extending north and south through Dupuyer and Butte, Mont., and Douglas or Sarpy counties, Nebr.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E260), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities, between points in Connecticut and Massachusetts, on the one hand, and, on the other, between points in Minnesota, Missouri, and Wisconsin. (Points in Illinois and Philadelphia, and Oil City or Braddock, Pa.)* Restriction: No services shall be performed in the stringing or picking up of pipe in connection with oil or gas pipelines. The purpose of this filing to to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E261), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities, (A) between points in Florida and Georgia, on the one hand, and, on the other, points in Michigan and Wisconsin; and (B) between points in Minnesota on the one hand, and, on the other, points in Alabama, Florida, Georgia, and Tennessee. (Points within a 50-mile radius of Nashville, Tenn., points in Kentucky and Illinois.)* Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E262), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) such *self-propelled articles* each weighing 15,000 pounds or more, which may be included in heavy machinery and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, (A) between points in Pennsylvania, on the one hand, and, on the other, points in Idaho, Oregon, and Washington, (B) between points in Michigan, on the one hand, and, on the other, points in Idaho and Oregon, and (C) between points in Ohio, on the one hand, and, on the other, points in Idaho. (Points in Montana on and west of a line extending north and south through Dupuyer and Butte, Mont.)* Restriction: The authority granted herein is subject to the condition that carrier shall not engage in the stringing or picking up of pipe along pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E263), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *such self-propelled articles* each weighing 15,000 pounds or more, which may be included in heavy machinery and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in Wisconsin in and south of Vernon, Sauk, Columbia, Marquette, Green Lake, Winnebago, Calumet, and Manitowoc Counties, on the one hand, and, on the other, points in Oregon; (points in Douglas or Sarpy Counties, Nebr., and points in Montana on and west of a line extending north and south through Dupuyer and Butte, Mont.).* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E264), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, (except boats) require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers, between points in North Dakota, on the one hand, and, on the other, points in Florida, Georgia, and Mississippi. (Points in South Dakota and Kansas.)* Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E265), filed May 14, 1974. Applicant: G & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; between points in Colorado, on the one hand, and, on the other, points in Maryland. (Points in Pennsylvania and South Dakota.)* Restriction: The authority granted herein is subject to the condition that carrier shall not engage in the stringing or picking up of pipe along pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E266), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities, (A) between points in Kansas, on the one hand, and, on the other, points in the Lower Peninsula of Michigan. (Points in Illinois, Iowa and Missouri.)* (B) Between points in Kansas, on the one hand, and, on the other, points in the Upper Peninsula of Michigan (that part of Wisconsin on and south of Wisconsin Highway 33 extending between Port Washington and Portage, Wisconsin and on and east of U.S. Highway 51 extending between Portage and Beloit, Wis.).* Restricted against the transportation of road construction machinery in (B) above. Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along

main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe: (1) In connection with river crossings of pipelines, and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83539 (Sub-No. E267), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks, (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in Colorado, on the one hand, and, on the other, points in New York. (Points in South Dakota.)* Restriction: The authority granted herein is subject to the condition that carrier shall not engage in the stringing or picking up of pipe along pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E268), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities: (A) Between points in Arkansas, Illinois, Kansas, and Louisiana, on the one hand, and, on the other, points in Maryland, New Jersey, New York, and Pennsylvania; (B) between points in Oklahoma, on the one hand, and, on the other, points in Maryland and Pennsylvania; (C) between points in Mississippi, on the one hand, and, on the other, points in Pennsylvania; (D) between points in Mississippi, on the one hand, and, on the other, points in Maryland (except those located in Summerset, Wiconico, and Worcester Counties); and (E) between points in Oklahoma, on the one hand, and, on the other, points in New Jersey and New York. The purpose of this filing is to eliminate the gateways of Oil City or Braddock, Pa.

No. MC 83539 (Sub-No. E269), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities, between points in Indiana, on the one hand, and, on the other, points in Kansas. (Points in Illinois and Missouri.)* Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisk above.

No. MC 83539 (Sub-No. E270), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; (A) between points in Wyoming, on the one hand, and, on the other, points in Florida (points in Colorado and Wichita, Kans.),* Georgia (points in Colorado and Wichita, Kans.),* North Carolina (points in Colorado and Wichita, Kans.),* and Tennessee (points in Colorado and Wichita, Kans.);* (B) between points in Mississippi, on the one hand, and, on the other, points in Utah (points in Wichita, Kans., and Colorado or Texas and Colorado.),* and Wyoming (points in Kansas and South Dakota or Wichita, Kans., and Colorado, or Texas and Colorado.);* and (C) between points in Utah, on the one hand, and, on the other, points in Florida (points in Colorado and Texas.),* Georgia (points in Colorado and Texas),* and Tennessee (points in Colorado and Wichita, Kans.).* The purpose of this filing is to eliminate the gateways by asterisks above.

No. MC 83539 (Sub-No. E271), filed May 21, 1974. Applicant: C & H. TRANSPORTATION CO., INC., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Heavy machinery*, which because of size or weight, requires the use of special equipment: (A) Between points in New Hampshire, on the one hand, and, on the other, points in Alabama (Worcester, Mass., New York, Philadelphia, Pa., Virginia, and North Carolina,* and (B) between points in Vermont, on the one hand, and, on the other, points in Rhode Island (Worcester, Mass.).* The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83539 (Sub-No. E272), filed May 21, 1974. Applicant: C & H TRANSPORTATION CO., INC., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Heavy machinery*, which because of size or weight, requires the use of special equipment: (A) Between points in New Hampshire, on the one hand, and, on the other, points in Arkansas and Illinois (Braddock, Pa., New York, and Worcester, Mass.);* (B) between points in New Hampshire on the one hand, and, on the other, points in Missouri (Worcester, Mass., East Port Chester, Conn., Braddock, Pa., and Illinois.* The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83539 (Sub-No. E273), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities, between points in Missouri in and north and west of Marion, Shelby, Macon, Randolph, Boone, Cole, Miller, Pulaski, Texas, and Howell Counties, on the one hand, and, on the other, points in the Lower Peninsula of Michigan (except those in Berrien, Charlevoix, Emmet, Cheboygan, and Presque Isle Counties). The purpose of this filing is to eliminate the gateways of points in Illinois and Iowa.

No. MC 83539 (Sub-No. E274), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers: (a) Between points in Oklahoma in and south of Ellis, Woodward, Major, Garfield, Noble, Pawnee, Tulsa, Rogers, Mayes, and Ottawa Counties, on the one hand, and, on the other, points

in Colorado; and (b) between points in Oklahoma in and east of Grant, Garfield, Kingfisher, Canadian, Grady, Garvin, Carter, and Love Counties, on the one hand, and, on the other, points in Colorado. (Points in Texas and Wichita, Kans.) * The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83539 (Sub-No. E275), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., Inc., 2010 W. Commerce St., Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment (except boats) and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers: (a) Between points in Iowa, on the one hand, and, on the other, points in Montana and North Dakota; and (b) between points in Missouri, on the one hand, and, on the other, points in North Dakota. (Points in South Dakota.) * Restriction: the authority granted herein is subject to the condition that the carrier shall not engaged in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines.

No. MC 83539 (Sub-No. E276), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment (except boats (and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools*, parts, and supplies moving in connection therewith, restricted in (2) to commodities which are transported on trailers; (a) between Liberal, Kans., on the one hand, and, on the other, points in Wyoming (Points in New Mexico and Colorado.) * (b) between points in Kansas in, east and south of Harper, Kingman, Reno, Harvey, Butler, Greenwood, Lyon, Osage, Shawnee, Douglas, Johnson and Wyandotte Counties, on the one hand, and, on the other, points in Wyoming. (Points in Colorado and Wichita, Kans.) * (c) between points in Kansas in, east and north of Smith, Mitchell, Ottawa, Saline, Dickinson, Morris, Wabunsee, Shawnee, Douglas and Johnson Counties, on the one hand, and, on the other, points in Wyoming on and north of a line commencing at the Wyoming-Nebraska State line and extending along U.S. Highway 20 to its junction with Interstate Highway 25, thence along Interstate Highway 25 to its junction with U.S. Highway 20, thence along U.S. Highway 20 to its junction with U.S. Highway 26, thence along U.S. Highway 26 to the Wyoming-Idaho State line. (Points in South Dakota) * Restriction: No service shall be performed in the stringing or picking up of any of the above commodities named in (1) above in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83539 (Sub-No. E277), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment (except boats) and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; between points in Missouri, on the one hand, and, on the other, points in North Dakota, Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. The purpose of this filing is to eliminate the gateway of points in South Dakota.

No. MC 83539 (Sub-No. E278), filed May 14, 1974. Applicant: C & H TRANSPORTATION CO., INC., 2010 W. Commerce St., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; between points in Arizona, on the one hand, and, on the other, points in Iowa. (Points in New Mexico and Kansas.) * Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines. The purpose of this filing is to eliminate the gateways indicated by asterisks above.

No. MC 83539 (Sub-No. E279), filed May 30, 1974. Applicant: C & H TRANSPORTATION CO., INC., P.O. Box 5976, Dallas, Tex. 75222. Applicant's representative: Kenneth Weeks (same as above). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Commodities*, the transportation of which, because of their size or weight, require the use of special equipment, and, parts thereof when moving in connection with such commodities; (2) *self-propelled articles*, each weighing 15,000 pounds or more, and, *related machinery, tools, parts, and supplies* moving in connection therewith, restricted in (2) to commodities which are transported on trailers; (a) between points in Mississippi, on the one hand, and, on the other, points in Missouri in and west of Newton, Jasper, Burton, Vernon, Bates, Henry, Johnson, Lafayette, Ray, Caldwell, Daviess and Harrison Counties; and, (b) between points in Mississippi on and west of Interstate Highway 55, on the one hand, and, on the other, points in Missouri in and west of Jackson, Ray, Carroll, Livingston, Grundy and Mercer Counties. (Points in Kansas.) * Restriction: The authority granted herein is subject to the condition that the carrier shall not engage in the stringing or picking up of pipe along main or trunk pipeline rights of way, other than in the transportation, stringing or picking up of pipe (1) in connection with river crossings of pipelines and (2) in connection with the operation, repair, and maintenance of pipelines. Restricted against the transportation of commodities named in (1) above between points in Mississippi, on the one hand, and, on the other, points in Missouri in and east of Scott, Bollinger, Madison, Iron, Crawford, Phelps, Meries, Cole, Boone, Howard, Chariton, Livingston, Grundy, Harrison and Worth Counties. (Points in Illinois.) * Restriction: No service shall be performed in the stringing or picking up of any of the above commodities in connection with main or trunk pipelines.

The purpose of this filing is to eliminate the gateways indicated by asterisks above.

By the Commission.

ROBERT L. OSWALD,
Secretary.

[FR Doc.76-19752 Filed 7-7-76;8:45 am]

[Notice No. 83]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JULY 2, 1976.

The following are notices of filing of applications for temporary authority under Section 210a(a) of the Interstate Commerce Act provided for under the provisions of 49 CFR § 1131.3. These rules provide that an original and six (6) copies of protests to an application may be filed with the field official named in the FEDERAL REGISTER publication no later than July 23, 1976. One copy of the protest must be served on the applicant, or its authorized representative, if any, and the protestant must certify that such service has been made. The protest must identify the operating authority upon

which it is predicated, specifying the "MC" docket and "Sub" number and quoting the particular portion of authority upon which it relies. Also, the protestant shall specify the service it can and will provide and the amount and type of equipment it will make available for use in connection with the service contemplated by the TA application. The weight accorded a protest shall be governed by the completeness and pertinence of the protestant's information.

Except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application.

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

MOTOR CARRIERS OF PROPERTY

No. MC 1924 (Sub-No. 12TA), filed June 24, 1976. Applicant: WALLACE-COLVILLE MOTOR FREIGHT, INC., N. 400 Sycamore St., P.O. Box 3383, Spokane, Wash. 99206. Applicant's representative: Hugh A. Dressel, 1202 Old National Bank Bldg., Spokane, Wash. 99201. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Parts, supplies and accessories* for machinery and equipment, between Spokane, Wash., on the one hand, and, on the other, ports of entry between the United States-Canada Boundary Line, located at or near Eastport, Idaho. Applicant intends to interline at Ports of Entry between the United States-Canada Boundary Line, located at or near Eastport, Idaho, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Finning Tractor & Equipment Co. Ltd., 815 Cranbrook St., North, Cranbook, B.C., Canada. Send protests to: L. D. Boone, Transportation Specialist, Bureau of Operations, Interstate Commerce Commission, 858 Federal Bldg., 915 Second Ave., Seattle, Wash. 98174.

No. MC 22229 (Sub-No. 109TA), filed June 24, 1976. Applicant: TERMINAL TRANSPORT COMPANY, INC., 248 Chester Ave., SE., P.O. Box 1918, Atlanta, Ga. 30316. Applicant's representative: Ralph B. Matthews (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those of unusual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk and commodities requiring special equipment), serving Honeoye, N.Y., as an off-route point in connection with applicant's presently authorized service between Rochester, N.Y., and Bath, N.Y. Applicant intends to tack its existing authority with MC 22229 and subs thereto, applicant also intends to interline, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: Stone Construction Equipment, Inc., 32 E. Main St., Stone Conveyor, Inc., 34 E. Main St.; Springwater Mfg. Co., Inc., 39 E. Main St., Honeoye, N.Y. 14471. Send protests to: Sara K. Davis, Transportation Assistant, Interstate Commerce Commission, 1252 W. Peachtree St., NW., Room 546, Atlanta, Ga. 30309.

No. MC 26396 (Sub-No. 131TA), filed June 24, 1976. Applicant: POPELKA TRUCKING CO., doing business as THE WAGGONERS, P.O. Box 990, Livingston, Mont. 59047. Applicant's representative: Wayne Waggoner (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pre-cut log buildings*, knocked down, *and materials and supplies* used in the construction and erection thereof, from the facilities of Real Log Homes, Inc., at or near Missoula, Mont., to points in the United States in and west of Ohio, Kentucky, Tennessee, Arkansas and Texas, for 180 days. Supporting shipper: John D. Currens, General Manager, Real Log Homes, Inc., P.O. Box 1520, Missoula, Mont. 59801. Send protests to: Paul J. Labane, District Supervisor, Interstate Commerce Commission, 2602 First Ave., North, Billings, Mont. 59101.

No. MC 74077 (Sub-No. 5TA), filed June 24, 1976. Applicant: STONE TRANSFER & STORAGE CO., 1703 Linwood Blvd., Oklahoma City, Okla. 73106. Applicant's representative: Ted Holshouser, 664 First National Center, Oklahoma City, Okla. 73106. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Uncrated new household furniture*, between Oklahoma City, Okla., and points within 150 miles of Oklahoma City, on the one hand, and, on the other, points in Missouri, Illinois, Indiana, Ohio, Michigan, Pennsylvania, Maryland, Arkansas, Tennessee, West Virginia, Virginia, North Carolina, South Carolina, Texas, Louisiana, Mississippi, Alabama, Georgia, Florida, New York and New Jersey, New Mexico, Kansas and the District of Columbia, for 180 days. Supporting shipper: Oklahoma Furniture Manufacturing Company, G. Allan Jobe, Regional Sales Manager, P.O. Box 700, Guthrie, Okla. Send protests to: Joe Green, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 240 Old Post Office Bldg., Oklahoma City, Okla. 73102.

No. MC 92068 (Sub.-No. 16TA), filed June 25, 1976. Applicant: MUTUAL TRANSPORTATION, INCORPORATED, President and Fleet Streets, Baltimore, Md. 21202. Applicant's representative: Walter T. Evans, 7401 Wisconsin Ave., NW., Washington, D.C. 20014. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Such commodities* as are dealt in or used by department and chain stores, from the facilities of Mutual Transportion, Inc., at Baltimore, Md., to the store and facilities of Mammoth Mart, Inc., at Odenton, Md., Applicant intends to interline at Baltimore, Md., for 180 days. Supporting shipper: Paul Dumais, Traffic Manager, Mammoth Mart, Inc., 321 Manley St., West Bridgewater, Mass. 02324. Send protests to: William L. Hughes, District Supervisor, Interstate Commerce Commission, 814-B Federal Bldg., Baltimore, Md. 21201.

No. MC 98852 (Sub-No. 3TA), filed June 25, 1976. Applicant: FARRAGUT BAGGAGE AND TRANSFER CO. INC., 945 East 17th St., P.O. Box 50406, Tucson, Ariz. 85703. Applicant's representative: Wellwood W. Blough (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except those in bulk, in tank vehicles), from Tucson, Ariz., to Sells, Ariz., for 180 days. Supporting shipper: The Papago Tribe of Arizona, P.O. Box 837, Sells, Ariz. 85634. Send protests to: Andrew V. Baylor, District Supervisor, Interstate Commerce Commission, Room 3427 Federal Bldg., 230 N. First Ave., Phoenix, Ariz. 85025.

No. MC 100666 (Sub-No. 323TA), filed June 24, 1976. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666, 1129 Grimmett Drive, Shreveport, La. 71107. Applicant's representative: Paul Caplinger (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Oak flooring*, from Mountain View, Mo., to Anderson, S.C., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: George H. West Lumber, P.O. Box 28037, Atlanta, Ga. 30328. Send protests to: Ray C. Armstrong, Jr., District Supervisor, 701 Loyola Ave., 9038 U.S. Postal Service Bldg., New Orleans, La. 70113.

No. MC 100666 (Sub-No. 324TA), filed June 25, 1976. Applicant: MELTON TRUCK LINES, INC., P.O. Box 7666, 1129 Grimmett Drive, Shreveport, La. 71107. Applicant's representative: Paul Caplinger (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic pipe*, from Danville, Ill., to Pace, Fla.; Indianapolis, Ind.; Grinnell, Iowa; Rolla, Mo.; and Hillsboro and Houston, Tex., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Robintech, Inc., P.O. Box 2342, Fort Worth, Tex. 76101. Send protests to: Ray C. Armstrong, Jr., District Supervisor, 701 Loyola Ave., 9038 U.S. Postal Service Bldg., New Orleans, La. 70113.

No. MC 106920 (Sub-No. 65TA), filed June 22, 1976. Applicant: RIGGS FOOD EXPRESS, INC., P.O. Box 26, West Monroe St., New Bremen, Ohio 45869. Applicant's representative: Betty Kominsk (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Food, food products and food ingredients*, in mechani-

cally refrigerated equipment (except in bulk), from the plant and warehouse facilities owned and operated by Archer Daniels Midland Company, located in Decatur, Ill.; also, shipping products for Wilsey Foods, Inc., and other, to points in Pennsylvania, Maryland, Delaware, New Jersey, New York, New Hampshire, Connecticut, Rhode Island, Massachusetts, Vermont, Maine, Virginia, West Virginia, North Carolina, South Carolina, Kentucky, Tennessee, Georgia and Alabama, Ohio, and the District of Columbia, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Archer Danield Midland Company, P.O. Box 1470, Decatur, Ill. 62525. Send protests to: Keith D. Warner, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 313 Federal Office Bldg., 234 Summit St., Toledo, Ohio 43604.

No. MC 110878 (Sub-No. 36TA), filed June 24, 1976. Applicant: ARGO TRUCKING COMPANY, INC., Lower Heard St., P.O. Box 955, Elberton, Ga. 30635. Applicant's representative: Frank D. Hall, Suite 713, 3384 Peachtree Road, NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ceramic tile*, between Coleman, Tex., on the one hand, and, on the other, points in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Kansas, Louisiana, Mississippi, Missouri, Nevada, New Mexico, North Carolina, Oklahoma, South Carolina, Tennessee, Texas and Utah, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Creative Ceramics Corporation, P.O. Box 794, Coleman, Tex. 76834. Send protests to: Sara K. Davis, Transportation Assistant, Interstate Commerce Commission, 1252 W. Peachtree St., NW., Room 546, Atlanta, Ga. 30309.

No. MC 114552 (Sub-No. 117TA), filed June 24, 1976. Applicant: SENN TRUCKING COMPANY, P.O. Drawer 220, Newberry, S.C. 29108. Applicant's representative: William P. Jackson, Jr., P.O. Box 1267, Arlington, Va. 22210. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Gypsum board*, from the facilities of Vanply, Inc., located in Manatee County, Fla., to Charlotte, N.C., and to points in Georgia, Alabama, Mississippi, Louisiana, Texas, Oklahoma and Arkansas, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Vanply, Inc., P.O. Box 1887, Bradenton, Fla. 33560. Send protests to: E. E. Strotheid, District Supervisor, Interstate Commerce Commission, Room 302, 1400 Pickens St., Columbia, S.C. 29201.

No. MC 114604 (Sub-No. 43TA), filed June 24, 1976. Applicant: CAUDELL TRANSPORT, INC., P.O. Box I, Bldg., 33 State Farmers Market, Forest Park, Ga. 30050. Applicant's representative: Richard M. Tettelbaum, Suite 375, 3379 Peachtree Rd., NE., Atlanta, Ga. 30326. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Dry animal feed* (except in bulk, in tank vehicles), from Red Bay, Ala., and Tupelo, Miss., to points in Georgia, Florida, North Carolina, South Carolina, and Tennessee, for 180 days. Supporting shipper: Sunshine Feed Mills, Inc., P.O. Box S, Red Bay, Ala. 35582. Send protests to: Sara K. Davis, Transportation Assistant, Interstate Commerce Commission, 1252 W. Peachtree St., N.W., Room 546, Atlanta, Ga. 30309.

No. MC 115654 (Sub-No. 51TA), filed June 25, 1976. Applicant: TENNESSEE CARTAGE CO., INC., P.O. Box 1193, #1 Candy Lane, Nashville, Tenn. 37202. Applicant's representative: Walter Harwood, P.O. Box 15214, Nashville, Tenn. 37215. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat by-products, packing house products, dairy products and foodstuffs* (except in bulk), moving in mechanically refrigerated equipment, from the plantsite and warehouse facilities of Princeton Meat Products, Inc., at or near Princeton, Ky., to points in Alabama, Arkansas, Florida, Georgia, Kentucky, Illinois, Indiana, Mississippi, Missouri, Ohio, Louisiana and Tennessee, for 180 days. Applicant intends to interline at destination states with other motor common carriers, for 180 days. Supporting shipper: Princeton Meat Products, Inc., 91 Highway, Box 51, Princeton, Ky. Send protests to: Joe J. Tate, District Supervisor, Interstate Commerce Commission, Bureau of Operations, Suite A-422, U.S. Courthouse, 801 Broadway, Nashville, Tenn. 37203.

No. MC 115931 (Sub-No. _____, filed June 14, 19____. Applicant: BEE LINE TRANSPORTATION, INC., P.O. Box 925, Baker, Mont. 59313. Applicant's representative: William Grimshaw (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Casual wooden furniture*, knocked down, in cartons, from the plantsite and warehouse facilities of Halvorsen Lumber Co., located at or near Eureka, Calif., to points in Connecticut, Delaware, Georgia, Kentucky, Maine, Massachusetts, New Hampshire, North Carolina, Rhode Island, South Carolina, Tennessee, Vermont, Virginia and West Virginia, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Eric P. Canton, Vice-President, Canton Redwood Yard, Inc., 221 West 78th St., Minneapolis, Minn. 55420. Send protests to: Paul J. Labane, District Supervisor, Interstate Commerce Commission, 2602 First Ave., North Billings, Mont. 59101.

No. MC 116073 (Sub-No. 326TA), filed June 24, 1976. Applicant: BARRETT MOBILE HOME TRANSPORT, INC., 1825 Main Ave., P.O. Box 919, Moorhead, Minn. 56560. Applicant's representative: Norman M. Eide (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Trailers*, designed to be drawn by passenger automobiles, in initial movement, and buildings, from the plantsite of Fairmont Homes, Inc., at or near Nappanee, Ind., to points in Ohio, New Hampshire, New Jersey and Massachusetts, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Fairmont Homes Inc., Nappanee, Ind. Send protests to: Ronald R. Mau, District Supervisor, Interstate Commerce Commision, Bureau of Operations, P.O. Box 2340, Fargo, N. Dak. 58102.

No. MC 118831 (Sub-No. 130TA) filed June 24, 1976. Applicant: CENTRAL TRANSPORT, INCORPORATED, P.O. Box 5488, Highway Point, N.C. 27263. Applicant's representative: Richard E. Shaw, P.O. Box 2608, High Point, N.C. 27261. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Kyanite, dry*, in bulk, from points in Buckingham and Prince Edward Counties, Va., to Morehead City and Wilmington, N.C., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Kyanite Mining Corporation, Dillwyn, Va. 23936. Send protests to: Archie W. Andrews, District Supervisor, Bureau of Operations, Interstate Commerce Commission, P.O. Box 26896, Raleigh, N.C. 27611.

No. MC 119443 (Sub-No. 36TA), filed June 24, 1976. Applicant: P. E. KRAMME, INC., Main St., Monroeville, N.J. 08343. Applicant's representative: Gerald A. Kramme (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Chocolate, chocolate products, chocolate liquor, confectioner's products and cocoa butter*, in bulk, in tank vehicles, from Ambrosia Chocolate Company, Div. W. R. Grace & Co., at Charlotte, N.C., to the facilities of Frankford Candy Company, at Philadelphia, Pa., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Ambrosia Chocolate Company, 1133 North 5th St., Milwaukee, Wis. 53203. Send protests to: Dieter H. Harper, District Supervisor, Interstate Commerce Commission, 428 East State St., Room 204, Trenton, N.J. 08608.

No. MC 125466 (Sub-No. 4TA), filed June 23, 1976. Applicant: V & P CARRIERS, INC., 665 Berriman St., Brooklyn, N.Y. 11208. Applicant's representative: Edward M. Alfano, 550 Mamaroneck Ave., Harrison, N.Y. 10528. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Materials, supplies and equipment* used in the manufacture of bicycles and children's velocipedes, from points in New Jersey, located in the New York, N.Y. Harbor limits as defined in 49 C.F.R. 1070.1, to North Bellport,

N.Y., under a continuing contract with Iverson Cycle Corporation, a wholly owned subsidiary of Stelber Industries, Inc., for 180 days. Supporting shipper: Iverson Cycle Corporation, a wholly owned subsidiary of Stelber Industries, Inc., Yaphank & Patchogue Road, P.O. Box 388, Medford, N.Y. 11763. Send protests to: Maria B. Kejss, Transportation Assistant, Interstate Commerce Commission, 26 Federal Plaza, New York, N.Y. 10007.

No. MC 127587 (Sub-No. 9TA), filed June 25, 1976. Applicant: MEXICANA REEFER SERVICES, LTD., 880 Malkin Ave., P.O. Box 2733, Vancouver, British Columbia, Canada V6A 2K6. Applicant's representative: Bob Gleason, 15 South Grady Way, Renton, Wash. 98055. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Shakes and shingles*, from ports of entry on the United States-Canada Boundary line at or near Blaine and Sumas, Wash., to points in Nevada (Whonnock, B.C., is the only Canadian origin), under a continuing contract with Whonnock Lumber Company Limited, for 180 days. Supporting shipper: Whonnock Lumber Company Limited, Whonnock, B.C., Canada. Send protests to: L. D. Boone, Transportation Specialist, Bureau of Operations, Inter-State Commerce Commission, 858 Federal Bldg., 915 Second Ave., Seattle, Wash. 98174.

No. MC 127811 (Sub-No. 7TA), filed June 24, 1976. Applicant: BRYNWOOD TRANSFER, INC., 175 8th Ave., S.W., New Brighton, Minn. 55112. Applicant's representative: Robert P. Sack, P.O. Box 6010, West St. Paul, Minn. 55118. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Iron or steel articles*, viz: *reinforcing bars, channels, billets and bars*, from the plantsite of North Star Steel Co., at Newport, Minn., to Eau Claire, Wis., for 180 days. Supporting shipper: North Star Steel Co., Newport, Minn. Send protests to: Raymond T. Jones, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 414 Federal Bldg., & U.S. Courthouse, 110 S. 4th St., Minneapolis, Minn. 55401.

No. MC 133937 (Sub-No. 17TA) (Correction), filed June 2, 1976, published in the FEDERAL REGISTER issue of June 23, 1976, and republished as corrected this issue. Applicant: CAROLINA CARTAGE COMPANY, INC., P.O. Box 1075, Greenville, S.C. 29651. Applicant's representative: Henry P. Willimon (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *General commodities* (except articles of unusual value, household goods as defined by the Commission, Classes A and B explosives, commodities in bulk, motor vehicles), between points in Anderson, Oconee, Pickens, Greenville and Spartanburg Counties, S.C., on the one hand, and, on the other, Dallas, Ft. Worth and Houston, Tex.; New Orleans, La.; St. Louis and Kansas City, Mo.; Detroit, Mich.; Los Angeles and San Francisco, Calif., and Chicago, Ill., and airports serving these cities, restricted to traffic having a prior or subsequent movement by air or substituted for air service, for 180 days. Supporting shippers: There are approximately 11 statements of support attached to the application, which may be examined at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: E. E. Strotheid, District Supervisor, Interstate Commerce Commission, Room 302, 1400 Pickens St., Columbia, S.C. The purpose of this republication is to add the territorial description.

No. MC 134775 (Sub-No. 7TA) (Correction), filed June 8, 1976, published in the FR issue of June 22, 1976, and republished as corrected this issue. Applicant: GUNTER BROTHERS, INC., 19060 Frager Road, Kent, Wash. 98031. Applicant's representative: David S. White, 307 Blanchard, Seattle, Wash. 98121. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Passenger aircraft interior parts and furnishings, decorative appearance items*, from Kent, Wash., to Alegheny County, Pa., but not limited to, Greater Pittsburgh, International Airport, under a continuing contract with Health Tecna Corporation, for 180 days. Supporting shipper: Heath Tecna Corporation, 19819 84th Ave., South, Kent, Wash. 98031. Send protests to: L. D. Boone, Transportation Specialist, Bureau of Operations, Interstate Commerce Commission, 858 Federal Bldg., Seattle, Wash. 98174. The purpose of this republication is to indicate that applicant intends to transport property in lieu of passengers.

No. MC 136899 (Sub-No. 19TA), filed June 23, 1976. Applicant: HIGGINS TRANSPORTATION LTD., 1165 Haseltine St., P.O. Box 192, Richland Center, Wis. 53581. Applicant's representative: Wayne W. Wilson, 329 W. Wilson St., Madison, Wis. 53703. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Plastic products and materials, equipment and supplies* used in the installation of plastic products, from Janesville, Wis., to points in Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio and South Dakota, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Freedom Plastics, Inc., 210 South Arch St., Janesville, Wis. 53545. Send protests to: Richard K. Shullaw, District Supervisor, Interstate Commerce Commission, 139 W. Wilson St., Room 202, Madison, Wis. 53703.

No. MC 138635 (Sub-No. 24TA) (Correction), filed May 20, 1976, published in the FEDERAL REGISTER issue of June 10, 1976, and June 23, 1976, and republished as corrected this issue. Applicant: CAROLINA-WESTERN EXPRESS, INC., 650 Eastwood Drive, Gastonia, N.C. 28052. Applicant's representative: Eric Meierhoefer, 303 N. Frederick Ave., Gaithersburg, Md. 20760. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Fiber glass*, from West Shelby, N.C., Amsterdam, N.Y., and Graham, Tex., to Seattle, Wash., and points in its commercial zone, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Durkin Chemicals, Inc., Box 655, Kirkland, Wash. 98033. Send protests to: Terrell Price, District Supervisor, 800 Briar Creek Road; Room CC516, Mart Office Bldg., Charlotte, N.C. 28205. The purpose of this republication is to correct the territorial description in this proceeding.

No. MC 139743 (Sub-No. 4TA), filed June 24, 1976. Applicant: GEORGIA CARPET EXPRESS, INC., P.O. Box 1680, Tibbs Road, Dalton, Ga. 30720. Applicant's representative: Archie B. Culbreth, Suite 246, 1252 W. Peachtree St., N.W., Atlanta, Ga. 30309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Carpets, carpeting, and carpet samples*, from the plantsites and warehouse facilities of Salem Carpet Mills, Inc., at or near Ringgold, Ga., and Normandy Carpets, Inc., at or near Dalton, Ga., to points in California, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: Salem Carpet Mills, Inc., P.O. Box 220, Ringgold, Ga. 30736. Normandy Carpets, Inc., Industrial Blvd., P.O. Box 1776, Dalton, Ga. 30720. Send protests to: Sara K. Davis, Transportation Assistant, Interstate Commerce Commission, 1252 W. Peachtree St., N.W., Room 546, Atlanta, Ga. 30309.

No. MC 142111 (Sub-No. 1TA), filed June 24, 1976. Applicant: WILLIAM R. RALPH, doing business as ROAD RUNNER DELIVERY SERVICE, 112 W. Main St., P.O. Box 173, Centralia, Wash. 98531. Applicant's representative: Joe Enbody, Masonic Bldg., Centralia, Wash. 98531. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Bank check orders*, between points in Portland, Oreg., and its surrounding commercial area on the one hand, and, the Bank Check Supply facility in Centralia, Wash., on the other, using Interstate 5 in both directions, under a continuing contract with Bank Check Supply Co., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Bank Check Supply Co., Custom Service Manager, 631 S. Diamond, Centralia, Wash. 98531. Send protests to: W. J. Huetig, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 114 Pioneer Courthouse, Portland, Oreg. 97204.

No. MC 142189 TA filed June 25, 1976. Applicant: C. M. BURNS, doing business as WESTERN TRUCKING, 521 Lincoln, Baker, Mont. 59313. Applicant's representative: C. M. Burns (same address as applicant). Authority sought to operate

as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Lumber, lumber* products and wood products, from Flathead, Lake and Lincoln Counties, Mont., to points in North Dakota, South Dakota, Nebraska, Minnesota, Wisconsin, Illinois, Iowa, Indiana, Michigan, and Ohio, for 180 days. Supporting shippers: Edward A. House, American Timber Company, P.O. Box 128, Olney, Mont. 59927. Jim Groschupf, Assistant Secretary-Treasurer, Plum Creek Lumber Company, P.O. Box 160, Columbia Falls, Mont. 55912. Paul Dowler, President, Superior Buildings Company, P.O. Box D, Columbia Falls, Mont. 59912. Send protests to: Paul J. Labane, District Supervisor, Interstate Commerce Commission, 2602 First Ave., North, Billings, Mont. 59101.

No. MC 142190 TA filed June 25, 1976. Applicant: COVENEY TRUCKING CO., INC., 2 Bennett Road, Succasunna, N.J. 07876. Applicant's representative: Robert J. Gallagher, 55 Madison Ave., Morristown, N.J. 07960. Authority sought to operate as a *contract carrier,* by motor vehicle, over irregular routes, transporting: *Solite* (in bulk) in dump trailers, from Hudson County, N.J., to points in Pennsylvania on and east of U.S. Highway I–81. Restriction: Services authorized herein are restricted to a transportation service to be performed under a continuing contract with Hudson Valley Lightweight Aggregate Corp., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Hudson Valley Lightweight Aggregate Corp., P.O. Box 539, West New York, N.J. Send protests to: Joel Morrows, District Supervisor, Interstate Commerce Commission, 9 Clinton St., Newark, N.J. 07102.

No. MC 142193 TA filed June 25, 1976. Applicant: ROBERT L. AND DONNA J. DIETZ doing business as, DIETZ PRODUCE, P.O. Box 554, Alma, Nebr. 68920. Applicant's representative: Leslie R. Kehl, 1600 Lincoln Center Bldg., Denver, Colo. 80203. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Lumber products,* from Forreston, Buffalo and Red Wing, Minn., to the facilities of Riveria Products near Colorado Springs, Colo., for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shipper: Jerry B. Larson, Purchasing Manager, Riveria Products, Division of Evans Products Co., 618 Garden of Gods Road, Colorado Springs, Colo. 80907. Send protests to: Max H. Johnston, District Supervisor, 285 Federal Bldg., and Courthouse, 100 Centennial Mall North, Lincoln, Nebr. 68508.

PASSENGER APPLICATIONS

No. MC 141669 (Sub-No. 2TA), filed June 23, 1976. Applicant: BILL'S BUS SERVICE, 6705 Northgate Parkway, Clinton, Md. 20735. Applicant's representative: Harlan E. Mullenax (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Passengers and their baggage,* in special chartered operations, between Prince Georges and Charles Counties, Md., on the one hand, and, on the other, points in Virginia, Delaware, Pennsylvania, West Virginia, New Jersey, and the District of Columbia and Maryland, for 180 days. Supporting shippers: Bobbe's School of Dance, 3806 Silver Hill Road, Silver Hill, Md.; Ripley Community Church, 2146 Rt. 2, La Plata, Md.; and Clinton Raiders, 3806 Silver Hill Road, Silver Hill, Md. Send protests to: W. C. Hersman, District Supervisor, Interstate Commerce Commission, 12th and Constitution Ave., N.W., Room 1413, Washington, D.C. 20423.

No. MC 142106 TA (Correction), filed May 4, 1976, published in the FEDERAL REGISTER issue of June 21, 1976, and republished as corrected this issue. Applicant: VIP COMMUTER CORPORATION, 14810 Danville Road, Dale City, Va. 22193. Applicant's representative: Sylvanus Garnet Bent (same address as applicant). Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Passengers and their baggage,* from points in Prince William County, Va., to Washington, D.C., for 180 days. There are approximately 10 statements of support attached to the application, which may be examined at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: Interstate Commerce Commission, 12th and Constitution Ave., N.W., Room B–317, W. C. Hersman, District Supervisor, Washington, D.C. 20423. The purpose of this republication is to correct the territorial description in this proceeding.

No. MC 142188 TA, filed June 24, 1976. Applicant: MARY WIMBERLY AND BETTY BEALS doing business as, EIMBERLY BUS SERVICE, 131 S. Walnut, Centralia, Ill. 62801. Applicant's representative: B. W. La Tourette, Jr., 11 S. Meramec, Suite 1400, St. Louis, Mo. 63105. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Passengers and their baggage,* in charter operations, begining and ending at points in St. Clair, Clinton, Washington, Jefferson, Wayne, Marion, and Clay Counties, Ill., and extending to points in St. Louis and St. Louis County, Mo., Indiana, Tennessee, and Kentucky, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: There are approximately 25 statements of support attached to the application which may be examined at the Interstate Commerce Commission in Washington, D.C., or copies thereof which may be examined at the field office named below. Send protests to: Harold C. Jolliff, District Supervisor, Interstate Commerce Commission, P.O. Box 2418, Springfield, Ill. 62705.

No. MC 142191 TA, filed June 25, 1976. Applicant: AIRPORT TRANSPORTATION OF CONNECTICUT, INC., 55 Station Drive, Greenwich, Conn. 06830. Applicant's representative: William J. Meuser, 86 Cherry St., P.O. Box 507, Milford, Conn. 06460. Authority sought to operate as a *common carrier,* by motor vehicle, over regular routes, transporting: *Passengers and their baggage,* in the same vehicle, restricted to not more than ten passengers, not including the driver, in scheduled service, between Bridgeport, Conn., on the one hand, and, on the other, Westchester County Airport, LaGuardia Airport, and John F. Kennedy Airport, N.Y., from Bridgeport, Conn., over U.S. Route 1 to New York, N.Y., and return over the some route, for 180 days. Supporting shipper: Payne Bridgeport Corporation, d.b.a. Holiday Inn of Bridgeport, 815 Lafayette Blvd., Bridgeport, Conn. Send protests to: C. D. Verrastro, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 324 U.S. Post Office Bldg., 135 High St., Hartford, Conn. 06101.

No. MC 142192 TA, filed June 25, 1976. Applicant: E & W CAB CORPORATION, 803 Club House Drive, Town Bank, N.J. 08204. Applicant's representative: Kenneth E. Calloway, 3311 New Jersey Ave., Wildwood, N.J. 08260. Authority sought to operate as a *common carrier,* by motor vehicle, over irregular routes, transporting: *Passengers and their baggage,* in the same vehicle, in special operations, limited to the transportation of not more than 11 passengers in any one vehicle, not including the driver thereof, between points in Cape May County, N.J., on the one hand, and on the other, points in the Philadelphia, Pa. Commercial Zone, for 180 days. Applicant has also filed an underlying ETA seeking up to 90 days of operating authority. Supporting shippers: LaMer Motor Inn, Beach and Pittsburg Ave.; Cape May Motel Assn.; Mashear Enterprises, Inc., Beach and Philadelphia Ave.; Victorian Motel, Perry and Congress Pl.; Texas Ave. Food Mkt., 1434 Texas Ave., Cape May, N.J. 08204. Send protests to: Dieter H. Harper, District Supervisor, Interstate Commerce Commission, 428 East State St., Room 204, Trenton, N.J. 08608.

By the Commission.

ROBERT L. OSWALD,
Secretary.

[FR Doc.76–19748 Filed 7–7–76;8:45 am]

[Notice No. 287]

MOTOR CARRIER TRANSFER PROCEEDINGS

JULY 7, 1976.

Application filed for temporary authority under Section 210a(b) in connection with transfer application under Section 212a(b) in connection with transfer application under Section 212a (b) and Transfer Rules, 49 CFR 1132:

No. MC–FC–76642. By application filed June 29, 1976, HOUSTON FREIGHT-

WAYS, INC., 9431 Sanford, P.O. Box 4730, Galena Park, TX 77547, seeks temporary authority to lease a portion of the operating rights of HOUSTON TRUCK LINES, INC., 6350 LBJ Freeway, Suite One, Dallas, TX 75240, under section 210a(b). The transfer to HOUSTON FREIGHTWAYS, INC., of the operating rights of HOUSTON TRUCK LINES, INC., is presently pending

By the Commission.

ROBERT L. OSWALD,
Secretary.

[FR Doc.76-19746 Filed 7-7-76;8:45 am]

[Notice No. 288]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

JULY 7, 1976.

Synopses of orders entered by the Motor Carrier Board of the Commission pursuant to Sections 212(b), 206(a), 211, 312(b), and 410(g) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR 1132), appear below:

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's Special Rules of Practice any interested person may file a petition seeking reconsideration of the following numbered proceedings on or before July 27, 1976. 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-75809. By order of July 1, 1976, the Motor Carrier Board approved, on reconsideration, the transfer to Amadel, Inc., a New Jersey corporation, of Certificate No. MC 134132, issued March 17, 1970, to Amadel, Inc., a New York corporation, authorizing the transportation of general commodities, except those of usual value, Classes A and B explosives, household goods as defined by the Commission, commodities in bulk, and commodites requiring special equipment, between New York, N.Y., on the one hand, and, on the other, points in Hudson, Essex, Union, Middlesex, Bergen, and Passaic Counties, N.J. H. Neil Garson, Esquire, Suite 404, 1400 North Uhle Street, Arlington, Va. 22201.

ROBERT L. OSWALD,
Secretary.

[FR Doc.76-19747 Filed 7-7-76;8:45 am]

[Amendment No. 1 to I.C.C. Order No. 157 Under Revised Service Order No. 994]

RAILROADS; REROUTING TRAFFIC

To all railroads: Upon further consideration of I.C.C. Order No. 157 (LN) and good cause appearing therefor:

It is ordered, That:

I.C.C. Order No. 157 be, and it is hereby, amended by substituting the following paragraph (g) for paragraph (g) thereof:

(g) *Expiration date.* This order shall expire at 11:59 p.m., January 15, 1977, unless otherwise modified, changed, or suspended.

It is further ordered, That this amendment shall become effective at 11:59 p.m., June 30, 1976, and that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and car hire agreement under the terms of that agreement, and upon the American Short Line Railroad Association; and that it be filed with the Director, Office of the Federal Register.

Issued at Washington, D.C., June 24, 1976.

INTERSTATE COMMERCE COMMISSION.
LEWIS R. TEEPLE,
Agent.

[FR Doc.76-19749 Filed 7-7-76;8:45 am]

federal register

THURSDAY, JULY 8, 1976

PART II:

DEPARTMENT OF TRANSPORTATION

Office of Hazardous Materials Operations

Coast Guard

■

TRANSPORTATION OR STORAGE OF MILITARY EXPLOSIVES ON BOARD VESSELS

Amendment and Partial Revocation of Part

Title 46—Shipping

CHAPTER I—COAST GUARD, DEPARTMENT OF TRANSPORTATION

SUBCHAPTER N—DANGEROUS CARGOES

[Docket No. HM-112; Amdt. 176-1]

PART 146—TRANSPORTATION OR STORAGE OF MILITARY EXPLOSIVES ON BOARD VESSELS

Amendment and Partial Revocation of Part

In connection with the consolidation of the Department of Transportation hazardous materials regulations in Title 49, Code of Federal Regulations (41 FR 15972-16131, April 15, 1976) FR Doc. 76-9661 issued and published concurrently (41 FR 15972, April 15, 1976) revoked Subparts 146.01-146.28 and 146.30 of Title 46, Code of Federal Regulations effective July 1, 1976. Subpart 146.29 pertaining to the transportation of military explosives was not scheduled for revocation and is to be retained in its present form and location for the time being.

For the retained Subpart 146.29 to operate properly it is necessary to also retain in modified form a number of related general provisions located in the subparts scheduled for revocation. To the extent possible in retaining these necessary provisions which are located in Subparts 146.01, 146.02, 146.05, 146.06, 146.09, and 146.20, language adjustments are being made to conform to the counterpart provisions in the consolidation. It is also necessary to adjust a number of references within Subpart 146.9 to reflect transfers effected by the consolidation. Accordingly, rather than Subparts 146.01-146.28 and 146.30 of Title 46, Code of Federal Regulations being revoked effective July 1, 1976, Part 146, Code of Federal Regulations is amended as follows, effective July 1, 1976:

1. The heading of Part 46 is revised to read as set forth above and Table of Sections is revised to read as follows:

Subpart 146.01—Preface

Sec.
146.01-1 Purpose of regulations.
146.01-3 Plan of regulations.

Subpart 146.02—General Regulations

146.02-1 Scope of regulations.
146.02-2 Application to vessels.
146.02-5 Responsibility for compliance.
146.02-6 Enforcement.
146.02-6a Assignment and certification.
146.02-12 Inspection of cargo.
146.02-14 Acceptance of damaged or leaking packages.
146.02-15 Emergency situations.
146.02-16 Rejection of shipments in violation.
146.02-20 Repairs involving welding or burning.
146.02-22 Preservation of records
146.02-25 Exemptions and alternative stowage procedures.
146.02-35 Situation requiring report.

Subpart 146.05—Shipper's Requirements Regarding Packing, Marking, Labeling, and Shipping Papers

146.05-1 General requirements.
146.05-3 Prohibited packaging.
146.05-11 Shipper's certification.
146.05-12 Shipping papers.
146.05-15 Marking and labeling.

Subpart 146.09—Cargo Handling and Stowage Devices

146.09-7 Specifications of moisture proofed paper bags.
146.09-8 Specification of moisture proofed paper-lined burlap bags.
146.09-11 Requirements of equipment for handling explosives.
146.09-15 Use of power-operated industrial trucks on board vessels.
146.09-16 Spaces exposed to carbon monoxide or other hazardous vapors.

Subpart 146.20—Detailed Regulations Governing Explosives

146.20-1 An explosive.
146.20-3 Prohibited or not permitted explosives.
146.20-5 Acceptable explosives.
146.20-7 Class A explosives.
146.20-9 Class B explosives.
146.20-11 Class C explosives.
146.20-13 New explosives, definitions; approval and notification.
146.53 Magazine vessels.

Subpart 146.29—Detailed Regulations Governing the Transportation of Military Explosives and Hazardous Munitions on Board Vessels

146.29-1 Effective date.
146.29-3 Relationship to other regulations.
146.29-7 Port security regulations.
146.29-9 Import shipments.
146.29-11 Definitions and abbreviations.
146.29-13 Permit for handling military explosives.
146.29-14 Dangerous cargo manifest list, or stowage plan.
146.29-15 Authority to load, handle or discharge; facilities and use.
146.29-17 Prohibited explosives.
146.29-19 Explosives loading supervisory detail.
146.29-21 Personnel identification.
146.29-23 Ship's officer present.
146.29-25 Fires and fire protection.
146.29-27 Fire hose.
146.29-29 Smoking.
146.29-31 Liquor or drugs.
146.29-33 Cargo working gear and equipment.
146.29-35 Lights, tools, and portable equipment.
146.29-37 Handling drafts of lumber.
146.29-39 Handling and slinging of explosives.
146.29-41 Weight per draft.
146.29-42 Containers of ammunition.
146.29-43 Requirement for the opening of hatches.
146.29-45 Loading or unloading military explosives and other cargo.
146.29-47 Packing and marking.
146.29-49 Stowage on board barges.
146.29-51 Stowage on board vessels.
146.29-53 Stowage of military explosives in holds containing coal.
146.29-55 Stowage of military explosives in holds containing household or personal effects and/or mail as cargo.
146.29-57 "On deck" stowage.
146.29-59 Stowage adjacent to other dangerous articles.
146.29-61 Stowage with nondangerous cargo in the same hold.
146.29-63 Stowage and dunnaging of ammunition and containers of explosives in bulk.
146.29-65 Damaged or leaking containers of explosives.
146.29-67 Defective ammunition.
146.29-69 Recoopering damaged packages.
146.29-71 Constructing magazines.
146.29-73 Preparation of magazines, decks, hatches and holds for handling military explosives.
146.29-75 Location of magazines and ammunition stowage.
146.29-77 Allocation of stowage.
146.29-79 Types of stowage.
146.29-81 Magazine Stowage A.
146.29-83 Ammunition stowage.
146.29-85 Chemical ammunition stowage.
146.29-87 Special stowage.
146.29-89 Portable magazine stowage.
146.29-90 Use of cargo transporters (Conex Boxes).
146.29-91 Pyrotechnic stowage.
146.29-93 Stowage of blasting caps, detonators, primer detonators, etc.
146.29-95 Ventilation of magazine.
146.29-97 Statements of characteristic properties and hazards.
146.29-99 Explosives admixture charts.
146.29-100 Classification, handling and stowage chart.

2. Section 146.01-1 is revised to read as follows:

§ 146.01-1 Purpose of regulations.

The purpose of the regulations in this subchapter is to promote safety in the handling, stowage, storage and transportation of military explosives as defined herein, on board vessels on any navigable waters within the limits of the jurisdiction of the United States including its territories and possessions excepting only the Panama Canal Zone and to make more effective the provisions of the International Convention for the Safety of Life at Sea, 1960, relative to the carriage of dangerous goods.

§ 146.01-2 [Removed]

3. Section 146.01-2 is deleted.

4. Section 146.01-3 is revised to read as follows:

§ 146.01-3 Plan of regulations.

This part prescribes the requirements of the Department of Transportation governing the transportation of military explosives on board vessels. Regulations governing the transportation of other hazardous materials in packages on board vessels are in 49 CFR Parts 171-189.

§§ 146.01-4 through 146.01-13 [Removed]

5. Sections 146.01-4 through 146.01-13 are deleted.

6. Section 146.02-1 is revised to read as follows:

§ 146.02-1 Scope of regulations.

The regulations in this part:

(a) Set forth the requirements that shall be observed in the preparation and packing of military explosives for shipment or storage on board vessels;

(b) Set forth the descriptive name, shipping name, requirements relative to certification, containers, marking, labeling, information required on bills of lading or other shipping papers, manifests or cargo stowage plans for shipments of military explosives on board vessels;

(c) Set forth the provisions under which permitted military explosives within the scope of the definitions given herein, may be accepted, handled, stored, stowed, or transported on board vessels, and with respect to rejection and report of faulty containers and the disposition of any military explosives found to be in an unsafe condition when on board a vessel;

(d) Establish such other requirements as may be necessary to make effective the safe transportation of military explosives on board vessels.

7. Section 146.02-2 is revised to read as follows:

§ 146.02-2 Application to vessels.

(a) Except as provided in paragraph (b) of this section, this part applies to each domestic or foreign vessel when in the navigable waters of the United States, regardless of its character, tonnage, size, or service, and whether self-propelled or not, whether arriving or departing, underway, moored, anchored, aground, or while in dry dock.

(b) This part does not apply to:

(1) A public vessel not engaged in commercial service;

(2) A vessel constructed or converted for the principal purpose of carrying flammable or combustible liquid cargo in bulk in its own tanks, when only carrying these liquid cargoes;

(3) A vessel of 15 gross tons or smaller when not engaged in carrying passengers for hire;

(4) A vessel used exclusively for pleasure;

(5) A vessel of 500 gross tons or smaller when engaged in fisheries;

(6) A tug or towing vessel except when towing another vessel having explosives, flammable liquids or flammable compressed gas on board on deck in which case the tug or towing vessel shall make such provisions to guard against and extinguish fire as the Coast Guard may prescribe; or

(7) A cable vessel, dredge, elevator vessel fireboat, icebreaker, pile driver, pilot boat, welding vessel, salvage vessel, or wrecking vessel.

§§ 146.02-3, 146.02-4 [Removed]

8. Sections 146.02-3 and 146.02-4 are deleted.

9. Section 146.02-5 is revised to read as follows:

§ 146.02-5 Responsibility for compliance.

Unless this part specifically provides that another person must perform a duty, each carrier, including a connecting carrier, shall comply with all applicable regulations in this part, and shall thoroughly instruct his employees in relation thereto.

10. Section 146.02-6 is revised to read as follows:

§ 146.02-6 Enforcement.

(a) An enforcement officer of the U.S. Coast Guard may at any time and at any place, within the jurisdiction of the United States, board any vessel for the purpose of enforcement of this part.

(b) Under the authority of 46 U.S. Code 170(13) and in the manner provided therein, a collector of customs may detain a vessel which is in violation of this part.

11. Section 146.02-6a is revised to read as follows:

§ 146.02-6a Assignment and certification.

(a) The National Cargo Bureau, Inc., is authorized to assist the Coast Guard in administering this part with respect to the following:

(1) Inspection of vessels for suitability for loading military explosives;

(2) Examination of stowage of military explosives;

(3) Making recommendations for stowage requirements of military explosives; and

(4) Issuance of certificates of loading setting forth that the stowage of military explosives is in accordance with the requirements of 46 U.S.C. 170 and this part.

(b) A certificate of loading issued by the National Cargo Bureau, Inc., may be accepted by the Coast Guard as prima facie evidence that the cargo is stowed in conformity with the requirements of 46 U.S.C. 170 and this part.

§§ 146.02-7 through 146.02-11 [Removed]

12. Sections 146.02-7 through 146.02-11 are deleted.

13. Section 146.02-12 is revised to read as follows:

§ 146.02-12 Inspection of cargo.

(a) *Manned vessels.* (1) The master of a vessel transporting military explosives shall cause an inspection of each hold or compartment containing military explosives to be made after stowage is complete, and at least once every 24 hours thereafter, weather permitting, in order to ensure that the cargo is in a safe condition and that no damage caused by shifting, spontaneous heating, leaking, sifting, wetting, or other cause has been sustained by the vessel or its cargo since loading and stowage. This requirement does not require freight containers or individual barges to be opened. A vessel's holds equipped with smoke or fire detecting systems, having an automatic monitoring capability, need not be inspected except after stowage is complete and after periods of heavy weather.

(2) The master shall cause an entry to be made in the vessel's deck log book for each inspection of the stowage of military explosives performed.

(b) *Unmanned and magazine vessels.* An inspection of the cargo must be made after stowage has been completed to ensure that stowage has been accomplished properly and that there are no visible signs of damage to any packages or evidence of heating, leaking, or sifting. This inspection must be made by the individual who is responsible to the carrier and who is in charge of loading and stowing the cargo on the unmanned vessels or the individual in charge in the case of a magazine vessel.

(c) The master of each ocean-going vessel carrying military explosives shall, immediately prior to entering a port in the United States, cause an inspection of that cargo to be made.

(d) When inspecting a cargo of military explosives capable of evolving flammable vapors, any artificial means of illumination must be of an explosion-proof type.

14. Section 146.02-14 is revised to read as follows:

§ 146.02-14 Acceptance of damaged or leaking packages.

A carrier may not transport by vessel any package that is so damaged as to permit the escape of its contents, that appears to have leaked, or that gives evidence of failure to properly contain the contents unless it is restored or repaired to the satisfaction of the master of the vessel.

15. Section 146.02-15 is revised to read as follows:

§ 146.02-15 Emergency situations.

(a) When an accident occurs on board a vessel involving military explosives, and the safety of the vessel, its passengers or crew are endangered, the master shall adopt such procedures as will, in his judgment, provide maximum safety for the vessel and its crew. When the accident results in damaged packages or the emergency use of unauthorized packagings, these packages may not be offered to any forwarding carrier for transportation. The master shall notify the nearest District Commander, U.S. Coast Guard, and request instructions for disposition of the packages.

(b) Military explosives may be jettisoned only if the master believes this action necessary to prevent or substantially reduce a hazard to human life or reduce a substantial hazard to property.

16. Section 146.02-16 is revised to read as follows:

§ 146.02-16 Rejections of shipments in violation.

(a) A carrier may not knowingly transport by vessel any military explosive offered under a false or deceptive name, marking, invoice, shipping paper or other declaration, or without the shipper furnishing written information about the true nature of the material at the time of delivery.

(b) If a shipment in violation is found in transit, the master of the vessel shall adopt procedures which in his judgment provide maximum safety to the vessel, its passengers and its crew and which are in compliance with § 146.02-15. If the vessel is in port, the material may not be delivered to any party, and the master shall immediately notify the nearest District Commander and request instructions for disposition of the material.

§§ 146.02–17 through 146.02–19 [Removed]

17. Sections 146.02.17 through 146.02–19 are deleted.

18. Section 146.02–20 is revised to read as follows:

§ 146.02–20 Repairs involving welding or burning.

(a) Except as provided in paragraph (b) of this section, repairs or work involving welding or burning, or the use of power-actuated tools or appliances which may produce intense heat may not be undertaken on any vessel having military explosives on board as cargo.

(b) Paragraph (a) of this section does not apply if the repairs or work are approved by the local Coast Guard Captain of the Port or his authorized representative.

§ 146.02–21 [Removed]

19. Section 146.02–21 is deleted.

20. Section 146.02–22 is revised to read as follows:

§ 146.02–22 Preservation of records.

(a) When this part requires shipping orders, manifest, cargo lists, stowage plans, reports, or any other papers, documents or similar records to be prepared, the carrier shall preserve them or copies of them in his place of business or office in the United States for a period of one year after their preparation.

(b) Any record required to be preserved must be made available upon request to an authorized representative of the U.S. Coast Guard.

21. Sections 146.02–25 is revised to read as follows:

§ 146.02–25 Exemptions and Alternative Stowage Procedures.

(a) Procedures whereby persons subject to the requirements of this part may obtain administrative relief therefrom on the basis of equivalent levels of safety or levels of safety consistent with the public interest are set forth in 49 CFR Part 107, Subpart B.

(b) When a military explosive is to be loaded on board a vessel and it is shown to the satisfaction of the Captain of the Port for the place where the vessel is being loaded that it is impracticable to comply with a stowage location, handling, or stowage reuqirement prescribed in this part, the Captain of the Port may authorize in writing the use of an alternative stowage location or method of handling or stowage subject to such conditions as he finds will ensure a level of safety at least equivalent to that afforded by the regulatory requirement concerned.

§ 146.02–30 [Removed]

22. Section 146.02–30 is deleted.

23. Section 146.02–35 is revised to read as follows:

§ 146.02–35 Situation requiring report.

(a) When a fire or other hazardous condition exists on a vessel transporting military explosives, the master shall notify the nearest District Commander as soon as possible and shall comply with any instructions given by the District Commander.

(b) When an incident occurs during transportation in which military explosives are involved, Hazardous Materials Incident Reports may be required. See 49 CFR 171.15 and 171.16.

(c) If a package, container, portable tank, highway or railroad vehicle containing military explosives is jettisoned or lost, the master shall notify the nearest District Commander as soon as possible of the location, quantity, and type of explosives.

Subparts 146.03 and 146.04 [Removed]

24. Subparts 146.03 and 146.04 are deleted.

25. Section 146.05–1 is revised to read as follows:

§ 146.05–1 General requirements.

(a) No person may offer military explosives for transportation on board a vessel unless they are properly classed, described, packaged, marked, labeled, and in the condition for shipment required by this part.

(b) A shipment of military explosives that is not prepared for shipment in accordance with this part may not be offered for transportation on board a vessel. It is the duty of each person who offers military explosives for transportation to instruct each of his officers, agents, and employees having any responsibility for preparing military explosives for shipment as to applicable regulations in this part.

(c) Methods of container manufacture, packing, and storage, that affect safety in transportation, must be open to inspection by a duly authorized representative of the initial carrier or a representative of the U.S. Coast Guard.

§ 146.05–2 [Removed]

26. Section 146.05–2 is deleted.

27. Section 146.05–3 is revised to read as follows:

§ 146.05–3 Prohibited packaging.

(a) No person may offer for transportation on board a vessel any military explosives in an outside packaging which also contains any substance likely to cause a dangerous evolution of heat or gas or produce corrosive materials.

(b) No person may offer for transportation on board a vessel any military explosives which under conditions normally incident to transportation may polymerize (combines or react with itself) or decompose so as to cause dangerous evolution of heat or gas, unless they are properly stabilized or inhibited. Refrigeration may be used as a means of stabilization only when approved by the Commandant (GMHM).

§§ 146.05–4 through 146.05–10a [Removed]

28. Sections 146.05–4 through 146.05–10a are deleted.

29. Section 146.05–11 is revised to read as follows:

§ 146.05–11 Shipper's certification.

Each person who offers military explosives for transportation on board a vessel shall certify in writing that the explosives are being presented for transportation in accordance with this part by printing (manually or mechanically) the following statement on the shipping paper containing the required shipping description:

This is to certify that the above-named materials are properly classified, described, packaged, marked and labeled and are in proper condition for transportation according to the applicable regulations of the Department of Transportation.

NOTE.—Preprinted certificates complying with 49 CFR 173.430(a) in effect on June 30, 1976, may be used through June 30, 1979. After June 30, 1979, use of the certificate required by this section is mandatory.

30. Section 146.05–12 is revised to read as follows:

§ 146.05–12 Shipping papers.

(a) A carrier may not transport military explosives on board a vessel unless the explosives are properly described on the shipping papers in the manner prescribed in 49 CFR, Part 172, Subpart C.

(b) A carrier may not transport military explosives on board a vessel unless it has been certified by the shipper in accordance with § 146.05–11.

§§ 146.05–13, 146.05–14 [Removed]

31. Sections 146.05–13 and 146.05–14 are deleted.

32. Section 146.05–15 is revised to read as follows:

§ 146.05–15 Marking and labeling.

Each package of military explosives offered for transportation on board a vessel must be marked and labeled in accordance with 49 CFR, Part 172, Subparts D and E respectively.

§§ 146.05–16, 146.05–17 [Removed]

33. Sections 146.05–16 and 146.05–17 are deleted.

Subparts 146.06, 146.07, and 146.08 [Removed]

34. Subparts 146.06, 146.07 and 146.08 are deleted.

§§ 146.09–1 through 146.09–6 [Removed]

35. Sections 146.09–1 through 146.09–6 are deleted.

36. Section 146.09–11 is revised to read as follows:

§ 146.09–11 Requirements of equipment for handling explosives.

(a) A chute for loading and unloading explosives must be constructed of smooth planed boards not less than one-inch thick with side guards of the same material at least 4 inches high. Only brass screws may be used to assemble the sides and bottom. D-shaped wooden strips or runners not more than six inches apart and running the length of the chute must be fastened to the upper surface of the slide by glue and wooden dowels extended through the bottom of the chute. Four

lashing rings must be provided, one at each outside corner of the chute, for purposes of securing during use.

(b) A roller conveyor constructed of aluminum or other non-sparking material may be used for loading or unloading explosives. The conveyor must be grounded when in use.

(c) A powered conveyor may be used only after the design, construction, and specifications have been approved by the Commandant (GMHM).

§ 146.09–12 [Removed]

37. Section 146.09–12 is deleted.

38. Section 146.09–15 is revised to read as follows:

§ 146.09–15 Use of power-operated industrial trucks on board vessels.

(a) A power-operated truck (including a power-operated tractor, forklift, or other specialized truck used for cargo handling) may not be used on board a vessel in a space containing military explosives unless the truck complies with the requirements of this section.

(b) Each truck must have a specific designation of Underwriter's Laboratories or Factory Mutual Laboratories. Any repair or alteration to a truck must be equivalent to that required on the original designation.

(c) *Description of designations.* The recognized testing laboratory type designations are as follows:

(1) An "E" designated unit is an electrically-powered unit that has minimum acceptable safeguards against inherent fire hazards.

(2) An "EE" designated unit is an electrically-powered unit that has, in addition to all the requirements for the "E" unit, the electric motor and all other electrical equipment completely enclosed.

(3) An "EX" designated unit is an electrically-powered unit that differs from the "E" and "EE" units in that the electrical fittings and equipment are so designed, constructed, and assembled that the unit may be used in certain atmospheres containing flammable vapors or dusts.

(4) A "G" designated unit is a gasoline-powered unit having minimum acceptable safeguards against inherent fire hazards.

(5) A "GS" designated unit is a gasoline-powered unit that is provided with additional safeguards to the exhaust, fuel, and electrical systems.

(6) An "LP" designated unit is similar to a "G" unit except that it is powered by liquefied petroleum gas instead of gasoline.

(7) An "LPS" designated unit is a unit similar to a "GS" unit except that liquefied petroleum gas is used for fuel instead of gasoline.

(8) A "D" designated unit is a unit similar to a "G" unit except that it is powered by a diesel engine instead of a gasoline engine.

(9) A "DS" designated unit is a unit powered by a diesel engine provided with additional safeguards to the exhaust, fuel, and electrical systems.

(d) *Explosives.* A truck may not be used in a hold or compartment containing explosives unless its use is approved by the Commandant (GMHM). In a space in which packaged small arms ammunition without explosive bullets is stowed, an approved power-operated industrial truck (except "E", "G", or "LP") may not be used unless its use is approved by the Captain of the Port when the truck is to be so used.

(e) [Reserved]

(f) *Minimum safety features.* In addition to the construction and design safety features required, each truck must have at least the following minimum safety features:

(1) The truck must be equipped with a warning horn, whistle, gong, or other device that may be heard clearly above normal shipboard noises.

(2) When the truck operation may expose the operator to danger from a falling object, the truck must be equipped with a driver's overhead guard, when the overall height of the truck with forks in the lowered position is limited by headroom the overhead guard may be omitted. This overhead guard is only intended to offer protection from impact of small packages, boxes, bagged material, or similar hazards.

(3) A fork lift truck which handles small objects or unstable loads must be equipped with a load backrest extension having height, width, and strength sufficient to prevent any load, or part of it, from falling toward the mast is in a position of maximum backward tilt. It must be constructed in a manner that does not interfere with good visibility.

(4) The forks on a fork lift truck must be secured to the carriage so as to prevent any unintentional lifting of the toe which could create a hazard. The forks may not display permanent deformation when subjected to a test load of three times the rated capacity.

(5) Each fork extension or other attachment must be secured to prevent unintentional lifting or displacement on primary forks.

(6) Tires extending beyond the confines of the truck shall be provided with a guard to prevent the tires from throwing particles at the operator.

(7) Unless the steering mechanism is a type that prevents road reactions from causing the steering handwheel to spin, a mushroom type steering knob must be used to engage the palm of the operator's hand, or the steering mechanism must be arranged in some other manner to prevent injury. The knob must be mounted within the perimeter of the wheel.

(8) All steering controls must be confined within the clearance of the truck or guarded so that movement of the controls will not result in injury to the operator when passing stanchions, obstructions or other.

(g) *Special operating conditions.* (1) A truck may not be used on board a vessel unless prior notification of its use is given to the master or senior deck officer on board.

(2) Before a truck is operated on board a vessel, it must be in a safe operating condition as determined by the master or senior deck officer on board.

(3) Any truck that emits sparks or flames from the exhaust system must immediately be removed from service and may not be returned to service until the cause of these sparks or flames has been eliminated.

(4) A truck may not be operated on board a vessel when the temperature of any part of the truck is found to be in excess of a safe operating temperature.

(5) All truck motors must be shut off immediately when an emergency condition arises on board a vessel.

(6) All truck motors must be shut off immediately when a breakage or leakage of packages containing flammable liquids or gases, flammable solids, oxidizers, or organic peroxides occurs or is discovered.

(7) The rated capacity of the truck must be posted on the truck at all times in a conspicuous place. This capacity may not be exceeded.

(8) At least one Coast Guard approved marine type size 1 Type B, or UL approved 5BC portable fire extinguisher, or its approved equivalent, must be affixed to the truck in a readily accessible position or must be kept in close proximity, available for immediate use.

(9) The vessel's fire fighting equipment, both fixed (where installed) and portable, must be kept ready for immediate use in the vicinity of the space being worked.

(h) *Refueling.* (1) A truck using gasoline as fuel may not be refueled in the hold or on the weather deck of a vessel unless a portable non-spilling fuel handling system of not over five gallons capacity is used. Gasoline may not be transferred to a portable non-spilling fuel handling device on board the vessel.

(2) A truck using liquefied petroleum gas as fuel may not be refueled in the hold or on the weather deck of a vessel unless it is fitted with a removable tank and the hand-operated shutoff valve of the depleted tank is closed. In addition, the motor must be run until it stalls from lack of fuel and then the hand-operated shutoff valve closed before the quick disconnect fitting to the fuel tank is disconnected.

(3) A truck using diesel oil as fuel may not be refueled on the weather deck or in the hold of a vessel unless a portable container of not over a five gallon capacity is used. A truck may be refueled or a portable container may be refilled from a larger container of diesel fuel on the weather deck of a vessel if a suitable pump is used for the transfer operation and a drip pan of adequate size is used to prevent any dripping of fuel on the deck.

(4) Refueling must be performed under the direct supervision of an experienced and responsible person specifically designated for this duty by the person in

charge of the loading or unloading of the vessel.

(5) Refueling may not be undertaken with less than two persons specifically assigned and present for the complete operation, at least one of whom must be experienced in using the portable fire extinguishers required in the fuel area.

(6) At least one Coast Guard approved marine type size 1 Type B or UL approved 5BC portable fire extinguisher or its approved equivalent, must be provided in the fueling area. This is an addition to the extinguisher required by paragraph (g)(8) of this section.

(7) The location for refueling trucks must be designated by the master or senior deck officer on board the vessel. "NO SMOKING" signs must be conspicuously posted in the area.

(8) The location designated for refueling must be adequately ventilated to insure against accumulation of any hazardous concentration of vapors. When a truck is being refueled, the ventilation requirements of § 146.09–16 apply.

(9) Before any truck in a hold is refueled or before any fuel handling device or unmounted liquefied petroleum gas cylinder is placed in a hold, the motors of all trucks in the same hold must be stopped.

(10) All fuel handling devices and unmounted liquefied petroleum gas containers must be removed from a hold before any truck motor is started and the trucks are placed in operation in that hold.

(i) *Replacing batteries.* Batteries for electrically powered trucks and for the ignition systems of internal combustion powered trucks may be changed in the hold of a vessel subject to the following conditions:

(1) Only suitable handling equipment may be employed.

(2) Adequate precautions must be taken to avoid damage to the battery, short circuiting of the battery, and spillage of the electrolyte.

(j) *Charging of batteries.* Batteries of industrial trucks may be recharged in a hold of a vessel subject to the following conditions:

(1) The batteries must be housed in a suitable, ventilated, portable metal container with a suitable outlet at the top for connection of a portable air hose, or must be placed directly beneath a suitable outlet at the top for connection of a portable air hose. The air hose must be permanently connected to an exhaust duct leading to the open deck and terminate in a gooseneck or other suitable weather head. If natural ventilation is not practicable or adequate, mechanical means of exhaust must be employed in conjunction with the duct. The air outlet on the battery container must be equipped with an interlock switch so arranged that the charging of the battery cannot take place unless the air hose is properly connected to the box.

(2) If mechanical ventilation is used, an additional interlock must be provided between the fan and the charging circuit so that the fan must be in operation in order to complete the charging circuit for operation. It is preferable that this interlock switch be of a centrifugal type driven by the fan shaft.

(3) The hold may not contain any hazardous materials.

(4) The charging facilities may be part of the truck equipment or may be separate from the truck and located inside or outside the cargo hold. The power supply or charging circuit (whichever method is used) must be connected to the truck by a portable plug connection of the break-away type. This portable plug must be so engaged with the truck battery charging outlet that any movement of the truck away from the charging station will break the connection between the plug and receptacle without exposing any live parts to contact with a conducting surface or object and without the plug falling to the deck where it may become subject to damage.

(5) All unmounted batteries must be suitably protected or removed from an area in the hold of the vessel before any truck is operated in that area.

(k) *Stowage of power-operated industrial trucks on board a vessel.* (1) Trucks may be stowed in any location on board a vessel subject to the following conditions:

(i) Each gasoline-powered truck must have all the fuel expended from the fuel system.

(ii) Each liquefied petroleum gas-operated truck must have the fuel tank removed and all the fuel expended from the fuel system.

(2) Any truck not meeting the conditions set forth in paragraph (k)(1) of this section must be stowed on the open deck except for intervals such as lunch hours, between work shifts, and interdock and intraport movements. If a truck is stowed in a fixed metal enclosure located on or above the weather deck, this enclosure must have access from the weather deck only and must have adequate ventilation arranged to remove vapors from both the upper and lower portions of the space.

(l) *Packaging and stowage of fuel on board a vessel.* (1) Packaging. Flammable liquids and gases to be used as fuels for trucks must be packaged in DOT specification containers, A.S.M.E. containers, or portable safety containers approved by a recognized testing laboratory and authorized for the contents.

(2) Marking and labeling. The appropriate DOT label must be affixed to each container of flammable liquid or flammable gas.

(3) Stowage. Each container must be stowed on or above the weather deck as designated by the master. However, a DOT specification container, A.S.M.E. container, or portable safety container having a capacity of five gallons or less and approved by a recognized testing laboratory may be stowed below deck in a paint locker and diesel fuel may be stowed in any location designated by the master.

39. A new § 146.09–16 is added to read as follows:

§ 146.09–16 Spaces exposed to carbon monoxide or other hazardous vapors.

When military explosives are transported by vessel in an enclosed space which is exposed to carbon monoxide or other hazardous vapors from exhausts of power-operated industrial trucks or other mechanized equipment, the space must be provided with adequate ventilation to prevent the accumulation of dangerous vapors. The senior deck officer shall insure that a test of the carbon monoxide content of the atmosphere is made as frequently as conditions require to detect the presence of any dangerous concentration of vapors in areas where persons may be working. The test must be made by a person acquainted with the test equipment and procedure. The carbon monoxide concentration in any hold or intermediate deck where any person is working may not exceed 50 parts per million (0.005 percent) as a time weighted average. Persons may not be permitted to remain in any hold or intermediate deck where the concentration exceeds 75 parts per million (0.0075 percent). Portable blowers of adequate size and location may be used to remove any vapors not removed by installed ventilation systems.

Subparts 146.10 and 146.19 [Removed]

40. Subparts 146.10 and 146.19 are deleted.

§ 146.20–9 [Amended]

41. In § 146.20–9, Note 1, the reference to "§ 146.22–3(a)" is changed to read "49 CFR 173.89(g)" both times it appears.

42. Section 146.20–13 is revised to read as follows:

§ 146.20–13 New explosives, definitions; approval and notification.

(a) As used in this section, "new explosive" means an explosive compound, mixture or device, produced by a person who:

(1) Has not previously produced that explosive compound, mixture or device; or

(2) Has previously produced the explosive compound, mixture or device, but has made a change in the formulation, design, process or production equipment. An explosive compound, mixture or device will not be considered a "new explosive" if an agency listed in paragraph (b) of this section has determined and confirmed in writing to the Office of Hazardous Materials Operations (OHMO), Department of Transportation, that there are no significant differences in hazard characteristics relative to the explosive compound, mixture or device previously approved.

(b) No person may offer a new explosive for transportation unless it has been examined, classed, and approved by one of the following agencies:

(1) Bureau of Explosives;

(2) The U.S. Energy Research and Development Administration (ERDA) for new explosives made by, or under the direction or supervision of ERDA, when tested in accordance with the Explosives Hazard Classification Procedures con-

tained in DOD TB 700-2 (May 19, 1967), or

(3) U.S. Army Material Development and Readiness Command (DRCFS), Naval Sea Systems Command (NAVSEA 04H), or HQUSAF (IGD/SEV) for new explosives made by, or under the direction or supervision of the Department of Defense when tested in accordance with the Explosives Hazard Classification Procedures contained in DOD TB 700-2 (May 19, 1967), (NAVORDIMST 8020.3 to 11A-1-47, DSAR 8220.1).

(c) Except as provided in paragraphs (d) and (e) of this section, each person who offers a new explosive for transportation, other than a new DOD explosive covered by a security classification, must file a copy of the approval for the new explosive accompanied by a supporting laboratory report of equivalent data with OHMO before offering the new explosive for transportation.

(d) Notwithstanding paragraph (b) of this section, any person may offer a sample of a new explosive that has not been approved for transportation by railroad, highway, or vessel to a laboratory for examination and approval if:

(1) The new explosive has been assigned a tentative shipping description and class in writing by one of the agencies listed in paragraph (b) of this section;

(2) The sample consists of no more than five pounds of the new explosive;

(3) The new explosive is packaged as required in this part according to the tentative description and class assigned unless otherwise specified in writing by one of the agencies listed in paragraph (b) of this section, and

(4) The package is labeled as required by this subchapter and the following is marked on the package:

(i) The words "SAMPLE FOR LABORATORY EXAMINATION";

(ii) The net weight of the new explosive, and

(iii) The tentative shipping description.

(e) Notwithstanding paragraph (b) of this section, a manufacturer of a new explosive that has not been examined or approved may transport that new explosive from where it was produced to an explosive testing facility if:

(1) The new explosive is not a forbidden explosive or an initiating explosive according to this part;

(2) If the new explosive is a compound or mixture, it must be described as high explosive or high explosive, liquid, as appropriate (other than when contained in a device) and packed, marked, labeled, and described on the shipping paper as required by this part;

(3) If the new explosive is a device, it must be assigned a tentative description and class by the owner and packed, marked, labeled, and described on the shipping paper as required by this part based on its tentative description and class.

(4) The new explosive is transported in a motor vehicle operated by the owner of the explosive, and

(5) The new explosive is accompanied by a person, in addition to the driver of the motor vehicle, who is qualified by training and experience to handle the explosive.

§§ 146.20-15 through 146.20-51 [Removed]

43. Sections 146.20-15 through 146.20-51 are deleted.

44. Section 146.20-53 is revised to read as follows:

§ 146.20-53 Magazine vessels.

(a) General. The requirements of this section are applicable to magazine vessels and are in addition to any prescribed elsewhere in this part.

(b) Type vessel authorized. A single deck vessel with or without a house on deck is the only type vessel that may be used as a magazine vessel. A magazine vessel may not be moved while explosives are on board.

(c) Location of explosives. Class A and Class B explosives in excess of 5,000 pounds stored in any magazine vessel must be stowed below deck. No explosive may be stowed on deck unless the vessel is fitted with a deck house having a stowage area which meets the requirements in this subpart for the stowage of explosives. Quantities of blasting caps in excess of 1,000 may not be stored on the same magazine vessel with Class A or Class B explosives.

(d) Explosives storage spaces. Any compartment on a magazine vessel used for the stowage of explosives must be completely ceiled with wood so as to provide a smooth interior surface. Each metal stanchion in the compartment must be boxed in the same manner. An overhead ceiling is not required when the overdeck is weathertight. All nail and bolt heads must be countersunk and any exposed metal must be covered with wood.

(e) Primers and blasting caps. No initiating or priming explosive may be stowed in the same compartment with any other explosive when there is any high explosive on the same magazine vessel. Blasting caps must be stowed at least 25 feet from any bulkhead forming a boundary of a compartment containing any other explosives.

(f) Dry storage spaces. A magazine vessel having a dry storage space capable of being used for any purpose whatsoever must have a cofferdam at least 24 inches wide fitted between the dry storage space and each adjacent compartment containing explosives. The cofferdam must be constructed of wood or steel, formed by two tight athwartship bulkheads extending from the skin of the vessel to the overdeck. If the cofferdam extends to the weather deck, a watertight hatch must be fitted in the deck to provide access to the cofferdam.

(g) Lighting. Non-sparking, battery-powered, self-contained electric lanterns or non-sparking hand flashlights are the only means of artificial light authorized.

(h) Living quarters. Living quarters must be fitted on the inside with asbestos board or other equivalent fire resistant material. Bracketed ship's lamps are the only lighting fixtures authorized to be used in the living quarters. Any stove used for heating or cooking must be securely fastened and may not be mounted closer than 6 inches to the deck or sides of the house. Any smoke pipe for the stove which passes through the roof of the house must be kept at least 3 inches away from any woodwork. Each smoke pipe must be protected by a layer of asbestos, an air space of a least 1 inch, and a metal collar of at least 16 gauge sheets secured only on the weather side of the roof. There may be no opening from any living quarters into any stowage compartment.

(i) Storage of other hazardous materials. Magazine vessels having explosives on board may not be used for the storage of any other hazardous material.

(j) Magazine vessel's stores. Articles for use as stores on board any magazine vessel must be in compliance with the requirements of Part 147 of this title.

(k) Matches. Safety matches requiring a prepared surface for ignition are the only type of matches authorized for use on board a magazine vessel. They must be kept in a metal box or can with a metal cover and stored in the custodian's living quarters.

(l) Firearms. Firearms and ammunition (other than cargo) are not permitted on board a magazine vessel.

(m) Fire extinguishing equipment. No explosive may be received, stored, or dispensed from any magazine vessel, unless four 2½-gallon extinguishers of the soda-acid type and four 2-gallon pails filled with dry sand are placed about the vessel. The contents of each liquid extinguisher continuously exposed to a temperature lower than 40 degrees F. (45 degrees C.) must be modified or otherwise protected to prevent freezing.

(n) Supervision. A magazine vessel containing explosives must be continuously attended by a custodian employed for that purpose by the vessel's owner.

(o) Unauthorized persons on magazine vessels. The custodian of a magazine vessel shall prevent unauthorized persons from coming on board unless it is necessary to abate a hazard to human life or a substantial hazard to property.

(p) Repacking of explosives on board. No explosive may be repacked on board a magazine vessel. Any broken or damaged package must be placed in an open box and carried to a safe location for repacking or other disposition.

(q) Work boat. Each magazine vessel must be equipped with a work boat.

(r) Life preservers. One approved personal flotation device must be available for each person employed on a magazine vessel.

(s) Fenders. Each magazine vessel must be fitted with fenders in sufficient number and size to prevent any vessel tieing up alongside from coming in contact with the hull.

§§ 146.20-55 through 146.20-300 [Removed]

45. Sections 146.20-55 through 146.20-300 are deleted.

Subparts 146.21 through 146.28 [Removed]

46. Subparts 146.21 through 146.28 are deleted.

47. Section 146.29–3 is revised to read as follows:

§ 146.29–3 Relationship to other regulations.

(a) Commercial shipments of explosives shall be conducted in accordance with 49 CFR Parts 171–189.

(b) Where reference is made to other hazardous materials in this subpart, the regulations in 49 CFR Parts 171–189 apply.

§ 146.29–5 [Removed]

48. Section 146.29–5 is deleted.

§ 146.29–11 [Amended]

49. In § 146.29–11(b), the reference to "46 CFR 146.20 through 146.27" is changed to read "49 CFR Parts 171–189".

50. Section 146.29–11(c)(17) is revised to read as follows:

§ 146.29–11 Definitions and abbreviations.

* * * * *

(c) * * *

* * * * *

(17) *Definition of other hazardous materials.* The definitions of other hazardous materials are in 49 CFR Parts 171–189.

* * * * *

51. In § 146.29–14, paragraphs (a), (c)(3), (5), (7) and (d) are revised to read as follows:

§ 146.29–14 Dangerous cargo manifest, list or stowage plan.

(a) The master of a vessel transporting military explosives shall prepare a dangerous cargo manifest, list or stowage plan. This document must be kept in a designated holder, on or near the vessel's bridge while the vessel is in the navigable waters of the United States.

* * * * *

(c) * * *

(3) True shipping name of all military explosives as specified in § 146.29–100. Noun descriptions must be used.

* * * * *

(5) Classification of the military explosives as specified in § 146.29–100.

* * * * *

(7) The stowage location of the explosives on board the vessel.

* * * * *

(d) When military explosives are transported on board a vessel which is transporting other hazardous materials, the manifest list or stowage plan required by this section may be incorporated in the one required by 49 CFR 176.30.

* * * * *

§ 146.29–49 [Amended]

52. In § 146.29–49(a), the reference to "§§ 146.10–1 to 146.10–5, inclusive" is changed to read "49 CFR 176.95 through 176.99".

53. In § 146.29–49(b), the reference to "§ 146.10–50" is changed to read "49 CFR 176.98".

§ 146.29–59 [Amended]

54. In § 146.29–59(a)(3), the reference to "§§ 146.21–1 to 146.21–100, inclusive" is changed to read "49 CFR Part 176".

55. In § 146.29–59(b), the words "or oxidizing materials" are changed to read "oxidizing materials, or organic peroxides" each time they appear.

56. In § 146.29–59(d), the reference to "§§ 146.23–1 to 146.23–100, inclusive" is changed to read "49 CFR Part 176".

57. In § 146.29–59(d)(3), the reference to "§§ 146.24–1 to 146.24–100, inclusive" is changed to read "49 CFR Part 176".

58. In § 146.29–59(g)(3), the words *"Class 'C' (tear gas)"* and "Class C poisons" are changed to read *"Irritating materials"* and "irritating materials" respectively.

59. In § 146.29–59(h), the words *"Hazardous articles"* and "hazardous articles" are changed to read *"Other regulated materials (ORM)"* and "other regulated materials (ORM)" respectively.

60. In § 146.29–59(k), the words "or oxidizing materials" and "hazardous articles" are changed to read "oxidizing materials, or organic perioxides" and "other regulated materials (ORM)" respectively.

§ 146.29–90 [Amended]

61. In § 146.29–90(f), the reference to "§§ 146.04–5 and 146.29–100" is changed to read "§ 146.29–100".

§ 146.29–99 [Amended]

62. In § 146.29–99, Chart A, under the column headed DOT Class, the words "Pois. C" are changed to read "Irritating materials".

Subpart 146.30 [Removed]

63. Subpart 146.30 is deleted.

Issued in Washington, D.C., on June 30, 1976.

JAMES T. CURTIS, Jr.,
Director,
Materials Transportation Bureau.

[FR Doc.76–19642 Filed 7–7–76;8:45 am]

federal register

THURSDAY, JULY 8, 1976

PART III:

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

■

ADVISORY CIRCULARS AND STATUS OF FEDERAL AVIATION REGULATIONS

Revised Checklist

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[AC 00-2HH—Effective May 15, 1976]

ADVISORY CIRCULAR CHECKLIST AND STATUS OF FEDERAL AVIATION REGULATIONS

1. *Purpose.* This notice contains the revised checklist of current FAA advisory circulars and the status of Federal Aviation Regulations as of May 15, 1976.

2. *Explanation.* The FAA issues advisory circulars to inform the aviation public in a systematic way of nonregulatory material of interest. Unless incorporated into a regulation by reference, the contents of an advisory circular are not binding on the public. Advisory circulars are issued in a numbered-subject system corresponding to the subject areas of the Federal Aviation Regulations (14 CFR Ch. I). This checklist is issued triannually to list all current advisory circulars and also includes a checklist showing the status of the Federal Aviation Regulations.

3. *The Circular Numbering System.*

a. *General.* The advisory circular numbers relate to the FAR subchapter titles and correspond to the Parts, and when appropriate, to the specific sections of the Federal Aviation Regulations. Circulars of a general nature bear a number corresponding to the number of the general subject (subchapter) in the FAR's. A general subject number is used *only* when a circular covers more than one Part.

b. *General subject numbers.* The general subject matter areas and related numbers are as follows:

General Subject Number and Subject Matter

00	General.
10	Procedural.
20	Aircraft.
60	Airmen.
70	Airspace.
90	Air Traffic Control and General Operations.
120	Air Carrier and Commercial Operators and Helicopters.
140	Schools and Other Certified Agencies.
150	Airports.
170	Air Navigational Facilities.
180	Administrative.
210	Flight Information.

Within the General Subject Number Areas, specific selectivity in advisory circular mail lists is available corresponding to the applicable FAR Parts. For example; under the 60 general subject area, separate mail lists for advisory circulars issued in the 61, 63, 65, or 67 series are available.

c. *Breakdown of subject numbers.* When the volume of circulars in a series warrants a subsubject breakdown, the general number is followed by a slash and a subsubject number. Material in the 150 series, Airports, is issued under the following subsubjects:

Number and Subject

150/1900	Defense Readiness Program.
150/4000	Resource Management.
150/5000	Airport Planning.
150/5100	Federal-aid Airport Program.
150/5150	Surplus Airport Property Conveyance Programs.
150/5190	Airport Compliance Program.
150/5200	Airport Safety—General.
150/5210	Airport Safety Operations (Recommended Training, Standards, Manning).
150/5220	Airport Safety Equipment and Facilities.
150/5230	Airport Ground Safety System.
150/5240	Civil Airports Emergency Preparedness.
150/5300	Design, Construction, and Maintenance—General.
150/5320	Airport Design.
150/5325	Influence of Aircraft Performance on Aircraft Design.
150/5335	Runway, Taxiway, and Apron Characteristics.
150/5340	Airport Visual Aids.
150/5345	Airport Lighting Equipment.
150/5360	Airport Buildings.
150/5370	Airport Construction.
150/5380	Airport Maintenance.
150/5390	Heliports.
150/5900	Planning Grant for Airports.

d. *Individual circular identification numbers.* Each circular has a subject number followed by a dash and a sequential number identifying the individual circular. This sequential number is not used again in the same subject series. Revised circulars have a letter A, B, C, etc., after the sequential number to show complete revisions. Changes to circulars have CH 1, CH 2, CH 3, etc., after the identification number on pages that have been changed. The date on a revised page is changed to the effective date of the change.

4. *The Advisory Circular Checklist.*

a. *General.* Each circular issued is listed numerically within its subject-number breakdown. The identification number (AC 120-1), the change number of the latest change, if any, to the right of the identification number, the title, and the effective date for each circular are shown. A brief explanation of the contents is given for each listing.

b. *Omitted numbers.* In some series, sequential numbers are missing. These numbers were assigned to advisory circulars still in preparation which will be issued later or were assigned to advisory circulars that have been canceled.

c. *Free and sales circulars.* This checklist contains advisory circulars that are for sale as well as those distributed free of charge by the Federal Aviation Administration. A list of circulars sold by the Superintendent of Documents is shown at the end of the numerical list of AC's. Please use care when ordering circulars to ensure that they are ordered from the proper source.

d. *Internal directives for sale.* A list of certain internal directives sold by the Superintendent of Documents is shown at the end of the checklist. These documents are not identified by advisory circular numbers, but have their own directive numbers.

5. *How to get circulars.*

a. When a price is listed after the description of a circular, it means that this circular is for sale by the Superintendent of Documents. When (Sub.) is included with the price, the advisory circular is available on a subscription basis only. After your subscription has been entered by the Superintendent of Documents, supplements or changes to the basic document will be provided automatically at no additional charge until the subscription expires. When no price is given, the circular is distributed free of charge by FAA.

b. Request free advisory circulars shown without an indicated price from:

U.S. Department of Transportation, Publications Section TAD 443.1, Washington, D.C. 20590.

c. Persons who want to be placed on FAA's mailing list for future circulars should write to:

U.S. Department of Transportation, Distribution Unit, TAD 482.3, Washington, D.C. 20590.

NOTE: Be sure to identify the subject matter numbers and titles shown in paragraph 3b because separate mailing lists are maintained for each advisory circular subject series. Checklists and circulars issued in the General series will be distributed to every addressee on each of the subject series lists. Persons requesting more than one subject classification may receive more than one copy of related circulars and this checklist because they will be included on more than one mailing list. Persons already on the distribution list for AC's will automatically receive related circulars.

d. Order advisory circulars and internal directives with purchase price given from:

Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402;

or from any of the following bookstores located throughout the United States:

GPO Bookstore, Room 102A, 2121 Building, 2121 Eighth Avenue North, Birmingham, AL 35203.

GPO Bookstore, Federal Building, Room 1015, 300 North Los Angeles Street, Los Angeles, CA 90012.

GPO Bookstore, Federal Building, Room 1023, 450 Golden Gate Avenue, San Francisco, CA 94102.

GPO Bookstore, Federal Building, U.S. Courthouse, Room 1421, 1961 Stout Street, Denver, CO 80202.

GPO Bookstore, P.O. Box 713, Pueblo, CO 81002.

GPO Bookstore, Federal Building, Room 158, 400 West Bay Street, Jacksonville, FLA 32202.

GPO Bookstore, Room 100, Federal Building, 275 Peachtree Street NE., Atlanta, GA 30303.

GPO Bookstore, Everett McKinley Dirksen Building, Room 1463, 14th Floor, 219 South Dearborn Street, Chicago, IL 60604.

GPO Bookstore, Room G25, John F. Kennedy Federal Building, Sudbury Street, Boston, MA 02203.

GPO Bookstore, Federal Office Building, Room 229, 231 W. Lafayette Blvd., Detroit, MI 48226.

GPO Bookstore, Federal Building, Room 144, 601 East 12th Street, Kansas City, MO 64106.

GPO Bookstore, Room 1356, 26 Federal Plaza, New York, NY 10007.

GPO Bookstore, Federal Office Building, 201 Cleveland Avenue SW., Canton, OH 44702.

GPO Bookstore, Federal Office Building, Room 171, 1240 East Ninth Street, Cleveland, OH 44199.

GPO Bookstore, Federal Office Bldg., Room 1214, 600 Arch St. Philadelphia, PA 19106.

GPO Bookstore, Room 1C46, Federal Building,

U.S. Courthouse, 1100 Commerce Street, Dallas, TX 75202.
GPO Bookstore, Federal Building, Room 190, 915 Second Ave., Seattle, WA 98174.
GPO Bookstore, Federal Building, Room 190, 517 E. Wisconsin Avenue, Milwaukee, WI 53202.
GPO Bookstore, 710 North Capitol Street NW., Washington, D.C. 20402.

Special Notice

Orders for subscription items can no longer be accepted by the bookstores. These orders must be placed directly with the Superintendent of Documents, Washington, D.C. 20402.

Send check or money order with your order to the Superintendent of Documents. Make the check or money order payable to the Superintendent of Documents in the amounts indicated in the list. Orders for mailing to foreign countries should include an additional 25 percent of the total price to cover handling. No c.o.d. orders are accepted.

6. *Reproduction of Advisory Circulars.* Advisory circulars may be reproduced in their entirety or in part without permission from the Federal Aviation Administration.

7. *Cancellations.* The following advisory circulars are canceled:

AC 00-2GG Advisory Circular Checklist, 1-15-76. Canceled by AC 00-2HH Advisory Circular Checklist, 5-15-76.
AC 00-17 Turbulence in Clear Air, 12-16-65. Canceled.
AC 00-35A Emergency Locator Transmitters—Operational and Maintenance Practices, 9-28-73. Canceled by AC 91-44 Emergency Locator Transmitters Operational and Maintenance Practices, 2-20-76.
AC 00-36 Inadvertent Transmissions from Emergency Locator Transmitters (ELT), 3-15-73. Canceled by AC 91-44 Emergency Locator Transmitters Operational and Maintenance Practices, 2-20-76.
*AC 00-38 Address List for Federal Aviation Administration Air Transportation Security Division, * * *, and Security Specialist Post of Duty, 8-28-73.* Canceled by AC 135-4A Aviation Security: Air Taxi Commercial Operators, 4-15-76.
AC 00-40 Emergency Locator Transmitter Regulations in FAR 91.52(a) (2), 10-3-73. Canceled by AC 91-44 Emergency Locator Transmitters Operational and Maintenance Practices, 2-20-76.
AC 00-46 Aviation Safety Reporting Program, 5-9-75. Canceled by AC 00-46A Aviation Safety Reporting Programs, 3-31-76.
AC 00-47 Emergency Locator Transmitters, 5-21-75. Canceled by AC 91-44 Emergency Locator Transmitters Operational and Maintenance Practices, 2-20-76.
AC 00-48 Announcement and Invitation—First Biennal Operations Review Conference, 10-2-75. Canceled.
AC 20-10 Approved Airplane Flight Manuals for Transport Category Airplines, 7-30-63. Canceled by AC 60-6A Airplane Flight Manuals, Approved Manual Materials, Markings, and Placards—Airplanes, 2-9-76.
AC 39-6D Announcement of Summary of Airworthiness Directives Availability, 2-11-74. Canceled by AC 39-6E Announcement of Availability of Summary of Airworthiness Directives, 2-11-76.
AC 60-6 FAA Approved Airpline Flight Manuals, Placards, Listings, Instrument Markings—Small Airplanes, 12-13-68. Canceled by AC 60-6A Airplane Flight Manuals (AFM), Approved Manual Materials, Markings, and Placards—Airplanes, 2-9-76.
AC 60-7 Statement of Additional Instruction for Retest, 1-27-72. Canceled.
AC 61-1D Aircraft Type Ratings, 5-15-72. Canceled by AC 61-1E Aircraft Type Ratings, 3-22-76.
AC 61-50 Aerial Applicator Aerodynamics Review of "Region of Reversed Command", 2-7-72. Canceled by AC 61-50A Airplane Flight Characteristics and Techniques Associated with Operation in the "Region of Reversed Command," 3-15-76.
AC 65.95-2B Handbook and Study Guide for Aviation Mechanics Inspection Authorization, 10-9-70. Canceled by AC 65-19 Inspection Authorization Study Guide, 8-21-75.
AC 121-14 Aircraft Simulator Evaluation and Approval, 12-19-69. Canceled by AC 121-14A Aircraft Simulator Evaluation and Approval, 2-9-76.
AC 135-1A Air Taxi Aircraft Weight and Balance Control, 9-26-69. Canceled by AC 135-1B Air Taxi Aircraft Weight and Balance Control, 1-19-76.
AC 135-4 Security Measures and Passenger Screening for Scheduled Air Taxi Commercial Operators, 1-22-75. Canceled by AC 135-4A Aviation Security: Air Taxi Commercial Operators (ATCOs), 4-15-76.
AC 140-1G Consolidated Listing of FAA Certificated Repair Stations, 2-27-74. Canceled by AC 140-1H Consolidated Listing of FAA Certificated Repair Stations, 2-9-76.
AC 147-2N Directory of FAA Certificated Aviation Maintenance Technician Schools, 11-4-74. Canceled by AC 147-2P Directory of FAA Certificated Aviation Maintenance Technician Schools, 2-5-76.
AC 150/5100-10 Accounting Records Guide for Airport Development Aid Program Sponsors, 5-15-72. Canceled by AC 150/5100-10A Accounting Records Guide for Airport Aid Program Sponsors, 4-13-76.
AC 150/5345-30A Specification for L-846 Electrical Wire for Lighting Circuits to be Installed in Airport Pavements, 2-3-67. Canceled by AC 150/5340-4C Chg 1 Installation Details for Runway Centerline and Touchdown Zone Lighting Systems, 11-14-75.
AC 150/5340-23 Guide for Location of Supplemental Wind Cones, 8-24-71. Canceled by AC 150/5340-23A Supplemental Wind Cones, 6-24-75.
AC 150/5345-7B Specification for L-824 Underground Electrical Cables for Airport Lighting Circuits, 3-18-71. Canceled by AC 150/5345-7C Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits, 2-4-76.

8. *Additions.* The following advisory circulars are added to the list.

AC 00-2HH Advisory Circular Checklist, 5-15-76.
AC 00-46A Aviation Safety Reporting Program, 3-31-76.
AC 00-49 FAA Aviation Review Conference, 1-16-76.
AC 00-50 Low Level Wind Shear, 4-8-76.
AC 20-7M Supplement 6, February 1976.
AC 20-7M Supplement 7, March 1976.
AC 20-7M Supplement 8, April 1976.
AC 20-7M Supplement 9, May 1976.
AC 20-92 Anti-Icing Additives to Reduce Icing Problems in Aviation Gasoline, 1-12-76.
AC 20-93 Flutter Due to Ice or Foreign Substance on or in Aircraft Control Surfaces, 1-29-76.
AC 20-94 Digital Clock Installation in Aircraft, 3-4-76.
AC 21.303-2 Availability of Listing, "Parts Manufacturer Approvals"—1975, 3-31-76.
AC 39-6E Announcement of Availability of Summary of Airworthiness Directives, 2-11-76.
AC 43-10 Mechanical Work Performed on U.S. and Canadian Registered Aircraft, 1-26-76.
AC 43-11 Reciprocating Engine Overhaul Terminology and Standards, 4-7-76.
AC 60-6A Airplane Flight Manuals (AFM), Approved Manual Materials, Markings, and Placards—Airplanes, 2-9-76.
AC 60-12 Availability of Industry Developed Guidelines for the Conduct of the Flight Review, 2-11-76.
AC 60-13 The Accident Prevention Counselor Program, 4-27-76.
AC 61-1E Aircraft Type Ratings, 3-22-76.
AC 61-50A Airplane Flight Characteristics and Techniques Associated with Operation in the "Region of Reversed Command", 3-15-76.
AC 91.79-1 Waivers of Section 91.79 of the Federal Aviation Regulations, 4-21-76.
AC 91-44 Emergency Locator Transmitters Operational and Maintenance Practices, 2-20-76.
AC 121-14A Aircraft Simulator Evaluation and Approval, 2-29-76.
AC 121-19 Aviation Security—Property Acceptance and Handling Procedures—Indirect Air Carriers, 3-17-76.
AC 121-20 Aviation Security: Supplemental Air Carriers, 3-17-76.
AC 135-1B Air Taxi Aircraft Weight and Balance Control, 1-19-76.
AC 135-4A Aviation Security: Air Taxi Commercial Operators, 4-15-76.
AC 140-1H Consolidated Listing of FAA Certificated Repair Stations, 2-9-76.
AC 145-2 Repair Station Limited Ratings Beech 18 Series Aircraft, 4-21-76.
AC 147-2P Directory of FAA Certificated Aviation Maintenance Technician Schools, 2-5-76.
AC 150/5100-10A Accounting Records Guide for Airport Aid Program Sponsors, 4-13-76.
AC 150/5200-22 Announcement of Availability of the ICAO Airport Services Manual, DOC-9137-AN/898, Part 3, Bird Control and Reduction, 3-16-76.
AC 150/5340-23A Supplemental Wind Cones, 6-24-75.
AC 150/5345-7C Specification for L-824 Underground Electrical Cable for Airport Lighting Circuits, 2-4-76.
AC 150/5345-46, CHG 1 (Errata sheet), 11-20-75.

ADVISORY CIRCULAR CHECKLIST

Notice

Superintendent of Documents catalogue numbers and stock numbers have been included to aid Superintendent of Documents personnel in processing orders. Please use them when ordering—along with the title and FAA number. To avoid unnecessary delays, do not order single-sales material and subscription-sales material on the same order form, as orders are separated for processing by different departments when they arrive at Superintendent of Documents. Be sure your name and address appears on each list.

Notice

Prices shown are those in effect as of May 15, 1976. Prices are subject to change without notice and the prices that will be charged on your order will be those in effect as of the date your order is processed.

General

SUBJECT NO. 00

00–1 The Advisory Circular System (12–4–62).

Describes the FAA Advisory Circular System.

00–2HH Advisory Circular Checklist (5–15–76).

Transmits the revised checklist of current FAA advisory circulars and the status of the Federal Aviation Regulations as of 5–15–76.

00–6A Aviation Weather (3–3–75).

Provides an up-to-date and expanded text for pilots and other flight operations personnel whose interest in meteorology is primarily in its application to flying. ($4.55 GPO.) TD 4.408:W37/975. SN 050–007–00283–1.

00–7A State and Regional Disaster Airlift (SARDA) Planning (6–3–74).

Provides guidance for the development and implementation of State and Regional Disaster Airlift plans governing the use of general aviation aircraft during national emergencies and natural disasters.

00–21 Shoulder Harness (10–5–66).

Provides information concerning the installation and use of shoulder harnesses by pilots in general aviation aircraft.

00–24 Thunderstorms (6–12–68).

Contains information concerning flights in or near thunderstorms.

00–25 Forming and Operating a Flying Club (3–24–69).

Provides preliminary information that will assist anyone or any group of people interested in forming and operating a flying club ($0.75 GPO.) TD 4.8:F 67. SN 050–007–00065–1.

00–26 Definitions of "U.S. National Aviation Standards" (1–22–69).

Informs the aviation community of the approval by the FAA Administrator of a definition of U.S. National Aviation Standards, the need for such standards, and their relationship to the Federal Aviation Regulations.

00–28 Communications Interference Caused by Sticking Microphone Buttons (8–6–69).

Alerts the industry of communications interference from undesired radiofrequency transmissions.

00–30 Rules of Thumb for Avoiding or Minimizing Encounters with Clear Air Turbulence (3–5–70).

Brings to the attention of pilots and other interested personnel, the "Rule of Thumb" for avoiding or minimizing encounters with clear air turbulence (CAT).

00–31 U.S. National Aviation Standard for the VORTAC System (6–10–70).

Informs the aviation community of the establishment and content of the U.S. National Aviation Standard for the VORTAC (VOR–TACAN–DME) System.

00–32 Civil Air Patrol and State and Regional Defense Airlift Relationships (7–2–70).

Advises interested persons of the Memorandum of Understanding between CAP and FAA, and provides additional guidance to further improve the use of nonair carrier aircraft in time of national emergency.

00–33A Nickel-Cadmium Battery Operational, Maintenance, and Overhaul Practices (2–14–73).

Provides guidelines for more reliable nickel-cadmium battery operation through proper operational and maintenance practices, and has been reissued to include reconditioning information.

00–34A Aircraft Ground Handling and Servicing (7–29–74).

Contains information and guidance for the servicing and ground handling of aircraft.

00–41A FAA Quality Control System Certification Program (11–3–75).

Describes the FAA Quality Control System Certification Program and the mechanics of implementation. It is intended for guidance and information only.

00–44C Status of the Federal Aviation Regulations (10–28–75).

Summarizes the current status of the conversion program, lists FAR prices, and provides ordering instructions for purchasing the regulations.

00–45 Aviation Weather Services (2–26–75).

Supplements AC 00–6, Aviation Weather, in that it explains the weather service in general and the use and interpretation of reports, forecasts, weather maps, and prognostic charts in detail. Is an excellent source of study for pilot certification examinations. ($1.95 GPO.) TD 4.408:W37/2. SN 050–007–00259–9.

00–46A Aviation Safety Reporting Program (3–31–76).

Advises that the FAA will modify the Aviation Safety Reporting Program, effective April 15, 1976, by utilizing NASA as a third party to receive and analyze the aviation safety reports. This study invites pilots, controllers, and other users of the airspace or any other person to report to NASA actual or potential discrepancies and dificiencies involving the safety of aircraft operations.

00–49 FAA Aviation Review Conference (1–16–76).

Announced the eighth annual aviation review conference on May 24–26, 1976.

00–50 Low Level Wind Shear (4–8–76).

Provides guidance for recognizing the meteorological situations that produce the phenomenon widely known as low level wind shear.

Procedural

SUBJECT NO. 10

11–1A Airspace Rule-Making Proposals and Changes to Air Traffic Control Procedures (12–21–72).

Emphasizes the need for the early submission of proposal involving airspace rule-making activity or changes to existing procedures for the control of air traffic.

11–2 Notice of Proposed Rulemaking Distribution System (12–17–75).

Provides the public with information relative to participation in the FAA rulemaking process and explains the availability of the Notices.

Aircraft

SUBJECT NO. 20

20–3C Status and Availability of Military Handbooks and ANC Bulletins for Aircraft (6–1–73).

Announces the status and availability of Military Handbooks and ANC Bulletins prepared jointly with FAA, Navy and Air Force.

20–5C Plane Sense (1974).

Provides general aviation information for the private aircraft owner.

20–6Y U.S. Civil Aircraft Register (2–Volume set) (July 1975).

Lists all active U.S. civil aircraft by registration number. ($24.60 GPO.) TD 4.18/2:975–2/v. 1, 2. SN 050–007–00202–1.

20–7M General Aviation Inspection Aids, Summary (August 1975).

Provides the aviation community with a uniform means for interchanging service experience that may improve the durability and safety of aeronautical products. Of value to mechanics, operators of repair stations, and others engaged in the inspection, maintenance, and operation of aircraft in general. $6.60; $8.25 foreign—Sub. GPO.) TD 4.409:973.

20–7M Supplement 1 (September 1975).

20–7M Supplement 2 (October 1975).

20–7M Supplement 3 (November 1975).

20–7M Supplement 4 (December 1975).

20–7M Supplement 5 (January 1976).

20–7M Supplement 6 (February 1976).

20–7M Supplement 7 (March 1976).

20–7M Supplement 8 (April 1976).

20–7M Supplement 9 (May 1976).

20–9 Personal Aircraft Inspection Handbook (12–2–64).

Provides a general guide, in simple, nontechnical language, for the inspection of aircraft. Reprinted 1972. ($1.60 GPO.) FAA 5.8/2:A1 7/2. SN 5011–00001–1.

20–13A Surface-Effect Vehicles (8–28–64).

States FAA policy on surface-effect vehicles (vehicles supported by a cushion of compressed air).

20–17B Surplus Aircraft of the Armed Forces (10–11–72).

Sets forth the method of obtaining copies of Federal Aviation Regulations which might be required for certification of surplus military aircraft.

20–18A Qualification Testing of Turbojet Engine Thrust Reversers (3–16–66).

Discusses the requirements for the qualification of thrust reversers and sets forth an acceptable means of compliance with the tests prescribed in Federal Aviation Regulations, Part 33, when run under nonstandard ambient air conditions.

20–23D Interchange of Service Experience—Mechanical Difficulties (2–12–71).

Provides information on the voluntary exchange service experience data used in improving durability and safety of aeronautical products.

20–24A Qualification of Fuels, Lubricants, and Additives (4–1–67).

Establishes procedures for the approval of the use of subject materials in certificated aircraft.

20–27B Certification and Operation of Amateur-Built Aircraft (4–20–72).

Provides information and guidance concerning certification and operation of amateur-built aircraft, including gliders, free balloons, helicopters, and gyroplanes, and sets forth an acceptable means, not the sole means, of compliance with FAR Part 21 and FAR Part 91.

20–28A Nationally Advertised Construction Kits, Amateur-Built Aircraft (12–29–72).

Advises persons contemplating the use of nationally advertised kits for the construction of an aircraft, that certain kits when used could render the aircraft ineligible for the issuance of an experimental certificate as an amateur-built aircraft.

20–29B Use of Aircraft Fuel Anti-icing additives (1–18–72).

Provides information on the use of anti-icing additives PFA–55MB and Mil–I–27686 as an acceptable means of compliance with the FARs that require assurance of continuous fuel flow under conditions where ice may occur in turbine aircraft fuel systems.

20–30A Airplane Position Lights and Supplementary Lights (4–18–68).

Provides an acceptable means for complying with the position light requirements for airplane airworthiness and acceptable criteria for the installation of supplementary lights on airplanes.

20–32B Carbon Monoxide (CO) Contamination in Aircraft—Detection and Prevention (11–24–72).

Provides information on the potential dangers of carbon monoxide contamination from faulty engine exhaust systems or cabin heaters of the exhaust gas heat exchanger type.

20–33B Technical Information Regarding Civil Aeronautics Manuals 1, 3, 4a, 4b, 5, 6, 7, 8, 9, 13 and 14 (5–1–75).

Advises the public that policy information contained in the subject Civil Aeronautics Manuals may be used in conjunction with specific sections of the Federal Aviation Regulations.

20–34A Prevention of Retractable Landing Gear Failures (4–21–69).

Provides information and suggested procedures to minimize landing accidents involving aircraft having retractable landing gear.

20–35B Tie-Down Sense (4–19–71).

Provides information of general use on aircraft tie-down techniques and procedures.

20–36E Index of Materials, Parts, and Appliances Certified Under the Technical Standard Order System—July 1, 1975 (9–3–75).

Lists the materials, parts, and appliances for which the Administrator has received statements of conformance under the Technical Standard Order system as of July 1, 1975. Such products are deemed to have met the requirements for FAA approval as provided in Part 37 of the Federal Aviation Regulations.

20–37B Aircraft Metal Propeller Blade Failure (9–12–74).

Provides information and suggested procedures to increase service life and to minimize blade failures of metal propellers.

20–38A Measurement of Cabin Interior Emergency Illumination in Transport Airplanes (2–8–66).

Outlines acceptable methods, but not the only methods, for measuring the cabin interior emergency illumination on transport airplanes, and provides information as to suitable measuring instruments.

20–39 Installation Approval of Entertainment Type Television Equipment in Aircraft (7–15–65).

Presents an acceptable method (but not the only method) by which compliance may be shown with Federal Aviation Regulations 23.1431, FAR 25.1309(b), FAR 27.1309(b), or FAR 29.1309(b), as applicable.

20–40 Placards for Battery-Excited Alternators Installed in Light Aircraft (8–11–65).

Sets forth an acceptable means of complying with placarding rules in Federal Aviation Regulations 23 and 27 with respect to battery-excited alternator installations.

20–41 Replacement TSO Radio Equipment in Transport Aircraft (8–30–65).

Sets forth an acceptable means for complying with rules governing transport category aircraft installations in cases involving the substitution of technical standard order radio equipment for functionally similar radio equipment.

20–42 Hand Fire Extinguishers in Transport Category Airplanes and Rotorcraft (9–1–65).

Sets forth acceptable means (but not the sole means) of compliance with certain hand fire extinguisher regulations in FAR 25 and FAR 29, and provides related general information.

20–43B Aircraft Fuel Control (6–8–71).

Alerts the aviation community to the potential hazards of inadvertent mixing or contamination of turbine and piston fuels, and provides recommended fuel control and servicing procedures.

20–44 Glass Fiber Fabric for Aircraft Covering (9–3–65).

Provides a means, but not the sole means, for acceptance of glass fiber fabric for external covering of aircraft structure.

20–45 Safetying of Turnbuckles on Civil Aircraft (9–17–65).

Provides information on turnbuckle safetying methods that have been found acceptable by the FAA during past aircraft type certification programs.

20–46 Suggested Equipment for Gliders Operating Under IFR (9–23–65.)

Provides guidance to glider operators on how to equip their gliders for operation under instrument flight rules (IFR), including flight through clouds.

20–47 Exterior Colored Band Around Exits on Transport Airplanes (2–8–66).

Sets forth an acceptable means, but not the only means, of complying with the requirement for a 2-inch colored band outlining exits required to be openable from the outside on transport airplanes.

20–48 Practice Guide for Decontaminating Aircraft (5–5–66).

The title is self-explanatory.

20–51 Procedures for Obtaining FAA Approval of Major Alterations to Type Certificated Products (4–12–67).

Provides assistance to persons who desire to obtain FAA approval of major alterations to type certificate products.

20–52 Maintenance Inspection Notes for Douglas DC–6/7 Series Aircraft (8–24–67). (Consolidated Reprint—January 1974, includes Change 1.)

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of DC–6 6/7 series aircraft.

20–53 Protection of Aircraft Fuel System Against Lightning (10–6–67).

Sets forth acceptable means, not the sole means, by which compliance may be shown with fuel system lightning protection airworthiness regulations.

20–54 Hazards of Radium-Activated Luminous Compounds Used on Aircraft Instruments (10–24–67).

Provides information concerning health hazards associated with the repair and maintenance of instruments containing luminous markings activated with radium-226 or radium-228 (mesothorium).

20–55 Turbine Engine Overhaul Standard Practices Manual—Maintenance of Fluorescent Penetrant Inspection Equipment (1–22–68).

Advises operators of the necessity for periodic checking of black light lamps and filters used during fluorescent penetrant inspection of engine parts.

20–56A Marking of TSO–C72b Individual Flotation Devices (4–1–75).

Outlines acceptable methods for marking individual flotation devices which also serve as seat cushions.

20–57A Automatic Landing Systems (ALS) (1–12–71).

Sets forth an acceptable means of compliance, but not the only means, for the installation approval of automatic landing systems in transport category aircraft which may be used initially in Category II operations. Approval of these aircraft for use under such conditions will permit the accumulation of data for systems which may be approved for Category IIIa in the future.

20–59 Maintenance Inspection Notes for Convair 240, 340/440, 240T, and 340T Series Aircraft (2–19–68).

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of Convair 240, 340/440, 240T, and 340T series aircraft.

20–59 CH 1 (8–24–72).

Provides additional material for Convair Models 240 and 600/240D; Models 340/440 and 640/340D/440D series aircraft Maintenance inspection programs.

20–60 Accessibility to Excess Emergency Exits (7–18–68).

Sets forth acceptable means of compliance with the "readily accessible" provisions in the Federal Aviation Regulations dealing with excess emergency exits.

20–62B Eligibility, Quality, and Identification of Approved Aeronautical Replacement Parts (9–13–74).

Provides information relative to the determination of the eligibility of aeronautical parts and materials for installation on certificated aircraft.

20–63 Airborne Automatic Direction Finder Installations (Low and Medium Frequency) (7–7–69).

Sets forth one means, but not the only means, of demonstrating compliance with the airworthiness rules governing the functioning of airborne automatic direction finders. It does not pertain to installations previously approved.

20–64 Maintenance Inspection Notes for Lockheed L–188 Series Aircraft (8–1–69).

Describes maintenance inspection notes which can be used for the maintenance support of certain structural parts of Lockheed L–188 series aircraft.

20–64 CH 1 (10–26–73).

20–65 U.S. Airworthiness Certificates and Authorizations for Operation of Domestic and Foreign Aircraft (8–11–69).

Provides general information and guidance concerning issuance of airworthiness certificates for U.S. registered aircraft, and issuance of special flight authorizations for operation in the United States of foreign aircraft not having standard airworthiness certificates issued by the country of registry.

20–66 Vibration Evaluation of Aircraft Propellers (1–29–70).

Outlines acceptable means, but not the sole means, for showing compliance with the requirements of the FARs concerning propeller vibration.

20–67A Airborne VHF Communication System Installations (10–17–72).

Sets forth one means, but not the only means of demonstrating compliance with the airworthiness rules governing the functioning of airborne VHF communication systems.

20–68A Recommended Radiation Safety Precautions for Airborne Weather Radar (4–11–75).

Sets forth recommended radiation safety precautions for ground operation of airborne weather radar.

20–69 Conspicuity of Aircraft Instrument Malfunction Indicators (5–14–70).

Provides design guidance information on methods of improving conspicuity of malfunction indication devices.

20–71 Dual Locking Devices on Fasteners (12–8–70).

Provides guidance and acceptable means, not the sole means, by which compliance may be shown with the requirements for dual locking devices on removable fasteners installed in rotorcraft and transport category airplanes.

20–72 Restricted Category Helicopter Maximum Weight Increases (3–11–71).

Provides assistance to persons who desire to obtain FAA approval of over-maximum certificated takeoff weight condition for restricted category helicopter operations.

20–73 Aircraft Ice Protection (4–21–71).

Provides information relating to the substantiation of ice protection systems on aircraft.

20–74 Aircraft Position and Anticollision Light Measurements (7–29–71).

Contains useful information concerning measurements for intensity, covering, and color of aircraft position and anticollision lights.

20–76 Maintenance Inspection Notes for Boeing B–707/720 Series Aircraft (10–21–71).

Provides maintenance inspection notes which can be used for the maintenance support program for certain structural parts of the B–707/720 series aircraft.

20–77 Use of Manufacturers' Maintenance Manuals (3–22–72).

Informs owners and operators about the usefulness of manufacturers' maintaining, and maintaining aircraft, engines, tenance manuals for servicing, repair- and propellers.

20–78 Maintenance Inspection Notes for McDonnell Douglas DC–8 Series Aircraft (7–11–72).

Provides maintenance inspection notes which can be used for the maintenance support program for certain structural parts of the DC–8 series aircraft.

20–81 Accidental or Unauthorized Activation of Emergency Locator Transmitters (ELT) (10–10–72).

Alerts the general aviation community to the harmful effects of accidental or unauthorized activation of emergency locator transmitters.

20–82 Maintenance Inspection Notes for Fairchild Hiller F–27/FH–227 Series Aircraft (12–5–72).

Provides maintenance inspection notes which can be used for the maintenance support program for certain structural parts of Fairchild Hiller F–27/FH–227 series aircraft.

20–82 CH 1 (7–12–73).

Provides additional material for subject advisory circular.

20–83 Maintenance Inspection Notes for Boeing B–737 Series Aircraft (1–17–73).

Provides maintenance inspection notes which can be used for the maintenance support program for certain structural parts of the B–737 series aircraft.

20–83 CH 1 (8–8–74).

Provides updating of material for the B–737 series aircraft maintenance inspection program. Inspection of selected areas of the wing, fuselage, empennage and landing gear of B–737 series aircraft are presented supplementing information currently in AC 20–83.

20–83 CH 2 (1–31–75).

20–84 Maintenance Inspection Notes for Boeing B–727 Series Aircraft (1–22–73).

Provides inspection notes which can be used for the maintenance support program for certain structural parts of the B–727 series aircraft.

20–84 CH 1 (8–8–74).

Updates material for the B–727 series aircraft maintenance inspection program. Inspection of selected areas of the wing, fuselage, empennage and landing

gear of the B-727 series aircraft are presented supplementing information currently available in AC 20-84.

20-84 CH 2 (1-31-75).

20-85 Emergency Locator Transmitters and Receivers (3-16-73).

Provides information concerning the design, installation, and utilization of emergency locator transmitters.

20-86 Aviation Education through Building an Airplane (5-11-73).

Provides information to high schools about the available assistance, resources, methods, and opportunities for attaining basic educational goals by building an airplane.

20-87 Airborne Homing and Alerting Equipment for use with Emergency Locator Transmitters (5-7-23).

Sets forth the availability of recommended basic characteristics for airborne homing and alerting equipment for use with emergency locator transmitters (ELT).

20-88 Guidelines on the Marking of Power-Plant Instruments (12-11-73).

Provides guidelines on the marking of aircraft powerplant instruments.

20-89 Communication Interference Caused by Unintentional Radio Transmissions (3-22-74).

Alerts the aviation community to the potential hazards created by unintentional radio transmissions from airborne, mobile, and ground based radio transmitters and gives guidance on alleviating ensuing hazards.

20-90A Address List for Engineering and Manufacturing District Offices (3-5-75).

Transmits the address list for all Engineering and Manufacturing District Offices.

20-91 Lithium Batteries Used in Emergency Locator Transmitters (4-11-75).

Warns of potential hazards associated with accidental release of sulfur-dioxide gas from lithium-sulfur batteries.

20-92 Anti-Icing Additives to Reduce Icing Problems in Aviation Gasoline (1-12-76).

Title is self explanatory.

20-93 Flutter Due to Ice or Foreign Substance on or in Aircraft Control Surfaces (1-29-76).

Provides information concerning the potential hazard associated with aircraft control surface flutter caused by imbalance.

20-94 Digital Clock Installation in Aircraft (3-4-76).

Provides guidelines for operating and installing digital clocks in aircraft.

21-1A Production Certificates (7-9-71).

Provides information concerning Subpart G of Federal Aviation Regulations (FAR) Part 21, and sets forth acceptable means of compliance with its requirements.

21-2B Export Airworthiness Approval Procedures (10-2-69).

Announces the adoption of new regulations and provides guidance to the public regarding the issuance of export airworthiness approvals for aeronautical products to be exported from the United States.

21-2B CH 1 (11-13-70).

21-2B CH 2 (2-8-71).

21-3 Basic Glider Criteria Handbook (1962).

Provides individual glider designers, the glider industry, and glider operating organizations with guidance material that augments the glider airworthiness certification requirements of the Federal Aviation Regulations. Reprinted 1973. ($2.05 GPO.) FAA 5.8/2:G49/962. SN 050-011-00004-6.

21-4B Special Flight Permits for Operation of Overweight Aircraft (7-30-69).

Furnishes guidance concerning special flight permits necessary to operate an aircraft in excess of its usual maximum certificated takeoff weight.

21-5C Summary of Supplemental Type Certificates (Announcement of Availability) (1-19-73).

Announces the availability to the public of the new price of the Summary of Supplemental Type Certificates (SSTC), dated January 1971.

21-6 Production Under Type Certificate Only (5-26-67).

Provides information concerning Subpart F of FAR Part 21, and sets forth examples, when necessary, of acceptable means of compliance with its requirements.

21-7A Certification and Approval of Import Products (11-24-69).

Provides guidance and information relative to U.S. certification and approval of import aircraft, aircraft engines and propellers that are manufactured in a foreign country with which the United States has an agreement for the acceptance of those products for export and import.

21-8 Aircraft Airworthiness; Restricted Category: Certification of Aircraft With Uncertificated or Altered Engines or Propellers (5-21-69).

Sets forth acceptable means of substantiating that uncertificated or altered engines and propellers have no unsafe features for type certification of aircraft in the restricted category.

21-9 Manufacturers Reporting Failures, Malfunctions, or Defects (12-30-70).

Provides information to assist manufacturers of aeronautical products (aircraft, aircraft engines, propellers, appliances, and parts) in notifying the Federal Aviation Administration of certain failures, malfunctions, or defects, resulting from design or quality control problems, in the products which they manufacture.

21-10 Flight Recorder Underwater Locating Device (5-20-71).

Provides one acceptable means (not the only means) of showing compliance with the underwater locating device requirements of FAR 25.1459 and FAR 121.343.

21-11 Quality Assurance Systems Analysis Review (QASAR) Program Manufacturers/Suppliers (5-26-72).

Explains the objectives and concept of the FAA's subject program.

21-12 Application for U.S. Airworthiness Certificate, FAA Form 8130-6 (OMB 04-R0058) (1-17-73).

Provides instructions on the preparation and submittal of subject form.

21-13 Standard Airworthiness Certification of Surplus Military Aircraft and Aircraft Built from Spare and Surplus Parts (4-5-73).

Provides guidance and instructions on establishing eligibility and submitting application for civil airworthiness certification of surplus military aircraft and aircraft assembled from spare and surplus parts, under FAR 21.183(d) when an FAA Type Certificate has been issued under FAR 21.21 or FAR 21.27.

21-14 The Role of Simulation in the Aircraft Certification Process (6-12-75).

Informs the aviation industry that the FAA intends to conduct an exploratory program to determine the degree to which simulation can support the aircraft certification process.

21.25-1 Use of Restricted Category Airplanes for Glider Towing (4-20-65).

Announces that glider towing is now considered to be a special purpose for type and airworthiness certification in the restricted category.

21.303-1A Certification Procedures for Products and Parts (8-10-72).

Provides information concerning section 21.303 of Federal Aviation Regulations, Part 21, and to set forth examples, as necessary, of acceptable means of compliance with its requirements.

21.303-2 Availability of Listing, "Parts Manufacturer Approvals"—1975 (3-31-76).

Announces the availability of the parts listing from the Superintendent of Documents at a price of $15.

23.1329-1 Automatic Pilot Systems Approval (Non-Transport) (12-23-65).

Sets forth an acceptable means by which compliance with the automatic pilot installation requirements of FAR 23.1329 may be shown.

25–2 Extrapolation of Takeoff and Landing Distance Data Over a Range of Altitude for Turbine-Powered Transport Aircraft (7–9–64).

Sets forth acceptable means by which compliance may be shown with the requirements in CAR 4b and SR–422B.

25–4 Inertial Navigation Systems (INS) (2–18–66).

Sets forth an acceptable means for complying with rules governing the installation of inertial navigation systems in transport category aircraft.

25–5 Installation Approval on Transport Category Airplanes of Cargo Unit Load Devices Approved as Meeting the Criteria in NAS 3610 (6–3–70).

Sets forth an acceptable means, but not the sole means, of complying with the requirements of the Federal Aviation Regulations (FAR's) applicable to the installation on transport category airplanes of cargo unit load devices approved as meeting the criteria in NAS 3610.

25–6 Ground Proximity Warning Systems (GPWS) (12–31–74).

Outlines acceptable ground proximity warning system performance. System performance, other than that described, may also be acceptable when adequately substantiated.

25.253–1 High-Speed Characteristics (11–24–65).

Sets forth an acceptable means by which compliance may be shown with FAR 25.253 during certification flight tests.

25.253–1 CH 1 (1–10–66).

Provides amended information for the basic advisory circular.

25.981–1A Guidelines for Substantiating Compliance With the Fuel Tank Temperature Requirements (1–20–71).

Sets forth some general guidelines for substantiating compliance with fuel tank temperature airworthiness standards, section 25.981.

25.1329–1A Automatic Pilot System Approval (7–8–68).

Sets forth an acceptable means by which compliance with the automatic pilot installation requirements of FAR 25.1329 may be shown.

25.1457—1A Cockpit Voice Recorder Installations (11–3–69).

Sets forth one acceptable means of compliance with provisions of FAR 25.1457 (b), (e), and (f) pertaining to area microphones, cockpit voice recorder location, and erasure features.

29–1 Approval Basis for Automatic Stabilization Equipment (ASE) Installations in Rotorcraft (12–26–63).

Gives means for compliance with flight requirements in various CAR's.

29–1 CH 1 (3–26–64).

Transmits revised information about the time delay of automatic stabilization equipment.

29.773–1 Pilot Compartment View (1–19–66).

Sets forth acceptable means, not the sole means, by which compliance with FAR 29.773(a)(1), may be shown.

33–1B Turbine-Engine Foreign Object Ingestion and Rotor Blade Containment Type Certification Procedures (4–22–70).

Provides guidance and acceptable means, not the sole means, by which compliance may be shown with the design and construction requirements, of Part 33 of the Federal Aviation Regulations.

33–2A Aircraft Engine Type Certification Handbook (6–5–72).

Contains guidance relating to type certification of aircraft engines which will constitute acceptable means, although not the sole means, of compliance with the Federal Aviation Regulations.

33–3 Turbine and Compressor Rotors Type Certification Substantiation Procedures (9–9–68).

Sets forth guidance and acceptable means, not the sole means, by which compliance may be shown with the turbine and compressor rotor substantiation requirements in FAR Part 33.

36–1A Certificated Airplane Noise Levels (7–21–75).

Provides noise level data for airplanes certificated under FAR Part 36 since its publication on Nov. 18, 1969.

37–2A Test Procedures for Maximum Allowable Airspeed Indicators (10–22–74).

Provides guidance concerning test procedures which may be used in showing compliance with the standards in FAR 37.145 (TSO–C46a).

37–3A Radio Technical Commission for Aeronautics Document DO–160 (3–20–75).

This circular announces RTCA Document DO–160 and discusses how it may be used in connection with technical standard order authorizations.

39–1A Jig Fixtures; Replacement of Wing Attach Angles and Doublers on Douglas Model DC–3 Series Aircraft Airworthiness Directive 66–18–2 (3–5–70).

Describes methods of determining that jig fixtures used in the replacement of the subject attached angles and doublers meet the requirements of Airworthiness Directive 66–18–2.

39–6E Summary of Airworthiness Directives (2–11–76).

Announces the availability of Summary of Airworthiness Directives dated January 1, 1976 from the FAA in Oklahoma City and how to obtain them.

43–1 Matching VHF Navigation Receiver Outputs With Display Indicators (8–2–65).

Alerts industry to the possibility of mismatching outputs, both guidance and flag alarm, of certain VHF navigation receivers when used with some types of display indicators causing the receiver to fail without providing a flag alarm.

43–2A Minimum Barometry for Calibration and Test of Atmospheric Pressure Instruments (8–22–74).

Sets forth guidance material which may be used to determine the adequacy of barometers used in the calibration of aircraft static instruments and presents information concerning the general operation, calibration, and maintenance of such barometers.

43–3 Nondestructive Testing in Aircraft (5–11–73).

Reviews the basic principles underlying nondestructive testing. ($0.75 GPO.) TD 4.8:T28/973. SN 5007–00208.

43–4 Corrosion Control for Aircraft (5–15–73).

Summarizes current available data regarding identification and treatment of corrosive attack on aircraft structure and engine materials.

43–4 CH 1 (3–1–74).

Provides additional information on identification and treatment of corrosion attack on aircraft structures. Adds a new Chapter 14—Corrosion control of aircraft used in agricultural cropdusting operations.

43–4 CH 2 (10–8–74).

Clarifies the discussion on the removal of corrosion and treatment of corroded areas.

43–5 Airworthiness Directives for General Aviation Aircraft (8–13–74).

Points areas of misunderstanding regarding: (1) Aircraft owners and operators' responsibility for complying with AD's; (2) maintenance personnel responsibilities with regards to performance of AD's; and (3) maintenance records entries for AD's required by FAR 91.173(a)(2)(v) and FAR 43.9.

43–6 Automatic Pressure Altitude Encoding Systems and Transponder Maintenance and Inspection Practices (9–19–74).

Provides information on the installation of encoding altimeters based upon recently acquired operating experience and on the maintenance of ATC transponders.

43–7 Ultrasonic Testing for Aircraft (9–24–74).

Describes methods used in ultrasonic nondestructive testing, discusses the many advantages, and points out the simplicity of the tests. Contains many illustrations. ($1 GPO.) TD 4.402:UL 8. SN 050–007–00282–3.

43–8 Maintaining Hot Air Balloons in an Airworthy Condition (1–2–75).

Contains information designed to assist balloon owners and operators in maintaining hot air balloons in an airworthy condition. Advises how the maintenance rules of FAR Part 43 apply.

AC 43–9 Maintenance Records: General Aviation Aircraft (2–19–75).

Provides information to assist maintenance personnel in fulfilling their responsibility under FAR Section 43.9.

43–10 Mechanical Work Performed on U.S. and Canadian Registered Aircraft (1–26–76).

Provides information and guidance to aircraft owners/operators and maintenance personnel concerning mechanical work performed on U.S. registered aircraft by Canadian maintenance personnel and on Canadian registered aircraft by U.S. maintenance personnel.

43–11 Reciprocating Engine Overhaul Terminology and Standards (4–7–76).

Discusses engine overhaul terminology and standards that are used by the aviation industry.

43.9–1C Instruction for Completion of FAA Form 337 (12–20–73).

Provides instructions for completing revised FAA Form 337, Major Repair and Alteration (Airframe, Powerplant, Propeller, or Appliance).

43.13–1A Acceptable Methods, Techniques and Practices—Aircraft Inspection and Repair (4–17–72).

Contains methods, techniques, and practices acceptable to the Administrator for inspection and repair to civil aircraft. Published in 1973. ($3.70—GPO.) TD 4.28/2:972. SN 050–011–00058–5.

43.13–1A CHG 1 (5–12–75).

Transmits new and revised material for basic advisory circular. ($0.65—GPO.) TD 4.28/2:973/Ch. 1. SN 050–007–00294–7.

43.13–2 Acceptable Methods, Techniques, and Practices—Aircraft Alterations (4–19–66).

Contains methods, techniques, and practices acceptable to the Administrator in altering civil aircraft. Published in 1965. ($3.60–$4.50 foreign Sub.—GPO.) TD 4.28:973.

Subscription now includes: Changes 1 thru 14 Consolidated Reprint in 1973, Change 15 dated 1–15–74, and Change 16 dated 8–12–74.

43–202 Maintenance of Weather Radar Radomes (6–11–65).

Provides guidance material useful to repair facilities in the maintenance of weather radar radomes.

43–203A Altimeter and Static System Tests and Inspections (6–6–67).

Specifies acceptable methods for testing altimeter and static system. Also, provides general information on test equipment used and precautions to be taken.

45–2 Identification and Registration Marking (7–7–72).

Provides guidance and information concerning the identification and marking requirements of Federal Aviation Regulations (FAR) Parts 21 and 45, and where considered helpful, to provide an acceptable means, but not the sole means, of compliance with the regulations.

47–1A Aircraft Registration, Eligibility, Identification and Activity Report (6–7–73).

Advises owners and operators of U.S. civil aircraft of requirement for annual submission of current information related to aircraft registration eligibility, requests similar submission of information related to identification and activity of aircraft; and to call attention to the availability of the reporting form to be used.

Airmen

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60–2M Annual Aviation Mechanic Safety Awards Program (2–6–75).

Provides the details of the annual Aviation Mechanic Safety Awards Program.

60–4 Pilot's Spatial Disorientation (2–9–65).

Acquaints pilots flying under visual flight rules with the hazards of disorientation caused by the loss of reference with the natural horizon.

60–6A Airplane Flight Manuals (AFM), Approved Manual Materials, Markings, and Placards—Airplanes (2–9–76).

Alerts pilots to the regulatory requirements relating to the subject and provides information to aid pilots to comply with these requirements.

60–9 Induction Icing—Pilot Precautions and Procedures (2–28–73).

Provides the pilot with information on the causes and results of induction icing in reciprocating aircraft engines, and the precautions he should take to reduce the likelihood of icing, and the means available to him in controlling icing when it is encountered.

60–10 Recommended Safety Parameters for Operation of Hang Gliders (5–16–74).

Suggests safety parameters for the operation of "hang gliders" and to present the current FAA intent with respect to the regulation and operation of those vehicles.

60–11 Aids Authorized for Use by Airman Written Test Applicants (8–27–74).

Clarifies FAA policy concerning aids that applicants may use when taking airman written tests.

60–12 Availability of Industry-Developed Guidelines for the Conduct of the Biennial Flight Review (2–11–76).

Informs all FAA certificated flight instructors of the availability of, and how to obtain, the industry-developed guidelines for the conduct of the Biennial Flight Review.

60–13 The Accident Prevention Counselor Program (4–27–76).

Provides information to acquaint the general aviation community with the accident prevention counselor program and outlines the ways the accident prevention counselor force enhances aviation safety.

61–1E Aircraft Type Ratings (3–22–76).

Provides designators adopted by the Federal Aviation Administration for aircraft type ratings issued with pilot certificates.

61–2A Private Pilot (Airplane) Flight Training Guide (9–1–64).

Contains a complete private pilot flight training syllabus which consists of 30 lessons. Reprinted in 1972. ($2.60 GPO.) FAA 5.8/2:P 64/4/964. SN 050–011–0007–1.

61–3B Flight Test Guide—Private Pilot—Airplane—Single Engine (4–2–68).

Assists the private pilot applicant in preparing for his certification flight test. Reprinted in 1969. ($0.55 GPO.) TD 4.408:P 64/2. SN 050–011–00035–6.

61–4C Multiengine Airplane Class or Type Rating—Flight Test Guide (2–1–71).

Assists the private pilot applicant in preparing for certification or rating flight tests. Reprinted in 1972. ($0.55 GPO.) TD 4.408:M 91/971. SN 050–011–00050–0.

61–5A Helicopter Pilot Written Test Guide—Private—Commercial (8–14–67).

Gives guidance to applicants preparing for the aeronautical knowledge requirements for a private or commercial pilot certificate with a helicopter rating.

61–8C—Instrument Rating (Airplane) Written Test Guide (5–31–72).

Reflects the current operating procedures and techniques in a background setting appropriate for applicants preparing for the subject test. ($1.45 GPO.) TD 4.8:In 7/4/972. SN 050–007–00183–5.

61–9B Pilot Transition Courses for Complex Single-Engine and Light, Twin-engine Airplanes (1–15–74).

A guide to the procedures and standards to be followed for a thorough and comprehensive checkout in modern single- and twin-engine aircraft. ($0.45 GPO.) TD 4.8:P 64/6/974. SN 050–007–00226–2.

61–10A Private and Commercial Pilots Refresher Courses (9–27–72).

Provides a syllabus of study requirements and describes the areas of training that should be emphasized. ($0.55 GPO.) TD 4.408;P64/6. SN 050–011–00060–5.

61–11B Airplane Flight Instructor Written Test Guide (9–12–72).

Provides information to prospective airplane flight instructors about certification requirements, application procedures, and reference study materials; a sample examination is presented with explanations of the correct answers. ($0.95 GPO.) TD 4.408:In 7/972. SN 050–011–00061–5.

61–12G Student Pilot Guide (4–24–75).

Provides guidance for student pilots and those already in primary flight training. Updated to include requirements covered in the revised Part 61. ($0.65 GPO.) TD 4.8:P64/3/975. SN 050–007–00298–0.

61–13A Basic Helicopter Handbook (4–5–73).

Provides detailed information to applicants preparing for private, commercial, and flight instructor pilot certificates with a helicopter rating about helicopter aerodynamics, performance, and flight maneuvers. It will also be useful to certificated helicopter flight instructors as an aid in training students. ($1.90 GPO.) TD 4.408:H 36/2. SN 050–011–00064–6.

61–14A Flight Instructor Practical Test Guide (10–23–69).

Provides assistance to the certificated pilot in preparing for the practical demonstration required for the issuance of the flight instructor certificate. Reprinted in 1976. ($1.00 GPO.) TD 4.408: In 7/4. SN 050–011–00032–1.

61–16A Flight Instructor's Handbook (10–14–69).

Gives guidance and information to pilots preparing to apply for flight instructor certificates and for use as a reference by flight instructors. ($2 GPO.) Reprinted in 1972. TD 4.408:In 7/3. SN 050–011–00031–3.

61–17B Flight Test Guide—Instrument Pilot Airplane (1–12–72).

Provides assistance for the instrument pilot applicant in preparing for his instrument rating flight test. Reprinted in 1973. ($0.40 GPO.) TD 4.408:In 7/2/972. SN 050–011–00055–1.

61–18D Airline Transport Pilot (Airplane) Written Test Guide (2–14–75).

Reflects current operating procedures and techniques in a background setting appropriate for applicants preparing for the Airline Transport Pilot (Airplane) Written Test. ($2.05 GPO.) TD 4.8:P64/5/975. SN 050–007–00301–3.

61–19 Safety Hazard Associated With Simulated Instrument Flights (12–4–64).

Emphasizes the need for care in the use of any device restricting visibility while conducting simulated instrument flights that may also restrict the view of the safety pilot.

61–21 Flight Training Handbook (1–11–66).

Provide information and direction in the introduction and performance of training maneuvers for student pilots, pilots requalifying or preparing for additional ratings, and flight instructors. Reprinted in 1969. ($2.10 GPO.) FAA 1.8:F 64/4. SN 050–007–0008–1.

61–23A Pilot's Handbook of Aeronautical Knowledge (7–10–70).

Contains essential, authoritative information used in training and guiding applicants for private pilot certification, flight instructors, and flying school staffs. ($5.30 GPO.) TD 4.408:P 64/5. SN 050–011–00051–8.

61–25 Flight Test Guide—Helicopter Private and Commercial Pilot (12–7–65).

Assists the helicopter pilot applicant in preparing for the certification flight tests; provides information concerning applicable procedures and standards. Published in 1965. ($0.35 GPO.) FAA 1.8:H 36/2. SN 050–007–00010–3.

61–27B Instrument Flying Handbook (9–22–70).

Provides the pilot with basic information needed to acquire an FAA instrument rating. It is designed for the reader who holds at least a private pilot certificate and is knowledgeable in all areas covered in the "Pilot's Handbook of Aeronautical Knowledge." ($3.35 GPO.) TD 4.8:In 7/2/971. SN 050–007–00067–7.

61–28A Commercial Pilot Written Test Guide (4–28–70).

Reflects current operating procedures and techniques for the use of applicants in preparing for the Commercial Pilot-Airplane Written Test. ($2.00 GPO.) TD 4.408:P 64/4. SN 050–011–00053–4.

61–29A Instrument Flight Instructor Written Test Guide (10–16–70).

Reflects current operating procedures, regulations, and techniques for the use of applicants in preparing for the Flight Instructor Instrument Written Test ($1.00 GPO.) TD 4.8:In 7/5. SN 050–007–00165–7.

61–30A Flight Test Guide—Gyroplane, Private and Commercial (3–23–72).

Assist the commercial and private pilot applicant in preparing for his gyroplane test ($0.75 GPO.) TD 4.408:G99. SN 050–011–00059–3.

61–31A Gyroplane Pilot Written Test Guide, Private and Commercial (6–9–72).

Provides guidance and assistance to applicants who are preparing for the Private or Commercial Pilot Gyroplane Written Test. Covers the basic aeronautical knowledge that the prospective gyroplane pilot must know.

61–32A Private Pilot Written Test Guide (12–1–71).

Provides information, guidelines, and sample test items to assist applicants for the Private Pilot Certificate in attaining necessary aeronautical knowledge ($2.50 GPO.) TD 4.408:P 64/971. SN 050–011–00056–9.

61–33 Gyroplane Flight Instructor Examination Guide (3–25–66).

Assists applicants who are preparing for the Flight Instructor Rotorcraft Gyroplane Written Examination. Revised in 1966.

61–34B Federal Aviation Regulations Written Test Guide for Private, Commercial and Military Pilots (2–10–75).

Outlines the scope of the basic knowledge required of civilian or military pilots who are studying FARs as they pertain to the Regulations terminology; to the certification of private and commercial pilots; to the operation of aircraft in the national airspace; and to the requirements of the National Transportation Safety Board. For use as a guide in preparing for the FAR Written Test. ($0.70 GPO.) TD 4.8:P64/975. SN 050–007–00288–2.

61–38 Rotorcraft Helicopter Written Test Guide (8–16–67).

Gives guidance to applicants preparing for the aeronautical knowledge requirement for a flight instructor certificate with a helicopter rating.

61–39A Flight Test Guide, Private and Commercial Pilot—Glider (10–19–72).

Assists applicants for private and commercial pilot flight tests in gliders.

61–41A Glider Flight Instructor Written Test Guide (1–12–72).

Provides information, guidelines, and sample test items, to assist applicants for the Glider Flight Instructor rating in attaining necessary aeronautical knowledge.

61–42A Airline Transport Pilot (Helicopter) Written Test Guide (1–20–72).

Describes the type and scope of required aeronautical knowledge covered in the written tests, lists reference materials available from GPO bookstores, and presents sample test items with answers and explanations. ($0.70 GPO). TD 4.408:H 36/972. SN 050–011–00057–7.

61–43A Glider Pilot Written Test Guide—Private and Commercial (1–12–72).

Provides information, guidelines, and sample test items, to assist applicants for the Glider Pilot certificate in attaining necessary aeronautical knowledge.

61–45 Instrument Rating (Helicopter) Written Test Guide (1–24–68).

Assists applicants who are preparing for the helicopter instrument rating. Presents a study outline, study materials and a sample test with answers.

61–46 Flight Instructor Procedures (6–4–69).

Informs flight instructors of the procedures involved in the renewal of reinstatement of Flight Instructor Certificates, qualification for "Gold Seal" certificates, and endorsing student pilot logbooks for various operations.

61–47 Use of Approach Slope Indicators for Pilot Training (9–16–70).

Informs pilot schools, flight instructors and student pilots of the recommendation of the Federal Aviation Administration on the use of approach slope indicator systems for pilot training.

61–49 Airline Transport Pilot—Airplane Practical Test Guide (8–9–71).

Describes the practical test requirements for Airline Transport Pilot Cer-

tificates (Airplane) and associated class and type ratings. ($0.45 GPO.) TD 4.408: Ai 7/4. SN 050-011-00054-2.

61-50A Airplane Flight Characteristics and Techniques Associated with Operation in the "Region of Reversed Command" (3-15-76).

Provides the general aviation pilot with a ready reference to the basic areodynamics involved in slow speed flight at or near minimum control speed.

61-51 Reporting Flight Time on Pilot Applications, FAA Form 8420-3 (6-26-72).

Advises applicants of the importance of entering their pilot flight time on subject form. (OBM No. 04-R0064.)

61-52B Flight Instructor of the Year Award Program (1-5-74).

Provides the details of the Flight Instructor of the Year Award Program.

61-54A Private Pilot Airplane . . . Flight Test Guide (4-18-75).

Contains information and guidance concerning the pilot operations, procedures, and maneuvers relevant to the airplane category with a single-engine land/sea or multiengine land/sea rating. ($1.35 GPO.) TD 4.408:P64/2/975. SN 050-007-00300-5.

61-55A Commercial Pilot Airplane . . . Flight Test Guide (4-25-75).

Assists the applicant and the instructor in preparing for the flight test for certification as a commercial pilot with single engine land or sea rating and for multiengine land or sea ratings. ($1.10 GPO.) TD 4.408:Ai7/7. SN 050-007-00295-5.

61-56 Flight Test Guide (Part 61 revised) Instrument Pilot Airplane (5-1-73).

Assists the applicant and his instructor in preparing for the flight test for the Instrument Pilot Airplane Rating under Part 61 (revised). ($0.65 GPO.) TD 4.408:IN/7/2/973. SN 050-011-00065-8.

61-57A Type Rating, Airplane, Flight Test Guide (5-1-75).

Contains information and guidance concerning the pilot operations, procedures, and maneuvers relevant to the flight test required for an Airplane Type Rating. ($0.70 GPO.) TD 4.408:M91/975. SN 050-007-00299-8.

61-58 Flight Instructor Practical Test Guide (5-1-73).

Outlines new requirements based on changes to FAR Part 61, Certification of Pilots and Flight Instructors. ($0.50 GPO.) TD 4.408:In 7/5. SN 050-011-00067-4.

61-59 Private and Commercial Pilot, Flight Test Guide (5-24-73).

Assist the applicant and his instructor in preparing for the flight test for the Private or Commercial Pilot Rotorcraft Certificate with Helicopter Rating under Part 61 (revised). ($0.75 GPO.) TD 4.408:H36/3. SN 050-007-00209-2.

61-60 Private and Commercial Pilot Gyroplane, Flight Test Guide (May 1973).

Outlines appropriate pilot operations and the minimum standards for the performance of each procedure or maneuver which will be accepted by the examiner as evidence of the pilot's competency, under Part 61 (revised). ($0.65 GPO.) TD 4.408:G99/973. SN 050-011-00066-6.

61-61 Private and Commercial Pilot Glider, Flight Test Guide (4-27-73).

Assist the applicant and his instructor in preparing for the flight test for the Private and the Commercial Pilot Certificate with Glider Rating under Part 61 (revised). ($0.70 GPO.) TD 4.408:G49. SN 050-011-00068-2.

61-62 Private and Commercial Pilot Free Balloon . . . , Flight Test Guide (June 1973).

Assists the applicant and his instructor in preparing for the flight test for the Private Pilot or Commercial Pilot Certificate with a lighter-than-air category and free balloon class rating under Part 61 (revised).

61-63 Flight Test Guide, Private and Commercial Pilot—Lighter-Than-Air Airship (5-23-74).

Establishes a new concept of pilot training and certification requirements. To provide a transition to these revised requirements, Part 61 (revised) permits the applicant, for a period of 1 year after the effective date, to meet either the previous requirements for the Private Pilot Certificate as outlined in Part 61, prior to November 1, 1973.

61-64 Flight Test Guide—Instrument Pilot Helicopter (7-23-73).

Assists the applicant and his instructor in preparing for the flight test for the instrument Pilot Helicopter Rating under the revised Part 61 ($0.55 GPO.) TD 408:H36/4. SN 050-007-00215-7.

61-65 Part 61 (Revised) Certification: Pilot and Flight Instructors (9-5-73).

Informs pilots and flight instructors of the changes in Part 61, revised January 23, 1973, their effects, and the standards and procedures which will be used in implementing them.

61-66 Annual Pilot in Command Proficiency Checks (11-2-73).

Presents material relating to annual proficiency checks required for pilots-in-command of civil aircraft type certificated for more than one required pilot crewmember, other than those operating under Parts 121, 123, 127, 133, 135, and 137.

61-67 Hazards Associated with Spins in Airplanes Prohibited from Intentional Spinning (2-1-74).

Informs pilots of the airworthiness standards for the type certification of small airplanes prescribed in Section 23.221 of the Federal Aviation Regulations concerning spin maneuvers.

61-68 Flight Instructor Refresher Clinics—Scheduling, Attendance, Facilities, and Equipment (2-27-74).

Provides guidance to sponsors regarding scheduling, required facilities and equipment, and attendance control at Flight Instructor Refresher Clinics in which the Flight Instructor Refresher Unit (FIRU) participates.

61-70 Flight Instructor Instrument—Airplane—Written Test Guide (3-29-74).

Provides guidance for the applicant by outlining the scope of knowledge required for the Flight Instructor Certificate with an Instrument Airplane Rating. ($1.65 GPO.) TD 4.8:In 7/6. SN 050-007-00252-1.

61-71 Commercial Pilot—Airplane—Written Test Guide (4-9-74).

Assist applicants who are preparing for the Commercial Pilot-Airplane-Written Test based on the requirements of FAR Part 61 (revised) which became effective Nov. 1, 1973. ($1.00 GPO.) TD 4.408:P64/4/974. SN 050-011-00070-4.

61-72 Flight Instructor—Airplane—Written Test Guide (4-9-74).

Assists applicants who are preparing for the Flight Instructor certificate with Airplane Rating based on the revised provisions of FAR Part 61 which became effective Nov. 1, 1973. ($1.45 GPO.) TD 4.408:In 7/974. SN 050-007-00251-3.

61-73 Private and Commercial Pilot Rotorcraft—Helicopter Written Test Guide (8-8-74).

Assists applicants who are preparing for the Private or Commercial Pilot certificate with a Rotorcraft—Helicopter rating under the provisions of FAR Part 61 (revised). ($1.20 GPO.) TD 4.408: P64/7. SN 050-007-00265-3.

AC 61-74 Flight Instructor Rotorcraft—Helicopter Written Test Guide (5-8-74).

Assists applicants who are preparing for the Flight Instructor Certificate with a Rotorcraft—Helicopter Rating. ($1.45 GPO.) TD 4.408:R74. SN 050-007-00272-6.

AC 61-75 Flight Instructor—Glider—Written Test Guide (9-18-74).

Assists applicants who are preparing for the Flight Instructor—Glider Written Test. ($1.10 GPO.) TD 4.408:G 49/2. SN 050-007-00271-8.

61-77 Airline Transport Pilot Airplane Practical Test Guide (Part 61 Revised) (4-23-74).

Designed to assist the applicant and his instructor in preparing for the Airline Transport Pilot Certificate with an Airplane Rating under FAR Part 61 (revised). ($0.50 GPO.) TD 4.408:AI7/4/974. SN 050-007-00257-2.

61.117-1D Flight Test Guide—Commercial Pilot, Airplane (2-14-72).

Assists the commercial applicant in preparing for his certification flight test. Reprinted in 1973 ($0.60 GPO.) TD 4.8:P 64/2/972. SN 050-007-00180-1.

63–1B Flight Engineer Written Test Guide (10–22–70).

Provides information to prospective flight engineers and others interested in this certification area. Contains information about certification requirements and describes the type and scope of the written test. Lists appropriate study and reference material and presents sample questions similar to those found in the official written tests. ($0.85 GPO.) TD 4.8:En 3/971. SN 050–007–00164–9.

63–2A Flight Navigator Written Test Guide (4–4–69).

Defines the scope and narrows the field of study to the basic knowledge required for the Flight Navigator Certificate. Published in 1969. ($0.70 GPO.) TD 4.8:F 64/2. SN 050–007–00064–2.

65–2C Airframe and Powerplant Mechanics Certification Guide (3–15–73).

Provides information to prospective airframe and powerplant mechanics and other persons interested in FAA certification of aviation mechanics. ($1.10 GPO.) TD 4.8Ai 7/6/973. SN 050–007–00192–4.

65–4B Aircraft Dispatcher Written Test Guide (7–25–72).

Describes the type and scope of aeronautical knowledge covered by the aircraft dispatcher written examination, lists reference materials, and presents sample questions. ($1.40 GPO.) TD 408:Ai 7/6. SN 050–007–00190–8.

65–5A Parachute Rigger—Senior/ Master—Certification Guide (12–20–74).

Provides information on how to apply for a parachute rigger certificate or rating and assists the applicant in preparing for the written, oral, and practical tests. ($0.75 GPO.) TD 4.408:P21. SN 050–007–00287–4.

65–9 Airframe and Powerplant Mechanics—General Handbook (8–26–70).

Designed as a study manual for persons preparing for a mechanic certificate with airframe or powerplant ratings. Emphasis in this volume is on theory and methods of application, and is intended to provide basic information on principles, fundamentals, and airframe and powerplant ratings. Reprinted in 1973. ($6 GPO.) TD 4.408:Ai 7/2. SN 050–011–0052–6.

65–11A Airframe and Powerplant Mechanics Certification Information (4–21–71).

Provides answers to questions most frequently asked about Federal Aviation Administration certification of aviation mechanics. ($0.40 GPO.) TD 4.8:Ai:7/ 21/971. SN 050–007–00171–1.

65–12 Airframe and Powerplant Mechanics Powerplant Handbook (9–25–70).

Designed to familiarize student mechanics with the construction, theory of operation, and maintenance of aircraft powerplants. Reprinted in 1973. ($6.05 GPO.) TD 4.408:Ai 7/3. SN 050–007–00157–6.

65–13A FAA Inspection Authorization Directory (4–18–74).

Provides a new directory of all FAA certificated mechanics who hold an inspection authorization as of March 1, 1974.

65–15 Airframe and Powerplant Mechanics Airframe Handbook (9–18–72).

Designed to familiarize student mechanics with airframe construction, repair, and the operating theory of airframe systems. Reprinted in 1973. ($5.05 GPO.) TD 4.408:Ai 7/5. SN 050–007–00174–6.

65–17 Annual Renewal Meeting of Holders of the Inspection Authorization (1–15–73).

Initiates an annual renewal meeting for the holders of the inspection authorization.

65–18 Report Availability of a Survey of the Aviation Mechanics Occupation (9–4–74).

Announces the public availability of the 1974 report on a Survey of the Aviation Mechanics Occupation.

67–1 Medical Information for Air Ambulance Operators (3–4–74).

Provides persons or groups interested or involved in civil air ambulance activities with information governing the transport of patients by air.

67–2 Medical Handbook for Pilots (5–15–74).

An aviation medicine handbook written in pilots language that provides guidance on when, and when not, to fly. Emphasizes the fact that, to be a good pilot, you must be physically fit, psychologically sound, and well trained. Designed to complement the Pilots Handbook of Aeronautical Knowledge. ($1.45 GPO.) TD 4.8:M46/3. SN 050–007–00254–8.

Airspace

SUBJECT NO. 70

70–2 Airspace Utilization Considerations in the Proposed Construction, Alteration, Activation and Deactivation of Airports (7–23–73).

Advises those persons proposing to construct, alter, activate or deactivate a civil or joint-use (civil/military) airport, for which Federal aid has not been requested of the Federal Aviation Administration.

70/7460–1D Obstruction Marking and Lighting (4–18–75).

Describes FAA standards on obstruction marking and lighting and establishes the methods, procedures, and equipment types for both aviation red and high-intensity white obstruction lights.

70/7460–2E Proposed Construction or Alteration of Objects that may Affect the Navigable Airspace (7–5–73).

Advises those persons proposing to erect or alter an object that may affect the navigable airspace of the requirement to submit a notice to the Administrator of the Federal Aviation Administration (FAA).

70/7460–3 Petitioning the Administrator for Discretionary Review; Section 77.37, FAR (8–8–68).

Revises and updates information concerning the submission of petitions to the Administrator for review, extension, or revision of determinations issued by regional directors or their designees.

73–1 Establishment of Alert Areas (3–11–68).

Announces the establishment of alert areas and sets forth the procedures which FAA will follow in establishing such areas.

Air Traffic Control and General Operations

SUBJECT NO. 90

90–1A Civil Use of U.S. Government Produced Instrument Approach Charts (4–10–68).

Clarifies landing minimums requirements and revises instrument approach charts.

90–5 Coordination of Air Traffic Control Procedures and Criteria (6–13–63).

States Air Traffic Service policy respecting coordination of air traffic procedures and criteria with outside agencies and/or organizations.

90–12A Severe Weather Avoidance (2–21–73).

Warns all pilots concerning flight in the vicinity of known or forecasted severe weather, severe turbulence and hail and advises them that air traffic control facilities, even though equipped with radar, might not always have the capability nor be in a position to provide assistance for circumnavigation of areas of severe weather.

90–14A Altitude—Temperature Effect on Aircraft Performance (1–26–68).

Introduces the Denalt Performance Computer and reemphasizes the hazardous effects density altitude can have on aircraft.

90–20 Weather Radar Radomes (11–12–64).

Highlights some important points to consider in the selection and maintenance of weather radar radomes.

90–23D Wake Turbulence (12–15–72).

Alerts pilots to the hazards of aircraft trailing vortex wake turbulence and recommends related operational procedures.

90–34 Accidents Resulting from Wheelbarrowing in Tricycle Gear Equipped Aircraft (2–27–68).

Explains "wheelbarrowing", the circumstances under which it is likely to

occur, and recommended corrective action.

90–38A Use of Preferred IFR Routes (12–29–69).

Outlines the background, intent, and requested actions pertaining to the use of preferred IFR routes.

90–42A Traffic Advisory Practices at Nontower Airports (8–16–72).

Establishes, as good operating practices, procedures for pilots to be apprised of or exchange traffic information, when approaching or departing uncontrolled airports.

90–43C Operations Reservations for High-Density Traffic Airports (11–14–71).

Advises the aviation community of the means for all aircraft operators, except helicopters, scheduled and supplemental air carriers and scheduled air taxis, to obtain a reservation to operate to and/or from designated high-density traffic airports.

AC 90–45A Approval of Area Navigation Systems for Use in the U.S. National Airspace System (2–21–75).

Provides guidelines for implementation of two-dimensional area navigation (2D RNAV) within the U.S. National Airspace System (NAS). Provides for both VOR/DME dependent systems and self-contained systems such as Inertial Navigation Systems (INS).

90–45A Ch 1 (9–15–75).

90–48 Pilots' Role in Collision Avoidance (3–20–70).

Alerts all pilots to the midair collision and near midair collision hazard and to emphasize those basic problem areas of concern, as related to the human casual factors, where improvements in pilot education, operating practices, procedures, and techniques are needed to reduce midair conflicts.

AC 90–50A VHF Radio Frequency Assignment Plan for Aeronautical Operations (2–7–75).

Describes the civil air traffic control assignment of frequencies in the very high frequency (118–136 MHz) band.

90–51 FAA Motion Picture—"Caution—Wake Turbulence" (11–17–70).

Announces the availability of a new wake turbulence film and encourages its viewing.

90–54A Cruise Clearances (11–27–73).

Provides the aviation community guidance when operating under a "cruise" clearance.

90–58B VOR Course Errors Resulting from 50kHz Channel Selection (9–12–74).

Provides information concerning a potentially hazardous situation when a 200 channel receiver is inadvertently mistuned 50kHz from the frequency of a 100kHz ground station.

90–59 Arrival and Departure Handling of High-Performance Aircraft (2–28–72).

Describes ATC handling of high-performance aircraft in terminal areas.

90–60 Weather Observation Reporting Obscured or Partially Obscured Sky Condition (3–31–72).

Provides pilots with information concerning weather conditions reported by weather observers as obscuration or partial obscuration.

90–62 Flying DME Arcs (1–23–73).

Describes the procedures and techniques for intercepting DME arcs from radials, maintaining DME arcs, and intercepting radials and localizers from DME arcs.

90–63 ATC Procedures for Random Area Navigation Routes (5–8–73).

Provides guidelines and procedures for obtaining approval of random IFR area navigation routes in the U.S. National Airspace System.

90–64 Automated Radar Terminal System (ARTS) III (6–22–73).

Advises the aviation community of the capabilities of the Automated Radar Terminal System and the associated services provided by ARTS III equipped air traffic control facilities.

90–65 Air Traffic Fuel Economy Program (1–18–74).

Advises the aviation community of flow control procedures that will be utilized to conserve aviation fuel during periods when the normal movement of aircraft is disrupted. Also describes actions required of user groups to ensure efficient flow control planning.

AC 90–66 Recommended Standard Traffic Patterns for Airplane Operations at Uncontrolled Airports (2–27–75).

Calls attention to regulatory requirements for the operations of airplanes at uncontrolled airports. Recommends voluntary use of standard traffic pattern flight procedures.

90–67 Light Signals from the Control Tower for Ground Vehicles, Equipment, and Personnel (8–15–75).

Provides the aviation community with the meaning of the light signals used when communicating with ground vehicles, equipment, and personnel on the airport movement area from the control tower.

90–68 Minimum Vectoring Altitudes (MVA) (10–29–75).

Explains why and how Minimum Vectoring Altitudes are established.

90–69 National Beacon Code Allocation Plan (11–5–75).

Provides advance information on the implementation of the National Beacon Code Allocation Plan.

91–5B Waivers of Subpart B, Part 91 of the Federal Aviation Regulations (FARs) (1–28–72).

Provides information concerning the submission of applications for and the issuance of waivers of Subpart B, FAR Part 91.

91–6 Water, Slush, and Snow on the Runway (1–21–65).

Provides background and guidelines concerning the operation of turbojet aircraft with water, slush, and/or snow on the runway.

91–8A Use of Oxygen by General Aviation Pilots/Passengers (8–11–70).

Provides general aviation personnel with information concerning the use of oxygen.

91–9 Potential Hazards Associated With Turbojet Ground Operations (6–19–65).

Alerts turbojet operators and flight crews to potential hazards involving turbojet operations at airports.

91–10A Suggestions for Use of ILS Minima by General Aviation Operators of Turbojet Airplanes (10–8–65).

Provides general aviation operators of turbojet airplanes with information on practices and procedures to be considered before utilizing the lowest published IFR minima prescribed by FAR Part 97 and provides informtion on pilot-in-command experience, initial and recurrent pilot proficiency, and airborne airplane equipment.

91–11A Annual Inspection Reminder (12–3–69).

Provides the aviation community with a uniform visual reminder of the date an annual inspection becomes due. (Reference section 91.169(a) (1) of the FAR's.)

91.11–1 Guide to Drug Hazards in Aviation Medicine (7–19–63).

Lists all commonly used drugs by pharmacological effect on airmen with side effects and recommendations. Reprinted 1970. ($1.15 GPO.) FAA 7.9:D 84. SN 050–009–00001–7.

91–12B Required Inspection for Aircraft Operating Under FAR Parts 121, 123, 127, or 135 and Reverting to General Operation Under FAR Part 91 (12 9–70).

Describes acceptable methods for complying with the required inspections set forth in FAR Part 91.

91–13A Cold weather Operation of Aircraft (1–2–70).

Provides background and guidelines relating to operation of aircraft in the colder climates where wide temperature changes may occur.

91–14B Altimeter Setting Sources (10–1–71).

Provides the aviation public, industry, and FAA filed personnel with guidelines

for setting up reliable altimeter setting sources.

91–15 Terrain Flying (2–2–67).

A pocket-size booklet designed as a tool for the average private pilot. Contains a composite picture of the observations, opinions, warnings, and advice from veteran pilots who have flown this vast land of ours that can help to make flying more pleasant and safer. Tips on flying into Mexico, Canada, and Alaska.

($1.40 GOP.) TD 4.2:T27. SN 050–007–00147–9.

91–16 Category II Operations—General Aviation Airplanes (8–7–67).

Sets forth acceptable means by which Category II operations may be approved in accordance with FAR Parts 23, 25, 61, 91, 97, and 135.

91–17 The Use of View Limiting Devices on Aircraft (2–20–68).

Alerts pilots to the continuing need to make judicious and cautious use of all view limiting devices on aircraft.

91–21 Inspection Schedule—for Handley-Page Model HP–137 (4–24–69).

Provides information for use by persons planning to develop an inspection schedule for the Handley-Page Model HP–137 aircraft.

91–22A Altitude Alerting Devices/Systems (12–23–71).

Provides guidelines for designing, installing, and evaluating altitude alerting systems.

91–23 Pilot's Weight and Balance Handbook (5–6–69).

Provides an easily understood text on aircraft weight and balance for pilots who need to appreciate the importance of weight and balance control for safety of flight. Progresses from an explanation of basic fundamentals to the complete application of weight and balance principles in large aircraft operations. Reprinted in 1972 ($1.25 GPO.) TD 4.408:P 64/3. SN 050–011–00049–6.

91–24 Aircraft Hydroplaning or Aquaplanning on Wet Runways (9–4–69).

Provides information to the problem of aircraft tires hydroplaning on wet runways.

91–25A Los of Visual Cues During Low Visibility Landings (6–22–72).

Provides information concerning the importance of maintaining adequate visual cues during the descent below MDA or DA.

91–26 Maintenance and Handling of Air-Driven Gyroscopic Instruments (10–29–69).

Advises operators of general aviation aircraft of the need for proper maintenance of air-driven gyroscopic instruments and associated air filters.

91–27A Systemsworthiness Analysis Program—General Aviation (12–16–70).

Explains the purpose and applicability of the Systems Worthiness Analysis Program (SWAP) to certificated air taxis, repair stations, pilot and aviation maintenance technician schools that are operated under the privileges of certificates issued by the Federal Aviation Administration.

91–28 Unexpected Opening of Cabin Doors (12–23–69).

Outlines the importance of assuring that cabin doors are properly closed prior to takeoff.

91–32 Safety in and Around Helicopters (5–7–71).

Provides suggestions to improve helicopter safety by means of acquainting nonflight crew personnel and passengers with the precautions and procedures necessary to avoid undue hazards.

91–33 Use of Alternate Grades of Aviation Gasoline for Grade 80/87 (10–6–71).

Provides information relating to the use of alternate grades of aviation gasoline when grade 80/87 is not available, and the resultant effects of the use of the alternate fuels which may have higher TEL (tetraethyl lead) content.

91–34 Model Aircraft Operating Standards (7–1–72).

Outlines safety standards for operators of model aircraft, and encourages voluntary compliance with these standards.

91–35 Noise, Hearing Damage, and Fatigue in General Aviation Pilots (3–28–72).

Aquaints pilots with the hazards of regular exposure to cockpit noise. Especially pertinent are piston-engine, fixed-wing, and rotary-wing aircraft.

91–36A VFR Flight Near Noise-Sensitive Areas (7–9–74).

Encourages pilots making VFR flights near noise-sensitive areas to fly at altitudes higher than the minimum permitted by regulation. National Park areas now included.

91–37 Truth in Leasing (11–9–72).

Provides information and guidance for leasees and conditional buyers of U.S. registered large civil aircraft.

91–38 Large and Turbine-Powered Multiengine Airplanes, Part 91, Subpart D (12–13–72).

Sets forth guidelines and procedures to assist operators of large and turbine-powered multiengine airplanes in meeting the safety requirements of FAR, Part 91, Subpart D.

91–39 Recommended Noise Abatement Takeoff and Departure Procedure for Civil Turbojet Powered Airplanes (1–18–74).

Illustrates the recommended noise abatement takeoff and departure procedure for civil turbojet powered airplanes.

91–40 Terminal Control Area (TCA) Radar Outage (1–17–74).

Explains the service that will be provided by Air Traffic Control to aircraft in a terminal control area when a radar outage occurs.

91–41 Ground Operational Procedures for Aircraft Engine Emission Reduction and Fuel Conservation (3–12–74).

Recommends ground operational procedures that will minimize air pollution from aircraft ground operations and conserve fuel.

AC 91–42 Hazards of Rotating Propellers (6–17–75).

Provides information on propeller accidents and offers suggestions to reduce the frequency of their occurrence.

AC 91–43 Unreliable Airspeed Indications (6–26–75).

Alerts pilots to the possibility of erroneous airspeed/Mach indications that may be caused by blocking or freezing of the pitot system and advises of corrective action that can be taken.

91–44 Emergency Locator Transmitters Operational and Maintenance Practices (2–20–76).

Provides guidelines relative to the installation, maintenance, and operation of emergency locator transmitters.

91.29–1 Special Structural Inspections (1–8–68).

Discusses occurrences which may cause structural damage affecting the airworthiness of aircraft.

91.79–1 Waivers of Section 91.79 of the Federal Aviation Regulations (4–21–76).

Announces the availability of waivers relating to FAR 91.79 and requests that interested persons contact any General Aviation District Office or Flight Standards District Office for specific information.

91.83–1A Canceling or Closing Flight Plans (3–25–75).

Outlines the need for canceling or closing flight plans promptly to avoid costly search and rescue operations.

91.83–2 IFR Flight Plan Route Information (2–16–66).

Clarifies the air traffic control needs for the filing of route information in an IFR (Instrument Flight Rules) flight plan.

95–1 Airway and Route Obstruction Clearance (6–17–65).

Advises all interested persons of the airspace areas within which obstruction clearance is considered in the establishment of Minimum En Route Instrument Altitudes (MEA's) for publication in FAR Part 95.

99–1 Security Control of Air Traffic (1–12–72).

Provides civil aviation with recommended practices for operating aircraft within or penetrating an Air Defense Identification Zone (ADIZ).

101–1 Waivers of Part 101, Federal Aviation Regulations (1–13–64).

Provides information on submission of applications and issuances of waivers to FAR Part 101.

103–2 Information Guide for Air Carrier Handling of Radioactive Materials (7–23–70).

Acquaints air carrier industry and in particular, air freight handling personnel, with the essential requirements and practical application of the various regulations pertaining to the handling and transportation of radioactive materials.

103–3 Information Guide for Training Programs and Manual Requirements in the Air Transportation of Dangerous Articles and Magnetized Materials (10–10–73).

Provides air carriers and air taxi/commercial operators with information concerning recent revisions to FAR Parts 103, 121, and 135 requiring the establishment of manuals and training of personnel in the air transportation of dangerous articles and magnetized materials.

103–4 Hazard Associated with Sublimation of Solid Carbon Dioxide (Dry Ice) Aboard Aircraft (5–1–74).

Discusses the potential hazard associated with the sublimation of dry ice aboard aircraft. Precautionary measures and simple rules of thumb are indicated in order to preclude environmentally hazardous conditions affecting crews and passengers aboard aircraft.

103–5 Preparation and Loading of Magnetron Tubes and Magnetic Materials for Air Shipments (7–16–74).

Provides information relevant to the preparation and loading of magnetron tubes and magnetic materials for shipment in civil aircraft.

105–2 Sport Parachute Jumping (9–6–68).

Provides suggestions to improve sport parachuting safety; information to assist parachutists in complying with FAR Part 105; and a list of aircraft which may be operated with one cabin door removed, including the procedures for obtaining FAA authorization for door removal.

107–1 Aviation Security—Airports (5–19–72).

Furnishes guidance to those individuals and organizations having responsibilities under Part 107 of the Federal Aviation Regulations. It also provides recommendations for establishing and improving security for restricted or critical facilities and areas the security of which is not dealt with in Part 107.

Air Carrier and Commercial Operators and Helicopters

SUBJECT No. 120

120–2A Precautionary Propeller Feathering To Prevent Runaway Propellers (8–20–63).

Emphasizes the need for prompt feathering when there is an indication of internal engine failure.

120–5 High Altitude Operations in Areas of Turbulence (8–26–63).

Recommends procedures for use by jet pilots when penetrating areas of severe turbulence.

120–7A Minimum Altitudes for Conducting Certain Emergency Flight Training Maneuvers and Procedures (7–27–70).

Issued to emphasize to all air carriers and other operators of large aircraft the necessity for establishing minimum altitudes above the terrain or water when conducting certain simulated emergency flight training maneuvers.

120–12 Private Carriage Versus Common Carriage by Commercial Operators Using Large Aircraft (6–24–64).

Provides guidelines for determining whether current or proposed transportation operations by air constitute private or common carriage.

120–13 Jet Transport Aircraft Altitude Instrument Systems (6–26–64).

Provides information about the characteristics of some attitude instrument systems presently installed in some jet transport aircraft.

120–16A Continuous Airworthiness Program (9–11–69).

Provides air carriers and commercial operators with guidance and information pertinent to certain provisions of Federal Aviation Regulations Parts 121 and 127.

120–17 Handbook for Maintenance Control by Reliability Methods (12–31–64).

Provides information and guidance materials which may be used to design or develop maintenance reliability programs which include a standard for determining the time limitations.

120–17 CH1 (6–24–66).

120–17 CH2 (5–6–68).

120–26C Civil Aircraft Operator Designators (9–28–72).

Revises the criteria and states the procedures for the assignment of a designator and a corresponding air/ground call sign to civil aircraft operators engaged in domestic services on a repetitive basis.

120–27 Aircraft Weight and Balance Control (10–15–68).

Provides a method and procedures for weight and balance control.

120–27 CH 1 (11–20–73).

Adds Part 123 to subject circular.

120–28A Criteria for Approval of Category IIIa Landing Weather Minima (12–14–71).

States an acceptable means, not the only means, for obtaining approval of Category IIIa minima and the installation approval of the associated airborne systems.

120–28A CH 1 (1–18–73).

Revises the CAT IIIa Landing Weather Minima maintenance requirements of paragraph 8 to make them consistent with the requirements for CAT IIa.

120–29 Criteria for Approving Category I and Category II Landing Minima for FAR 121 Operators (9–25–70).

Sets forth criteria used by FAA in approving turbojet landing minima of less than 300–¾ or RVR 4,000 (Category I) and Category II minima for all aircraft.

120–29 CH 1 (12–15–71).

Revises Appendix 1 and deletes statement in Appendix 2 regarding 19-foot criteria (does not apply when using an approved automatic landing system).

120–29 CH 2 (7–26–72).

Clarifies the airborne system evaluation by stressing the necessity for meeting maintenance program requirements.

120–29 CH 3 (12–3–74).

Outlines the recent change in FAR Part 121 wherein both initial and recurrent pilot qualification for both Category I and II proficiency checks may be performed in a visual simulator.

121–1A Standard Operations Specifications—Aircraft Maintenance Handbook (6–26–73).

Provides procedures acceptable to the Federal Aviation Administration which may be used by operators when establishing inspection intervals and overhaul times.

121–1A CH 1 (1–23–75).

Updates the overhaul and inspection/check period of selected airframes, powerplants, propellers, and appliances in relation to current industry standards.

121–3N Maintenance Review Board Reports (6–7–73).

Revises the list of Maintenance Review Board Reports that are currently in effect.

121–6 Portable Battery-Powered Megaphones (1–5–66).

Sets forth an acceptable means for complying with rules (applicable to various persons operating under Part 121 of the Federal Aviation Regulations) that prescribe the installation of approved megaphones.

121–12 Wet or Slippery Runways (8–17–67).

Provides uniform guidelines in the application of the "wet runway" rule by certificate holders operating under FAR 121.

121–13 Self-Contained Navigation Systems (Long Range) (10–14–69).

States an acceptable means, not the only means, of compliance with the referenced sections of the FAR as they apply to persons operating under Parts 121 or 123 who desire approval of Doppler RADAR navigation systems or Inertial Navigation Systems (INS) for use in their operations.

121–13 CH 1 (7–31–70).

Assures standardization of the Minimum Equipment List (MEL) with respect to Inertial Navigation Systems

(INS) through the appropriate Flight Operations Evaluation Board (FOEB).

121–13 CH 2 (12–21–70).

Permits all flight training for Doppler and INS qualification, to be completed in a simulator or training device approved for conducting the required pilot training and qualifications in the use of these systems.

121–14A Aircraft Simulator Evaluation and Approval (2–9–76).

Sets forth one means that would be acceptable to the Administrator for approval of aircraft simulators or other training devices requiring approval under FAR 121.407.

121–16 Maintenance Certification Procedures (11–9–70).

Provides guidance for the preparation of an Operations Specification—Preface Page which will afford nominal and reasonable relief from approved service and overhaul time limits when a part is borrowed from another operator.

121–17 Aviation Security: Certain Air Carriers and Commercial Operators—Security Programs and Other Requirements (3–14–72).

Provides general information regarding the requirements of FAR Amdt. 121–85.

121–18 Aviation Security—Carriage of Weapons and Escorted Persons (7–15–75).

Provides information and guidance for the implementation of amendments to FAR Part 121 regarding the carriage of weapons on aircraft and for the carriage of persons in the custody of law enforcement officers.

121–19 Aviation Security—Property Acceptance and Handling Procedures—Indirect Air Carriers (3–17–76).

Provides information and guidance which may be used by "indirect air carriers" when providing property to be carried by "direct air carriers" or by the operator of any civil aircraft for transportation in air commerce.

121–20 Aviation Security: Supplemental Air Carriers (3–17–76).

Provides supplemental air carriers with information concerning recommended general security measures applicable to charter operations that should minimize the effects of crimes directed against air transportation.

121.195(d)–1 Alternate Operational Landing Distances for Wet Runways; Turbojet Powered Transport Category Airplanes (11–19–65).

Sets forth an acceptable means, but not the only means, by which the alternate provision of section 121.195(d) may be met.

123–1 Air Travel Clubs (10–17–68).

Sets forth guidelines and procedures to assist air travel clubs using large aircraft in meeting safety requirements of FAR Part 123.

129–1 Foreign Air Carriers—Security Programs and Other Requirements—FAR Par 129 (9–25–75).

Provides guidance to foreign air carriers concerning the requirements of FAR Part 129, Sections 129.25 and 129.27.

135.144–1 Small Propeller-Driven Air Taxi Airplanes That Meet Section 135.144 (4–13–72).

Provides a summary of and information on small propeller-driven air taxi airplanes that comply with section 135.144 and may continue operations under FAR Part 135 after May 31, 1972, with 10 or more passenger seats.

135.155–1 Alternate Static Source for Altimeters and Airspeed and Vertical Speed Indicators (2–16–65).

Sets forth an acceptable means of compliance with provision in FAR Part 135 and Part 23 dealing with alternate static courses.

135–1B Air Taxi Aircraft Weight and Balance Control (1–19–76).

Provides a method and procedures for developing a weight and balance control system for small aircraft operating in the air taxi fleet under FAR Part 135.

135–2A Air Taxi Operators of Large Aircraft (11–16–73).

Provides guidelines for use by air taxi operators or applicants who desire to obtain authorization to operate large aircraft (more than 12,500 pounds maximum certificated takeoff weight) in air taxi operations.

135–3A Air Taxi Operators and Commercial Operators of Small Aircraft (1–16–75).

Sets forth guidelines and procedures to assist persons in complying with the requirements of Federal Aviation Regulations, Part 135.

135–4A Aviation Security: Air Taxi Commercial Operators (ATCO) 4–15–76).

Provides recommended security measures applicable to ATCO operations that should minimize the effects of crimes directed against air transportation.

135–5 Maintenance Program Approval for Carry-On Oxygen Equipment for Medical Purposes (8–19–75).

Provides a means whereby air taxi operators may submit a maintenance program to comply with FAR Part 135, Section 135.114.

135.60–1 Aircraft Inspection Programs (5–1–70).

Provides information for use by air taxi operators and commercial operators of small aircraft developing an aircraft inspection program for FAA approval.

137–1 Agricultural Aircraft Operations (11–29–65).

Explains and clarifies the requirements of FAR Part 137 and provides additional information, not regulatory in nature, which will assist interested persons in understanding the operating privileges and limitations of this Part.

139.12–1 Airport Operations Specifications (2–3–75).

Presents guidelines to assist airport operators in developing airport operations specifications in compliance with the requirements of amended FAR Part 139.

139.49–1 Programs for Training of Fire Fighting and Rescue Personnel (11–12–74).

Outlines suggested training programs for airport fire fighting and rescue personnel involved in operating airport fire fighting and rescue equipment and the principles of aircraft fire fighting and rescue techniques.

Schools and Other Certificated Agencies

SUBJECT NO. 140

140–1H Consolidated Listing of FAA Certificated Repair Stations (2–9–76).

Provides a revised directory of all FAA certificated repair stations as of December 31, 1975.

140–2J List of Certificated Pilot Schools (6–27–75).

Provides a list of FAA certificated pilot flight and ground schools as of July 1975.

140–3B Approval of Pilot Training Courses Under Subpart D of Part 141 of the FAR (1–8–70).

The title is self-explanatory.

140–5 Radio Maintenance Technician School Curriculum (8–11–71).

Provides information on curriculum subjects for persons desiring to establish radio maintenance technician training courses.

141–1 Pilot School Certification (8–29–74).

Sets forth guidelines to assist persons in obtaining a pilot school certificate and associated ratings under FAR Part 141 (revised).

141–2A Written Tests Prepared by Pilot Schools With Examining Authority Under Part 141 (Revised) of the Federal Aviation Regulations (10–3–75).

Provides guidance to FAR Part 141 Pilot Schools with examining authority in developing final written tests for FAA certificates and ratings which are equal in scope, depth, and difficulty to comparable written tests prescribed by the Administrator. Also prescribes procedures for administering, maintaining security of, and replacing those tests.

143–1D Ground Instructor Written Test Guide–Basic & Advanced (4–18–74).

Outlines the scope of basic knowledge requirements for a ground instructor; outlines source material to obtain this knowledge; presents a sample test with answers and explanations. ($2.25 GPO.) TD 4.408:G91/974. SN 050–007–00284–0.

143–2B Ground Instructor—Instrument—Written Test Guide (6–25–70).

Provides information to applicants for the instrument ground instructor rating about the subject areas covered in the examination and illustrated by a study outline, a list of study materials, and a sample examination with answers ($1.30 GPO.) TD 4.8:G 91/971. SN 050–007–00066–9.

145–2 Repair Station Limited Ratings Beech 18 Series Aircraft (4–21–76).

Advises of a required limited repair station rating to perform X-ray inspection of the Beech 18 wing and center section spar, and of the procedures for application.

145.101–1A Application for Air Agency Certificate—Manufacturer's Maintenance Facility (3–10–69).

Explains how to obtain a repair station certificate.

147–2P Directory of FAA Certificated Aviation Maintenance Technician Schools (2–5–76).

Provides a revised directory of all FAA certificated aviation maintenance technician schools as of December 1, 1975.

147–3 Phase III, A National Study of the Aviation Mechanics Occupation (3–22–71).

Announces the availability for purchase by the public of a reprint of a report of Phase III, A National Study of the Aviation Mechanics Occupation.

147–4 Reports Availability of a Survey of Text Materials Used in Aviation Maintenance Technician Schools (9–3–74).

Announces the public availability of the 1974 report on A Survey of Test Materials Used in Aviation Maintenance Technician Schools.

149–2G Listing of Federal Aviation Administration Certificated Parachute Lofts (4–2–74).

Provides a revised listing of all FAA certificated parachute lofts as of March 1, 1974.

Airports

SUBJECT NO. 150

AIRPORT PLANNING

150/5000–1 Cancellation of Obsolete Publications Issued by Standards Division, Airports Service (4–17–70).

Cancels outstanding airport engineering data sheets, technical standard orders, airport engineering bulletins, and miscellaneous publications that are no longer current and to direct the reader to a new source of information, where applicable.

150/5000–3C Address List for Regional Airports Divisions and Airport District Offices (12–9–75).

Transmits the address list for all regional Airports Divisions and Airport District Offices.

150/5050–2 Compatible Land Use Planning in the Vicinity of Airports (4–13–67).

Advises Federal Aviation Administration personnel, local government officials and the public of the availability of the following two reports prepared under the auspices of the FAA by the firm of Transportation Consultants, Inc. *Compatible Land Use Planning On and Around Airports, and Aids Available for Compatible Land Use Planning Around Airports.*

150/5050–3A Planning the State Airport System (June 1972).

Provides general guidance in preparing a State airport system plan. ($2.50 GPO.) TD 4.8:Ai 7/29. SN 050–007–00184–3.

150/5050–4 Citizen Participation in Airport Planning (9–26–75).

Provides guidance for citizen involvement in airport planning. Although not mandatory for airport grant programs, it demonstrates the need for early citizen participation.

150/5060–1A Airport Capacity Criteria Used in Preparing the National Airport Plan (7–3–68).

Presents the method used by the Federal Aviation Administration for determining when additional runways, taxiways, and aprons should be recommended in the National Airport Plan. The material is also useful to sponsors and engineers in developing Airport Layout Plans and for determining when additional airport pavement facilities should be provided to increase aircraft accommodation capacity at airports.

150/5060–3A Airport Capacity Criteria Used in Long-Range Planning (12–24–69).

Describes the method used by the Federal Aviation Administration for determining the approximate practical hourly and practical annual capacities of various airport runway configurations and is used in long-range (10 years or more) planning for expansion of existing airports and construction of new airports to accommodate forecast demand.

150/5070–3 Planning the Airport Industrial Park (9–30–65).

Provides guidance to communities, airport boards, and industrial developers for the planning and development of Airport Industrial Parks.

150/5070–5 Planning the Metropolitan Airport System (5–22–70).

Gives guidance in developing airport-system plans for large metropolitan areas. It may be used by metropolitan planning agencies and their consultants in preparing such system plans and by the FAA in reviewing same. ($1.65 GPO.) TD 4.108:M56. SN 050–008–00003–7.

150/5070–6 Airport Master Plans (2–5–71).

Provides guidance for the preparation of individual airport master plans as provided for under the Airport Airway Development Act of 1970. ($3.00 GPO.) TD 4.108:P69. SN 050–008–00004–5.

150/5090–2 National Airport Classification System (Airport System Planning) (6–25–71).

Sets forth the new national airport classification system. The system is designed for use in the identification and classification of airports within the National System of Airports and for use as a planning tool in long-range airport system planning.

FEDERAL-AID AIRPORT PROGRAMS

150/5100–3A Federal-aid Airport Program-Procedures Guide for Sponsors (9–20–68).

Provides guidance to public agencies that sponsor or propose to sponsor projects under the Federal-aid Airport Program (FAAP) authorized by the Federal Airport Act.

150/5100–3A CH 1 (11–28–69).

Transmits revised pages to subject advisory circular.

150/5100–5 Land Acquisition in the Federal-aid Airport Program (1–30–69).

Provides general information to sponsors of airport development projects under the Federal-aid Airport Program on the eligibility of land acquisition and extent of Federal participation in land acquisition costs.

150/5100–6A Labor Requirements for Airport Development Aid Program (ADAP) Contracts (1–31–73).

Covers the basic labor requirements for the Airport Development Aid Program.

150/5100–6A CH 1 (3–16–73).

Transmits a revision to delete page 3–1 from subject Advisory Circular.

150/5100–7A Requirement for Public Hearing in the Airport Development Aid Program (2–25–72).

Provides guidance to sponsors of airport development projects under the Airport Development Aid Program (ADAP) on the necessity for and conduct of public hearings.

150/5100–8 Request for Aid; Displaced Persons; Public Hearings; Environmental Considerations; Opposition to the Project (1–19–71).

Provides general guidance on the information and coordination required in support of a request for aid for an airport development project under the Airport and Airway Development Act of 1970.

150/5100–9 Engineering Services Under the Airport Development Aid Program (ADAP) (7–1–72).

Provides guidance for airport sponsors and Federal Aviation Administration offices in the definition, selection, review, and approval of engineering services used under subject program.

150/5100–10A Accounting Records Guide for Airport Aid Program Sponsors (4–13–76).

This advisory circular sets forth recordkeeping requirements imposed on sponsors of Airport Development Aid Program (ADAP) and the Planning Grant Program (PGP) projects by the Airport and Airway Development Act of 1970, as amended. In addition, the Federal Aviation Regulations (FARs) require a sponsor to establish and maintain a financial management system that meets the standards set forth in FAR 152, Appendix K. This circular provides detailed explanations of these requirements.

150/5100–11 Land Acquisition and Relocation Assistance Under the Airport Development Aid Program (2–10–75).

Provides guidance to sponsors of airport development projects under the Airport Development Aid Program to meet the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (Public Law 91–646).

SURPLUS AIRPORT PROPERTY CONVEYANCE PROGRAMS

150/5150–2A Federal Surplus Personal Property for Public Airport Purposes (8–3–73).

Acquaints public airport owners and other interested parties with the Federal Surplus Personal Property Program for public airports and to outline procedures to be used in applying for and acquiring surplus personal property for this purpose.

150/5150–2A CH 1 (2–21–74).

Adds material to paragraph 24, Chapter 6, which was inadvertently omitted in the Advisory Circular during preparation.

AIRPORT COMPLIANCE PROGRAM

150/5190–1 Minimum Standards for Commercial Aeronautical Activities on Public Airports (8–18–66).

Gives to owners of public airports information helpful in the development and application of minimum standards for commercial aeronautical activities.

150/5190–2A Exclusive Rights at Airports (4–4–72).

Makes available to public airport owners, and to other interested persons, basic information and guidance on FAA's policy regarding exclusive rights at public airports on which Federal funds, administered by FAA, have been expended.

150/5190–2A CH 1 (10–2–72).

Deletes the reference to the sale of aeronautical charts by the National Ocean Survey (formerly the U.S. Coast and Geodetic Survey) and to encourage airport owners to obtain UNICOM license in their own names and make these facilities available to all fixed base operators.

150/5190–3A Model Airport Hazard Zoning Ordinance (9–19–72).

Provides a model airport hazard zoning ordinance for airports. The model ordinance is intended merely as a guide to control manmade and natural hazards to aircraft and will require modifications and revisions to meet the varying circumstances and the state and local laws.

AIRPORT SAFETY—GENERAL

150/5200–3A Bird Hazards to Aircraft (3–2–72).

Transmits to the aviation public the latest published information concerning the reduction of bird strike hazards to aircraft in flight and in the vicinity of airports.

150/5200–4 Foaming of Runways (12–21–66).

Discusses runway foaming and suggests procedures for providing this service.

150/5200–5 Considerations for the Improvement of Airport Safety (2–2–67).

Emphasizes that, in the interest of accident/incident prevention, airport management should conduct self-evaluations and operational safety inspections. An exchange of information and suggestions for the improvement of airport safety is also suggested.

150/5200–6A Security of Aircraft at Airports (6–28–68).

Directs attention to the problem of pilferage from aircraft on airports and suggests action to reduce pilferage and the hazards that may result therefrom.

150/5200–7 Safety on Airports During Maintenance of Runway Lighting (1–24–68).

Points out the possibility of an accident occurring to airport employees caused by electrocution.

150/5200–8 Use of Chemical Controls to Repel Flocks of Birds at Airports (5–2–68).

Acquaints airport operators with new recommendations on the use of chemical methods for dispersing flocks of birds.

150/5200–9 Bird Reactions and Scaring Devices (6–26–68).

Transmits a report on bird species and their responses and reactions to scaring devices.

150/5200–11 Airport Terminals and the Physically Handicapped (11–27–68).

Discusses the problems of the physically handicapped air traveler and suggests features that can be incorporated in modification or new construction of airport terminal buildings.

150/5200–12 Fire Department Responsibility in Protecting Evidence at the Scene of an Aircraft Accident (8–7–69).

Furnishes general guidance for employees of airport management and other personnel responsible for firefighting and rescue operations, at the scene of an aircraft accident, on the proper presentation of evidence.

150/5200–13 Removal of Disabled Aircraft (8–27–70).

Discusses the responsibility for disabled aircraft removal and emphasizes the need for prearranged agreements, plans, equipment, and improved coordination for the expeditious removal of disabled aircraft from airport operating areas. It also illustrates some of the various methods used, equipment employed, equipment available, and concepts for aircraft recovery.

150/5200–14 Results of 90-Day Trial Exercise on Fire Department Activity (9–8–70).

Transmits statistical data collected during a 90-day trial exercise conducted to determine the relationship between aircraft fire and rescue service activities and airport aeronautical operations.

150/5200–15 Availability of the International Fire Service Training Association's (IFSTA) Aircraft Fire Protection and Rescue Procedures Manual (9–11–70).

Announces the availability of the subject manual.

150/5200–16 Announcement of Report AS–71–1 "Minimum Needs for Airport Fire Fighting and Rescue Services" Dated January 1971 (4–13–71).

Announces the availability of the subject report and describes how to get it.

150/5200–17 Emergency Plan (2–5–72).

Contains guidance material for airport management to use in developing an emergency plan at civil airports.

150/5200–17 CH–1 (6–28–74).

Provides additional guidance on care and services for uninjured aircraft passengers.

150/5200–18 Airport Safety Self-Inspection (2–5–72).

Suggests functional responsibility, procedures, a checklist, and schedule for an airport safety self-inspection.

150/5200–19 Availability of Report No. FAA–RD–71–20 "An Analysis of Airport Snow Removal and Ice Control" dated March 1971 (11–23–71).

Announces the availability of subject report.

150/5200–21 Announcing the Availability of U.S. Air Force Technical Order (T.O. 00–105–9) Aircraft Emergency Rescue Information (5–23–73).

Explains the nature of the Technical Order and tells how it can be obtained by airport fire departments which are under the Airport Certification Program.

150/5200–22 Announcing the Availability of the International Civil Aviation Organization Airport Services Manual, DOC–9137–AN/898, Part 3, Bird Control and Reduction (3–16–76).

Announces the availability of the manual, explains its purpose, and tells how to obtain copies.

150/5210–2 Airport Emergency Medical Facilities and Services (9–3–64).

Provides information and advice so that airports may take specific voluntary preplanning actions to assure at least minimum first-aid and medical readiness appropriate to the size of the airport in terms of permanent and transient personnel.

150/5210–4 FAA Aircraft Fire and Rescue Training Film, "Blanket for Survival" (10–27–65).

Provides information on the purpose, content, and availability of the subject training film.

150/5210–5 Painting, Marking, and Lighting of Vehicles Used on an Airport (8–31–66).

Makes recommendations concerning safety, efficiency, and uniformity in the interest of vehicles used on the aircraft operational area of an airport.

150/5210–6B Aircraft Fire and Rescue Facilities and Extinguishing Agents (1–26–73).

Outlines scales of protection considered as the recommended level compared with the minimum level in Federal Aviation Regulation Part 139.49 and tells how these levels were established from test and experience data.

150/5210–6B CH 1 (8–22–73).

Issues new guidance under paragraph 9, and paragraph 12 of subject advisory circular.

150/5210–6B CH 2 (5–21–74).

Includes details on the basic purpose, care, and cleaning of proximity suits. Adds a new chapter 5—contains criteria intended for use in purchasing off-the-shelf design proximity suits.

150/5210–7A Aircraft Fire and Rescue Communications (3–16–72).

Provides guidance information for use by airport management in establishing communication and alarm facilities by which personnel required to respond to and function at aircraft ground emergencies may be alerted and supplied with necessary information.

150/5210–8 Aircraft Firefighting and Rescue Personnel and Personnel Clothing (1–13–67).

Provides guidance concerning the manning of aircraft fire and rescue trucks, the physical qualifications that personnel assigned to these trucks should meet, and the protective clothing with which they should be equipped.

150/5210–9 Airport Fire Department Operating Procedures During Periods of Low Visibility (10–27–67).

Suggests training criteria which airport management may use in developing minimum response times for aircraft fire and rescue trucks during periods of low visibility.

150/5210–10 Airport Fire and Rescue Equipment Building Guide (12–7–67).

This title is self-explanatory.

150/5210–11 Response to Aircraft Emergencies (4–15–69).

Informs airport operators and others of an existing need for reducing aircraft firefighting response time, and outlines a uniform response time goal of 2 minutes within aircraft operational areas on airports.

150/5210–12 Fire and Rescue Service for Certificated Airports (3–2–72).

Furnishes guidance and explains to Federal Aviation Administration (FAA) airport inspectors and airport management the minimum criteria to be applied when evaluating the aircraft fire and rescue service required at an airport for its compliance with the requirements of FAR Part 139.

150/5210–13 Water Rescue Plans, Facilities, and Equipment (5–4–72).

Suggests planning procedures, facilities, and equipment to effectively perform rescue operations when an aircraft lands in a body of water, swamp, or tidal area where normal aircraft firefighting and rescue service vehicles are unable to reach the accident scene.

150/5220–1 Guide Specification for a Light-Weight Airport Fire and Rescue Truck (7–24–64).

Describes a vehicle with performance capabilities considered as minimum for an acceptable light rescue truck.

150/5220–4 Water Supply Systems for Aircraft Fire and Rescue Protection (12–7–67).

The title is self-explanatory.

150/5220–6 Guide Specification for 1,000-Gallon Tank Truck (4–10–68).

Assists airport management in the development of local procurement specifications.

150/5220–9 Aircraft Arresting System for Joint Civil/Military Airports (4–6–70).

Updates existing policy and describes and illustrates the various types of military aircraft emergency arresting systems that are now installed at various joint civil/military airports. It also informs users of criteria concerning installations of such systems at joint civil/military airports.

150/5220–10 Guide Specification for Water/Foam Type Aircraft Fire and Rescue Trucks (5–26–72).

Assists airport management in the development of local procurement specifications.

150/5220–10 CH 1 (12–4–72).

Replaces information on weight distribution and fire pump engines which was omitted when the subject circular was developed, consolidating information from four other circulars.

150/5220–10 CH 2 (8–22–73).

Expands the guidance under paragraph 14 of subject AC to permit the design of engine systems to operate in freezing temperatures for prolonged periods and to provide devices insulation materials, etc., to prevent the truck fire fighting system from freezing.

150/5230–3 Fire Prevention During Aircraft Fueling Operations (4–8–69).

This advisory circular provides information on fire preventive measures which aircraft servicing personnel should observe during fueling operations.

150/5240–7 A Fuel/Energy Conservation Guide for Airport Operators (2–19–74).

Identifies potential areas where fuel and energy usage can be conserved to assist airport operators in their voluntary actions in reducing fuel and energy consumption.

150/5280–1 Airport Operations Manual (6–16–72).

Sets forth guidelines to assist airport operators in developing an Airport Operations Manual in compliance with the requirements of FAR Part 139.

150/5280–2 Guidance for Airport Operators-Use of Notices to Airmen as Related to FAR Part 139 (2–12–74).

Provides the airport operator with guidance on Notices to Airmen and assists him in understanding the system in relation to the requirements of FAR Part 139.

DESIGN, CONSTRUCTION, AND MAINTENANCE—GENERAL

150/5300–2C Airport Designs Standards—Site Requirements for Terminal Navigational Facilities (9–21–73).

Provides information regarding the relative location and siting requirements for the terminal navigation facilities located on or close to an airport.

150/5300–2C CH 1 (3–1–74).

Transits a revised Fig. 2–12 correcting the guidance for the location of the ILS Middle Marker Beacon.

150/5300-4B Utility Airports—Air Access to National Transportation (6-24-75).

Establishes design standards for utility airports which are constructed for and intended to be used by propeller-driven aircraft of 12,500 pounds maximum gross weight or less.

150/5300-5 Airport Reference Point (9-26-68).

Defines and presents the method for calculating an airport reference point.

150/5300-6 Airport Design Standards, General Aviation Airports, Basic and General Transport (7-14-69). Consolidated Reprint August 1975 Incorporates Changes 1 and 2.

Provides recommended design criteria for the development of larger than general utility airports.

150/5300-7B FAA Policy on Facility Relocations Occasioned by Airport Improvements or Changes (11-8-72).

Reaffirms the aviation community of the FAA policy governing responsibility for funding relocation, replacement and modification to air traffic control and air navigation facilities that are made necessary by improvements or changes to the airport.

150/5300-8 Planning and Design Criteria for Metropolitan STOL Ports (11-5-70).

Provides the criteria recommended for the planning and design of STOL ports in metropolitan areas.

150/5300-8 CH 1 (4-3-75).

Transmits revised requirements for color coding of threshold and runway end lights on STOL runways.

150/5300-9 Predesign and Preconstruction Conferences (ADAP) Projects (9-10-73).

Emphasizes the need for, and encourages the use of, predesign and preconstruction conferences as valuable tools in the administration of construction contracts funded under the ADAP.

150/5300-10 Federal Aviation Administration Funded Study—Analysis of General Aviation Airports Developed With and Withou' Federal Financial Assistance (7-21-75).

Transmits the recommendations and conclusions of a study conducted for the FAA. Advises the public as to how they may obtain the reports.

150/5320-5B Airport Drainage (7-1-70).

Provides guidance for engineers, airport managers, and the public in the design and maintenance of airport drainage systems. ($1.30 GPO.) TD 4.8:D78/970. SN 050-007-00149-5.

150/5320-6B Airport Pavement Design and Evaluation (5-28-74).

Provides guidance to the public for the design and evaluation of pavements at civil airports.

150/5320-6B CH 1 (11-18-74).

Transmits several changes to the basic advisory circular.

150/5320-10 Environmental Enhancement at Airports—Industrial Waste Treatment (4-16-73).

Provides basic information on the nature and treatment of industrial wastes produced at airports.

150/5320-10 CH 1 (11-18-74).

150/5320-11 Runway Categorization—Aeronautical Studies—Airport Owners' Responsibilities (9-21-73).

Emphasizes the need for airport owners to maintain runway and approach zone categories and locations on file with FAA so they may be given consideration under the regulations of FAR Part 77.

150/5320-12 Methods for the Design, Construction, and Maintenance of Skid Resistant Airport Pavement Surfaces (7-30-75).

Provides guidance on methods that can be used to provide and maintain airport pavement surface friction characteristics.

150/5325-2C Airport Design Standards—Air Carrier Airports—Surface Gradient and Line-of-Sight (2-6-75).

Establishes design standards for airports served by certificated air carriers to assist engineers in (1) designing the gradients of airports surface areas used to accommodate the landing, takeoff, and other ground movement requirement of airplanes while (2) providing adequate line of sight between airplanes operating on airports.

150/5325-2C CH 1 (4-21-75).

Transmits revised criteria for unobstructed line-of-sight along individual runways and between intersecting runways.

150/5325-3 Background Information on the Aircraft Performance Curves for Large Airplanes (1-26-65). Consolidated Reprint May 1974. Includes Change 1.

Provides airport designers with information on aircraft performance curves for design which will assist them in an objective interpretation of the data used for runway length determination.

150/5325-4 Runway Length Requirements for Airport Design (4-5-65). Consolidated Reprint August 1974 Includes Changes 1 through 8.

Presents aircraft performance curves and sets forth standards for the determination of runway lengths to be provided at airports. The use of these standards is required for project activity under the Federal-Aid Airport Program when a specific critical aircraft is considered as the basis for the design of a runway.

150/5325-4 CHG 9 (8-15-75).

150/5325-5B Aircraft data (7-30-75).

Presents a listing of principal dimensions of aircraft affecting airport design for guidance in airport development.

150/5325-6A Airport Design Standards—Effects and Treatment of Jet Blast (7-13-72).

Presents criteria on the jet engine blast velocities associated with aircraft in common use in air carrier service, the effects of these blast velocities during ground operations, and suggested means to counteract or minimize these effects.

150/5325-8 Compass Calibration Pad (5-8-69).

Provides guidelines for the design, location on the airport, and construction of a compass calibration pad, and basic information concerning its use in determining the deviation error in an aircraft magnetic compass.

150/5335-1A Airport Design Standards—Airports Serviced by Air Carriers—Taxiways (5-15-70).

Provides criteria on taxiway design for airports served by certificated route air carriers with present airplanes and those anticipated in the near future.

150/5335-1A CH 1 (10-4-73).

Transmits revised pages to the subject advisory circular.

150/5335-2 Aiport Aprons (1-27-65).

Provides the criteria for airport aprons which are acceptable in accomplishing a project meeting the eligibility requirements of the Federal-aid Airport Program.

150/5335-3 Airport Design Standards—Airports Served by Air Carriers—Bridges and Tunnels on Airports (4-19-71).

Provides general guidance to those contemplating the construction of a bridge-type structure to allow aircraft to cross over an essential surface transportation mode.

150/5335-3 CH 1 (3-30-73).

Transmits revised pages.

150/5335-4 Airport Design Standards—Airports Served by Air Carriers—Runway Geometrics (7-21-75).

Provides criteria on runway geometric design for airports served by certificated route air carriers.

150/5340-1D Marking of Paved Areas on Airports (1-19-73).

Describes standards for marking serviceable runways and taxiways as well as deceptive, closed, and hazardous areas on airports.

150/5340-4C Installation Details for Runway Centerline and Touchdown Zone Lighting Systems (5-6-75).

(Reprinted 1976 includes change 1.)

Describes standards for the design and installation of runway centerline and touchdown zone lighting systems.

150/5340-5A Segmented Circle Airport Marker System (9-10-71).

Sets forth standards for a system of airport marking consisting of certain pilot aids and traffic control devices.

150/5340–8 Airport 51-foot Tubular Beacon Tower (6–11–64).

Provides design and installation details on the subject tower.

150/5340–14B Economy Approach Lighting Aids (6–19–70).

Describes standards for the design, selection, sitting, and maintenance of economy approach lighting aids.

150/5340–14B CH 1 (6–24–73).

Transmits equipment specifications for an omnidirectional lead in approach light system.

150/5340–14B CH 2 (2–11–75).

Provides equipment specifications for an omnidirectional runway end identifier light system (REIL).

150/5340–17A Standby Power for Non-FAA Airport Lighting Systems (3–19–71).

Describes standards for the design, installation, and maintenance of standby power for nonagency owned airport visual aids associated with the National Airspace System (NAS).

150/5340–18 Taxiway Guidance System (9–27–68).

Describes the recommended standards for design, installation, and maintenance of a taxiway guidance sign system.

150/5340–19 Taxiway Centerline Lighting System (11–14–68).

Describes the recommended standards for design, installation, and maintenance of a taxiway centerline lighting system.

150/5340–20 Installation Details and Maintenance Standards for Reflective Markers for Airport Runway and Taxiway Centerlines (2–17–69).

Describes standards for the installation and maintenance of reflective markers for airport runway and taxiway centerlines.

150/5340–21 Airport Miscellaneous Lighting Visual Aids (3–25–71).

Describes standards for the system design, installation, inspection, testing, and maintenance of airport miscellaneous visual aids; i.e., airport beacons, beacon towers, wind cones, wind tees, and obstruction lights.

150/5340–22 Maintenance Guide for Determining Degradation and Cleaning of Centerline and Touchdown Zone Lights (4–20–71).

Contains maintenance recommendations for determining degradation and cleaning of centerline and touchdown zone lights installed in airport pavement.

150/5340–22 CH 1 (6–23–71).

Transmits a page change to subject advisory circular.

150/5340–23A Supplemental Wind Cones (6–24–75).

Describes standards for the performance and location of supplemental wind cones.

150/5340–24 Runway and Taxiway Edge Lighting System (9–3–75).

Describes standards for the design, installation, and maintenance of runway and taxiway edge lighting.

150/5345–1D Approved Airport Lighting Equipment (4–11–73).

Contains lists of approved airport lighting equipment and manufacturers qualified to supply their product in accordance with the indicated specification requirements.

150/5345–1D CH 1 (11–1–73).

Transmits additions and revisions to the lists of approved equipment and manufacturers.

150/5345–2 Specification for L–810 Obstruction Light (11–4–63).

Required for FAAP project activity.

150/5345–2 CH 1 (10–28–66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345–3B Specification for L–821 Airport Lighting Panel for Remote Control of Airport Lighting (4–21–72).

Describes the specification requirements for an airport lighting control panel for the remote control of airport lighting circuits and is published by the Federal Aviation Administration for the guidance of the public.

150/5345–4 Specification for L–892 Internally Lighted Airport Taxi Guidance Sign (10–15–63).

Required for FAAP project activity.

150/5345–4 CH 1 (10–28–66).

Transmits page changes to the subject advisory circular. This change provides for a new Alloy 360 in the die casting process.

150/5345–5 Specification for L–847 Circuit Selector Switch, 5,000 Volt 20 Ampere (9–3–63).

Required for FAAP project activity.

150/5345–7C Specification for L–824 Underground Electrical Cables for Airport Lighting Circuits (2–4–76).

Describes the specification requirements for underground electrical cables for airport lighting circuits. Published by the FAA for the guidance of the public.

150/5345–10C Specification for L–828 Constant Current Regulators (10–22–71).

Describes the subject specification requirements and is published by the Federal Aviation Administration for the guidance of the public.

150/5345–11 Specification for L–812 Static Indoor Type Constant Current Regulator Assembly, 4 Kw and 7½ Kw, With Brightness Control for Remote Operations (3–2–64).

Required for FAAP project activity.

150/5345–12A Specification for L–801 Beacon (5–12–67). Consolidated Reprint November 1974. Includes Change 1.

Describes the subject specification requirements.

150/5345–13 Specification for L–841 Auxiliary Relay Cabinet Assembly for Pilot Control of Airport Lighting Circuits (1–6–64).

Required for FAAP project activity.

150/5345–18 Specification for L–811 Static Indoor Type Constant Current Regulator Assembly, 4 Kw; With Brightness Control and Runway Selection for Direct Operation (3–3–64).

Required for FAAP project activity.

150/5345–18 CH 1 (5–28–64).

Advises that a detail requirement is not applicable to the circular.

150/5345–21 Specification for L813 Static Indoor Type Constant Current Regulator Assembly; 4 Kw and 7½ Kw; for Remote Operation of Taxiway Lights (7–28–64).

Describes the subject specification requirements.

150/5345–26A Specification for L–823 Plug and Receptacle, Cable Connectors (5–4–71).

Describes the subject specification requirements.

150/5345–26A Ch 1 (9–11–75).

150/5345–27A Specification for L–807 Eight-foot and Twelve-foot Unlighted or Externally Lighted Wind Cone Assemblies (6–16–69).

Describes the subject specification requirement for a hinged steel pole support, an anodized tapered aluminum hinged base pole support, and an "A" frame fixed support with a pivoted center pipe support.

150/5345–28B Specification for L–851 Visual Approach Sope Indicators and Accessories (2–16–72).

Describes the specification requirements for visual approach slope indicator (VASI) and simple abbreviated visual approach slope indicator (SAVASI) equipment and accessories.

150/5345–36 Specification for L–808 Lighted Wind Tee (2–3–65).

Describes the subject specification requirements.

150/5345–39A FAA Specification L–853, Runway and Taxiway Centerline Retroreflective Markers (9–17–71).

Describes specification requirements for L–853 Runway and Taxiway Retroreflective markers, for the guidance of the public.

150/5345–42A FAA Specification L–857, Airport Light Bases, Transformer Housing and Junction Boxes (10–4–73).

Describes specification requirements for airport light bases, transformer

housing and junction boxes for the guidance of the public.

150/5345–42A Ch 1 (11–14–75).

150/5345–43B FAA/DOD Specification L–856, High Intensity Obstruction Lighting Systems (11–1–73).

Contains equipment specifications for high intensity obstruction lighting systems.

150/5345–44A Specification for L–858 Retroreflective Taxiway Guidance Signs (7–20–71).

Describes the specification for retroreflective taxiway guidance signs.

150/5345–45 Lightweight Approach Light Structure (5–10–73).

Presents the specifications for lightweight structures for supporting lights as used in visual navigational aid systems.

150/5345–46 Specification for Semiflush Airport Lights (7–11–75).

Establishes the performance requirements and pertinent construction details for omnidirectional, unidirectional, and bidirectional semiflush inset light assemblies to be used for lighting airport runways and taxiways.

150/5345–46 Ch 1 (9–9–75).

AC 150/5345–46 Ch 1 Errata Sheet (11–20–75).

150/5345–47 Isolation Transformers for Airport Lighting Systems (7–28–75).

Contains the specifications requirements for series-to-series isolation transformers for use in airport lighting systems.

150/5345–48 Specification for Runway and Taxiway Edge Lights (8–1–75).

Contains the specification requirements for airport runway and taxiway edge lights for the guidance of the public.

150/5355–1A International Signs to Facilitate Passengers Using Airports (11–3–71).

Informs airport authorities of the desirability to provide international signs and diagrammatic maps within terminal buildings and of the need for clearly marked road signs for airports.

150/5355–2 Fallout Shelters in Terminal Buildings (4–1–69).

Furnishes guidance for the planning and design of fallout shelters in airport terminal buildings.

150/5360–2 Airport Cargo Facilities (4–6–64).

Provides guidance material on air cargo facilities.

150/5360–3 Federal Inspection Service Facilities at International Airports (4–1–66).

Describes and illustrates recommended facilities for inspection of passengers, baggage, and cargo entering the United States through international airport terminals. The material is for the guidance of architect-engineers and others interested in the planning and design of these airport facilities.

150/5370–2A Operational Safety on Airports With Emphasis on Safety During Construction (6–20–75).

Presents guidelines concerning operational safety on airports with special emphasis on safety during periods of construction activity.

150/5370–4 Procedures Guide for Using the Standard Specifications for Construction of Airports (5–29–69).

Provides guidance to the public in the use and application of the Standard Specifications for Construction of Airports.

150/5370–5A Offshore Airports (2–21–75).

Announces to the public the availability of a two-volume report on offshore airport planning and construction methods and how to obtain the report.

150/5370–6 Construction Progress and Inspection Report—Federal-Aid Airport Program (3–16–70).

Provides for a report on construction progress and inspection of Federal-aid Airport Program (FAAP) projects, suggests a form for the report, and recommends use of the form unless other arrangements exist to obtain the type of information provided by the form.

150/5370–7 Airport Construction Controls To Prevent Air and Water Pollution (4–26–71).

Supplies guidance material on compliance with air and water standards during construction of airports developed under the Airport and Airway Development Act of 1970.

150/5370–9 Slip-Form Paving—Portland Cement Concrete (6–7–73).

Transmits guidance for the construction of Portland Cement Concrete pavements by the slip-form method.

150/5370–10 Standards for Specifying Construction of Airports (10–24–74).

Provides construction standards usually used to specify grading, drainage, paving, lighting, fencing, and turfing items of work on civil airports. ($7.25 GPO) TD 4.24:974. SN 050–007–00264–5.

150/5380–2A Snow Removal Techniques Where In-Pavement Lighting Systems Are Installed (12–24–64).

Provides information on damage to in-pavement lighting fixtures by snow removal equipment and recommends procedures to avoid such damage.

150/5380–4 Ramp Operations During Periods of Snow and Ice Accumulation (9–11–68).

Directs attention to an increased accident potential when snow or ice accumulates on the surfaces of ramps and aircraft parking and holding areas and suggests some measures to reduce this potential.

150/5380–5 Debris Hazards at Civil Airports (3–8–71).

Discusses problems of debris at airports, gives information on foreign objects, and tells how to eliminate such objects from operational areas.

150/5390–1A Heliport Design Guide (11–5–69).

(Out of print. Being revised.)

Contains design guidance material for the development of heliports, both surface and elevated. ($1.50 GPO.) TD 4.108:H36. SN 050–008–00002–9.

PLANNING GRANT PROGRAM

150/5900–1A The Planning Grant Program for Airports (9–26–74).

Offers guidance to the sponsors of airport system plans and airport master plans on how to participate in the FAA's Planning Grant Program. It describes the application process and the administrative procedures to be followed in performing planning projects.

Air Navigational Facilities

SUBJECT NO. 170

170–3B Distance Measuring Equipment (DME) (11–8–65).

Presents information on DME and some of its uses to pilots unfamiliar with this navigational aid.

170–6A Use of Radio Navigation Test Generators (3–30–66).

Gives information received from the Federal Communications Commission as to the frequencies on which the FCC will license test generators (used to radiate a radio navigation signal) within the scope of its regulations and gives additional information to assist the user when checking aircraft navigation receivers.

170–8 Use of Common Frequencies for Instrument Landing Systems Located on Opposite Ends of the Same Runway (11–7–66).

In the future, common frequencies may be assigned to like components of two instrument landing systems serving opposite ends of the same runway. This will include the localizers, glide slopes, and associated outer and middle marker compass locators (LOM and LMM).

170–9 Criteria for Acceptance of Ownership and Servicing of Civil Aviation Interest(s) Navigational and Air Traffic Control Systems and Equipment (11–26–68).

Contains a revised FAA policy under which the FAA accepts conditional ownership of equipment and systems from civil aviation interests, without the use of Federal funds, and operates, maintains, and provides the logistic support of such equipment.

170–10 FAA Recommendations to FCC on Licensing of Non-Federal Radio Navigation Aids (10–17–69).

Gives background information and describes the basis for recommendations to be made by the FAA to the Federal Communications Commission (FCC) regarding licensing of radio navigation aids.

170–11 Amendment of Federal Aviation Regulation Part 171 (FAR–171)—Cost of Flight and Ground Inspections (9–17–70).

Alerts the public to the amendment to FAR Part 171 pertaining to the payment of ground and flight inspection charges prior to the issuance of an approved IFR procedure.

170–12 Implementatoin of 50 KHz/Y Channels for ILS/VOR/DME (10–7–70).

Advises aircraft owners, operators and radio equipment manufacturers of plans for future implementation of split channel assignments in the aeronautical radio navigation bands.

Administrative

SUBJECT NO. 180

183–30A FAA Designated Mechanic Examiners Directory (4–10–74).

Provides a revised directory of all FAA designated mechanic examiners as of March 1, 1974.

183–31B FAA Designated Parachute Rigger Examiner Directory (4–2–74).

Provides a new directory of all FAA designated parachute rigger examiners as of March 1, 1974.

183.29–1H Designated Engineering Representatives (7–1–75).

Lists FAA-approved Designated Engineering Representatives who are available for consulting work.

Flight Information

SUBJECT NO. 210

210–1A National Notice to Airmen System (12–10–75).

Announces FAA policy for the preparation and issuance of essential flight information to pilots and other aviation interests.

210–3 National Notice to Airmen System—Elimination of NOTAM Code (5–22–70).

Announces changes in criteria and procedures for the Notice to Airmen System required to accommodate the transmission of all domestic Notice to Airmen data in clear contracted language and eliminate use of the NOTAM code on the domestic service A circuits.

211–2 Recommended Standards for IFR Aeronautical Charts (3–20–67).

Sets forth standards recommended by the Federal Aviation Administration for the guidance of the public in the issuance of IFR aeronautical charts for use in the National Airspace System (NAS).

Advisory Circulars For Sale

This List contains those circulars that are sold by the Superintendent of Documents. (See numerical index for appropriate price, sequential lettering, if any, and date, etc.)

Acceptable Methods, Techniques, and Practices—Aircraft Alterations, AC 43.13–2.
Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair, AC 43.13–1.
Aircraft Dispatcher Written Test Guide, AC 65–4.
Airframe and Powerplant Mechanics Airframe Handbook, AC 65–15.
Airframe and Powerplant Mechanics Certification Guide, AC 65–2.
Airframe and Powerplant Mechanics Certification Information, AC 65–11.
Airframe and Powerplant Mechanics—General Handbook, AC 65–9.
Airframe and Powerplant Mechanics Powerplant Handbook, AC 65–12.
Airline Transport Pilot—Airplane Practical Test Guide, AC 61–49.
Airline Transport Pilot—Airplane—Practical Test Guide (Part 61 Revised), AC 61–77.
Airline Transport Pilot (Airplane) Written Test Guide, AC 61–18.
Airline Transport Pilot (Helicopter) Written Test Guide, AC 61–42.
Airplane Flight Instructor Written Test Guide, AC 61–11.
Airport Drainage, AC 150/5320–5.
Airport Master Plans, AC 150/5070–6.
Aviation Weather, AC 00–6.
Aviation Weather Services, AC 00–45.
Basic Glider Criteria Handbook, AC 21–3.
Basic Helicopter Handbook, AC 61–13.
Commercial Pilot Airplane Flight Test Guide, AC 61–55.
Commercial Pilot Written Test Guide, AC 61–28.
Commercial Pilot Airplane Written Test Guide, AC 61–71.
Federal Aviation Regulations Written Test Guide for Private, Commercial, and Military Pilots, AC 61–34.
Flight Engineer Written Test Guide, AC 63–1.
Flight Instructor Instrument—Airplane—Written Test Guide, AC 61–70.
Flight Instructor Practical Test Guide, AC 61–14.
Flight Instructor Practical Test Guide, AC 61–58.
Flight Instructor Airplane Written Test Guide, AC 61–72.
Flight Instructor's Handbook, AC 61–16.
Flight Test Guide—Commercial Pilot, Airplane, AC 61.117–1.
Flight Test Guide—Gyroplane, Private and Commercial, AC 61–30.
Flight Test Guide—Helicopter, Private and Commercial Pilot, AC 61–25.
Flight Test Guide—Instrument Pilot Airplane, AC 61–17.
Flight Test Guide (Part 61 revised)—Instrument Pilot Airplane, AC 61–56.
Flight Test Guide—Instrument Pilot Helicopter, AC 61–64.
Flight Test Guide (Part 61 revised)—Private Airplane, AC 61–54.
Flight Test Guide—Private Pilot—Airplane—Single Engine, AC 61–3.
Flight Navigator Written Test Guide, AC 63–2.
Flight Training Handbook, AC 61–21.
Forming and Operating a Flying Club, AC 00–25.
General Aviation Inspection Aids, Summary, AC 20–7.
Ground Instructor—Instrument—Written Test Guide, AC 143–2.
Ground Instructor Written Test Guide—Basic and Advanced, AC 143–1.
Guide to Drug Hazards in Aviation Medicine, AC 91.11–1.
Heliport Design Guide, AC 150/5390–1.
Instrument Flight Instructor Written Test Guide, AC 61–29.
Instrument Flying Handbook, AC 61–27.
Instrument Rating (Airplane) Written Test Guide, AC 61–8.
Medical Handbook for Pilots, AC 67–2.
Multiengine Airplane Class and Type Rating, AC 61–57.
Multiengine Airplane Class and Type Rating—Flight Test Guide, AC 61–4.
Nondestructive Testing in Aircraft, AC 43–3.
Parachute Rigger Certification Guide, AC 65–5.
Personal Aircraft Inspection Handbook, AC 20–3.
Pilot Transition Courses for Complex Single-engine and Light, Twin-engine Airplanes, AC 61–3.
Pilot's Handbook of Aeronautical Knowledge, AC 61–23.
Pilot's Weight and Balance Handbook, AC 91–23.
Planning the Metropolitan Airport System, AC 150/5070–5.
Planning the State Airport System, AC 150/5050–3.
Private and Commercial Pilot, Flight Test Guide, AC 61–59.
Private and Commercial Pilot Glider, Flight Test Guide, AC 61–61.
Private and Commercial Pilot Gyroplane, Flight Test Guide, AC 61–60.
Private and Commercial Pilots Refresher Courses, AC 61–10.
Private and commercial Pilot—Rotorcraft/Helicopter—Written Test Guide, AC 61–73.
Private Pilot (Airplane) Flight Training Guide, AC 61–2.
Private Pilot Written Test Guide, AC 61–32.
Standards for Specifying Construction of Airports, AC 150/5370–10.
Student Pilot Guide, AC 61–12.
Terrain Flying, AC 91–15.
Ultrasonic Nondestructive Testing for Aircraft, AC 43–7.
U.S. Civil Aircraft Register, AC 20–6.
Written Test Guide, Flight Instructor—Glider, AC 61–75.
Written Test Guide, Flight Instructor—Rotorcraft-Helicopter, AC 61–74.

Internal Publications

Contractions Handbook, 7340.1E (10–1–75).

Gives approved word and phrase contractions used by personnel connected with air traffic control, communications, weather, charting, and associated services. ($11.15—$13.95 foreign Sub.—GPO.) TD 4.308:C76/97.

Location Identifiers, 7350.4F (1–1–76).

Incorporates all authorized 3-letter location identifiers for special use in United States, worldwide, and Canadian assignments. ($11.70—$14.65 foreign Sub.—GPO.) TD 4.310:.

Air Traffic Control Handbook, 7110.65 (1–1–76).

(Notice—this handbook is now in effect.)

Prescribes air traffic control procedures and phraseology for use by personnel providing air traffic control services. Controllers are required to be familiar with the provisions of this handbook which pertain to their operational responsibility and to exercise their best judgment if they encounter situations not covered by it. This handbook cancels 7111.9D and 7110.8D. ($14.75—$18.45 foreign. Sub.—GPO.) TD 4.308:AI 7/3.

Flight Services, 7110.10C (1–1–75).

This handbook consists of two parts. Part I, the basic, prescribes procedures and phraseology for use by personnel providing flight assistance and communications services. Part II, the teletypewriter portion, includes Services A and B teletypewriter operating procedures, pertinent International Teletypewriter Procedures, and the conterminous U.S. Service A Weather Schedules. ($18.30—$22.90 foreign Sub.—GPO.) TD 4.308: F 64/97.

International Flight Information Manual, Vol. 24 (April 1976).

This Manual is primarily designed as a preflight and planning guide for use by U.S. nonscheduled operators, business and private aviators contemplating flights outside of the United States.

The Manual, which is complemented by the International Notams publication, contains foreign entry requirements, a directory of aerodromes of entry including operational data, and pertinent regulations, and restrictions. It also contains passport, visa, and health requirements for each country. Published annually with quarterly amendments. ($7.30; $9.15 foreign—Annual Sub. GPO.) TD 4.309: 21.

International Notams.

Covers notices on navigational facilities and information on associated aeronautical data generally classified as "Special Notices." Acts as a notice-to-airmen service only. Published weekly, ($28.10 domestic—$35.15 foreign—Annual Sub. GPO.) TD 4.11:.

Airman's Information Manual:

Part 1—Basic Flight Manual and ATC Procedures.

This part is issued quarterly and contains basic fundamentals required to fly in the National Airspace System; adverse factors affecting Safety of Flight; Health and Medical Facts of interest to pilots; ATC information affecting rules, regulations, and procedures; a Glossary of Aeronautical Terms; U.S. Entry and Departure Procedures, including Airports of Entry and Landing Rights Airports; Air Defense Identification Zones (ADIZ); Designated Mountainous Areas, Scatana, and Emergency Procedures. (Annual Sub. $7.60, foreign handling—$1.90 additional. GPO.) TD 4.12: pt. 1/.

Part 2—Airport Directory.

This part is issued semiannually and contains a Directory of all Airports, Seaplane Bases, and Heliports in-the conterminous United States, Puerto Rico, and the Virgin Islands which are available for transient civil use. It includes all of their facilities and services, except communications, in codified form. Those airports with communications are also listed in Part 3 which reflects their radio facilities. A list of new and permanently closed airports which updates this part is contained in Part 3.

Included, also, is a list of selected Commercial Broadcast Stations of 100 watts or more of power and Flight Service Stations and National Weather Service telephone numbers. (Annual Sub. $7, foreign handling—$1.75 additional. GPO.) TD 4.12: pt. 2/.

SPECIAL NOTICE

Parts 3 and 3A are now sold as separate subscriptions to enable the public to purchase only the information they require.

Part 3—Operational Data.

Part 3 is issued every 56 days and contains an Airport-Facility Directory of all major airports with control towers and/or instrument landing systems; a tabulation of Air Navigation Radio Aids; Special, General, Area Notices; a tabulation of New and Permanently Closed Airports (which updates Part 2), and supplemental data to Part 4. (Annual subscription $30.50; $38.15 foreign handling. GPO.) TD 4.12: pt. 3.

Part 3A—Notices to Airmen.

Part 3A is issued every 14 days and contains current Notices to Airmen considered essential to the safety of flight as well as supplemental data to Parts 3 and 4. (Annual subscription $20.55; $25.70 foreign handling. GPO.) TD 4.12: pt. 3A.

Part 4—Graphic Notices—Supplemental Data.

Part 4 is issued quarterly and contains abbreviations used in all parts of AIM; Parachute Jump Areas; VOR Receiver Check Points; Special Notice Area Graphics; and Heavy Wagon and Oil Burner Routes.

Future editions will be expanded to include Special Terminal Area Charts and data not subject to frequent change. (Annual Sub. $14.40, foreign handling—$3.60 additional. GPO.) TD 4.12: pt 4/.

Aircraft Type Certificate Data Sheets and Specifications (January 1974).

Contains all current aircraft specifications and type certificate data sheets. Subscription service includes the reprint which incorporates effective material previously issued by the FAA through December 1973, and monthly supplements for an indefinite period. ($84.55—Sub., foreign handling—$21.15 additional. GPO.) TD 4.15:974.

Aircraft Engine and Propeller Type Certificate Data Sheets and Specifications (January 1974).

Contains all current aircraft engine and propeller type certificate data sheets and specifications. Subscription service includes the reprint which incorporates effective material previously issued by the FAA through December 1973, and monthly supplements for an indefinite period. ($35.10—Sub., foreign handling—$8.80 additional. GPO.) TD 4.15/2:974.

Summary of Supplemental Type Certificates, January 1976.

Contains all supplemental type certificates issued by FAA regarding design changes in aircraft, engines, or propellers. List includes description of change, the model and type certificate number, the supplemental type certificate number, and the holder of the change. Quarterly supplements provided. ($43.00—Sub., foreign handling—$11.00 additional. GPO.) TD 4.36:974.

NOTICE

The January 1976 issues of the Summary of Airworthiness Directives—Volumes I and II, will be sold and distributed for the Superintendent of Documents by the Federal Aviation Administration from Oklahoma City, Oklahoma. Requests for subscriptions to either of these publications should be sent to:

U.S. Department of Transportation, Federal Aviation Administration, P.O. Box 25461, Attn: ACC-23, Oklahoma City, Okla. 73125.

Subscription service will consist of the summary and automatic biweekly updates to each summary for a 2-year period. Make certified checks or money orders payable to Federal Aviation Administration.

Summary of Airworthiness Directives for Small Aircraft (1–1–76) Volume I.

Presents, in volume form, all the Airworthiness Directives for small aircraft issued through December 31, 1975. AD's for engines, propeller, and equipment are included in each volume. Each volume is arranged alphabetically by product manufacturer. ($14.00 plus $3.50 additional for foreign handling.) SN 050–007–00306–4.

Summary of Airworthiness Directives for Large Aircraft (1–1–76) Volume II.

Presents, in volume form, all the Airworthiness Directives for large aircraft (over 12,500 pounds maximum certificated takeoff weight) issued through December 31, 1975. AD's for engines, propellers, and equipment are included in each volume. ($13.00 plus $3.25 additional for foreign handling.) SN 050–007–00307–2.

STATUS OF THE FEDERAL AVIATION REGULATIONS AS OF JANUARY 15, 1976.

The FAA publishes the Federal Aviation Regulations to make readily available to the aviation community the regulatory requirements placed upon them. These Regulations are sold as individual Parts by the Superintendent of Documents.

The more frequently amended Parts are sold on subscription service (that is, subscribers will receive Changes automatically as issued), while the less active Parts are sold on a single-sale basis. Changes to single-sale Parts will be sold separately as issued. Information concerning these Changes will be furnished by FAA through its "Status of the Federal Aviation Regulations, AC 00-44." Instructions for ordering this free status list are given in the front of each single-sale Part.

The following list indicates the breakdown of the single-sale Parts and the subscription Parts. Check or money order made payable to the Superintendent of Documents should be included with each order. Submit orders for single-sales and subscription Parts on different order forms. No COD orders are accepted. All FAR Parts should be ordered from: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

PARTS SOLD ON SUBSCRIPTION SERVICE

Part	Title	Catalog number	Publication date	Price		
				Domestic	Additional for foreign handling	Changes issued to date
1	Definitions and abbreviations	TD 4.6:1	June 1974	$3.00	$0.75	2
21	Certification procedures for products and parts.	TD 4.6:21	May 1974	3.75	.95	4
23	Airworthiness standards: Normal, utility, and acrobatic category airplanes.	TD 4.6:23	June 1974	3.55	.90	2
25	Airworthiness standards: Transport category airplanes.	TD 4.6:25	do	6.00	1.65	2
33	Airworthiness standards: Aircraft engines.	TD 4.6:33	August 1974	3.00	.75	1
36	Noise standards: Aircraft type and airworthiness certification.	TD 4.6:36	June 1974	3.00	.75	3
37	Technical standard order authorizations.	TD 4.6:37	May 1974	5.65	1.45	2
63	Certification: Flight crewmembers other than pilots.	TD 4.6:63	Sept. 1974	3.00	.75	1
91	General operating and flight rules	TD 4.6:91	March 1974	11.30	2.85	10
93	Special air traffic rules and airport traffic patterns	TD 4.6:93	do	2.45	.65	5
103	Transportation of dangerous articles and magnetized materials[1].					
121	Certification and Operations: Domestic, flag, and supplemental air carriers and commercial operators of large aircraft.	TD 4.6:121	April 1974	9.20	2.30	14
123	Certification and operations: Air travel clubs using large airplanes.	TD 4.6:123	do	2.00	.50	1
139	Certification and operations: Land airports serving CAB-certificated scheduled air carriers operating large aircraft (other than helicopters).	TD 4.6:139	December 1974	3.00	.75	2

NOTE: Because of the lack of activity in the issuance of changes, the following FAR Parts have been taken off subscription service and are now sold as single-sales publications: Parts 43, 47, 61, 65, 105, 127, 133, 135, 141, and 152.

[1] Effective July 1, 1976, FAR Part 103—Transportation of Dangerous Articles and Magnetized Materials, is revoked. The regulations for the transportation of hazardous material by air is set forth in Part 175—Carriage by Aircraft, effective July 1, 1976, published in 41 F.R. 16106, 4/15/76. This Part is issued by the Hazardous Materials Bureau, Department of Transportation, Washington, D.C. 20590.

PARTS SOLD ON SINGLE-SALE BASIS

Part	Title	Catalog No.	Publication date	Price[1]
11	General rulemaking procedures	TD 4.6:11	May 1974	$0.55
	Change 1	TD 4.6:11/Ch 1	Feb. 1, 1974 and Jan. 1, 1975.	.45
	Change 2	TD 4.6:11/Ch 2	Mar. 18, 1976	.40
13	Enforcement procedures	TD 4.6:13	May 1974	.70
27	Airworthiness standards: Normal category rotorcraft	TD 4.6:27	August 1974	1.40
	Change 1	TD 4.6:27/Ch 1	Oct. 31, 1974	.75
29	Airworthiness standards: Transport category rotorcraft	TD 4.6:29	August 1974	1.70
	Change 1	TD 4.6:29/Ch 1	Oct. 31, 1974	.70
31	Airworthiness standards: Manned free balloons	TD 4.6:31	August 1974	.40
35	Airworthiness standards: Propellers	TD 4.6:35	do	.35
[2]39	Airworthiness directives	TD 4.6:39	May 1974	.35
43	Maintenance, preventive maintenance, rebuilding, and alteration.	TD 4.6:43	January 1974	1.80
45	Identification and registration marking	TD 4.6:45	do	.65
47	Aircraft registration	TD 4.6:47	do	.85
49	Recording of aircraft titles and security documents	TD 4.6:49	do	.45
61	Certification: Pilots and flight instructors	TD 4.6:61	November 1974	2.90
65	Certification: Airmen other than flight crewmembers	TD 4.6:65	September 1974	1.25
67	Medical standards and certification	TD 4.6:67	September 1974	$0.50
[3]71	Designation of Federal airways, area low routes, controlled airspace, and reporting points.	TD 4.6:71	January 1975	.85
	Change 1	TD 4.6:71/Ch1	July 23, 1975	.30
[3]73	Special use airspace	TD 4.6:73	January 1975	.40
	Change 1	TD 4.6:73/Ch1	July 28, 1975	.30
[3]75	Establishment of jet routes and high area routes	TD 4.6:75	January 1975	.40
	Change 1	TD 4.6:75/Ch 1	Apr. 26, 1976	.40
77	Objects affecting navigable airspace	TD 4.6:77	do	1.10
[3]95	IFR altitudes	TD 4.6:95	do	.50
	Change 1	TD 4.6:95/Ch 1	Feb. 13, 1975	.35
[4]97	Standard instrument approach procedures	TD 4.6:97	January 1975	.45
99	Security control of air traffic	TD 4.6:99	March 1974	.70
	Change 1	TD 4.6:99/Ch 1	Mar. 11, 1976	.40
101	Moored ballons, kites, unmanned rockets, and unmanned free balloons.	TD 4.6:101	do	.65
	Change 1	TD 4.6:101/Ch 1	Aug. 20, 1974	.30
105	Parachute jumping	TD 4.6:105	March 1974	.55
107	Airport security	TD 4.6:107	March 1974	.40
127	Certification and operations of scheduled air carriers with helicopters	TD 4.6:127	April 1974	1.80
	Change 1	TD 4.6:127/Ch 1	September 1974	.35
129	Operations of foreign air carriers	TD 4.6:129	April 1974	.45
	Change 1	TD 4.6:129/Ch 1	Oct. 9, 1975	.35
133	Rotorcraft external-load operations	TD 4.6:133	November 1974	.55
135	Air taxi operators and commercial operators of small aircraft	TD 4.6:135	do	2.50
	Change 1	TD 4.6:135/Ch 1	do	.35
	Change 2	TD 4.6:135/Ch 2	May 1975	.35
137	Agricultural aircraft operations	TD 4.6:137	November 1974	.50
	Change 1	TD 4.6:137/Ch 1	May 24, 1976	.35
141	Pilot schools	TD 4.6:141	do	1.15
143	Ground instructors	TD 4.6:143	September 1974	.45
145	Repair stations	TD 4.6:145	January 1974	.75
147	Aviation maintenance technician schools	TD 4.6:147	September 1974	.65
149	Parachute lofts	TD 4.6:149	January 1974	.33
151	Federal aid to airports	TD 4.6:151	December 1974	1.55
152	Airport aid program	TD 4.6:152	do	1.35
153	Acquisition of U.S. land for public airports	TD 4.6:153	do	.50
154	Acquisition of U.S. land for public airports under the Airports and Airway Act of 1970.	TD 4.6:154	do	.40
155	Release of Airport property from surplus property disposal	TD 4.6:155	do	.40
157	Notice of construction, alteration, activation, and deactivation of airports.	TD 4.6:157	January 1975	.40
159	National Capital airports	TD 4.6:159	December 1974	1.00
	Change 1	TD 4.6:159/Ch 1	June 13, 1970	.35
169	Expenditure of Federal funds for nonmilitary airports or air navigational facilities thereon.	TD 4.6:169	January 1975	.35
171	Non-Federal navigation facilities	TD 4.6:171	do	1.10
	Change 1	TD 4.6:171/Ch 1	Aug. 19, 1975	.65
183	Representatives of the Administrator	TD 4.6:183	May 1974	.45
185	Testimony by employees and production of records in legal proceedings and service of legal process and pleadings.	TD 4.6:185	do	.30
187	Fees	TD 4.6:187	do	.40
189	Use of Federal Aviation Administration communication system.	TD 4.6:189	do	.40

[1] Add 25% for foreign handling.

[2] Due to their length, complexity, and frequency of issuance, individual Airworthiness Directives are published separately in the FEDERAL REGISTER. Copies of Airworthiness Directives that have been issued are for sale in summary form by DOT, FAA Aeronautical Center (Consigned agent for Superintendent of Documents), P.O. Box 25461, Oklahoma City, Okla. 73125, Attn: AAC-23.

[3] Due to their length, complexity, and frequency of issuance, individual airspace designations, airways descriptions, restricted areas, jet route descriptions, and en route IFR altitudes are not included in the publication of these basic parts. Such descriptions are published in the FEDERAL REGISTER and depicted on appropriate aeronautical charts. Aeronautical charts can be obtained from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Distribution Division (C-44), National Ocean Survey, Riverdale, Md. 20840.

[4] Standard instrument approach procedures are published in the FEDERAL REGISTER by reference to FAA documents which are available for examination in the Rules Docket (AGC-24) and the National Flight Data Center, FAA Headquarters, Washington, D.C., and at the appropriate FAA Regional Offices and Flight Inspection District Offices. These approach procedures can be obtained from the U.S. Department of Commerce, National Oceanic and Atmospheric Administration, Distribution Division (C-44), National Ocean Survey, Riverdale, Md. 20840.

BROOKS C. GOLDMAN,
—Director, Office of Management Systems.

[FR Doc.76-19783 Filed 7-7-76;8:45 am]

federal register

THURSDAY, JULY 8, 1976

PART IV:

OFFICE OF MANAGEMENT AND BUDGET

Labor Department and the National Commission for the Observance of International Women's Year

■

Deferrals

OFFICE OF MANAGEMENT AND BUDGET

LABOR DEPARTMENT AND NATIONAL COMMISSION FOR THE OBSERVANCE OF INTERNATIONAL WOMEN'S YEAR

Deferrals

TO THE CONGRESS OF THE UNITED STATES:

In accordance with the Impoundment Control Act of 1974, I herewith report two new deferrals totaling $4.6 million in budget authority. In addition, I am transmitting 27 supplementary deferrals that have a net effect of decreasing the total amount of deferred funds previously transmitted by $1,462.5 million.

The two new deferrals are routine actions and involve $135,938 for the Special foreign currency program of the Department of Labor and $4.4 million for the National Commission for the Observance of International Women's Year. Eighteen of the supplementary reports extend deferrals into the transition quarter while the remaining nine reflect increases to the amounts originally reported.

The details of the revised and new deferrals are contained in the attached reports.

Gerald R. Ford

THE WHITE HOUSE, July 6, 1976.

CONTENTS OF SPECIAL MESSAGE
(in thousands of dollars)

Deferral #	Item	Budget Authority
	Agriculture:	
	Foreign Agricultural Service:	
D76-1A	Salaries and expenses (special foreign currency).....	2,110
	Forest Service:	
D76-36A	Forest roads and trails.....	302,682
D76-37A	Expenses, brush disposal.....	22,321
	Commerce:	
	National Oceanic and Atmospheric Administration:	
D76-2A	Fisheries loan fund.....	5,114
D76-3A	Promote and develop fishery products and research pertaining to American fisheries.....	2,197
D76-75A	Fishermen's guaranty fund.....	153
	Maritime Administration:	
D76-107A	Ship construction.....	247
	Defense-Military:	
	Military Construction:	
D76-86A	Military construction, all services...	173,750
	Defense-Civil:	
	Miscellaneous Accounts:	
D76-6A	Wildlife conservation, etc., military reservations.....	215
	Health, Education, and Welfare:	
	Office of Education:	
D76-9A	Higher education.....	272,616
	Special Institutions:	
D76-10B	Howard University.....	13,526
	Assistant Secretary for Human Development:	
D76-11C	Research and training activities overseas (Special foreign currency)..	2,348
	Interior:	
	Bureau of Land Management:	
D76-102A	Oregon and California grant lands.....	3,272
	National Park Service:	
D76-18A	Road construction.....	138,858
	Geological Survey:	
D76-19A	Payment from proceeds, sale of water..	30
	Bureau of Mines:	
D76-46A	Drainage of anthracite mines.....	3,725
	Bureau of Indian Affairs:	
D76-20B	Road construction.....	31,339

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Deferral #	Item	Budget Authority
	Labor:	
	Employment and Training Administration:	
D76-109A	Grants to States for unemployment insurance and employment services...	18,750
D76-99A	Advances to the unemployment trust fund and other funds.....	900,000
	Departmental Management:	
D76-112	Special foreign currency program. ..	136
	Transportation:	
	Federal Aviation Administration.	
D76-92A	Construction, national capital airports.	9,400
D76-93A	Civil supersonic aircraft development termination..	2,299
D76-2[illegible]	Facilities and equipment (Airport and airway trust fund).....	[illegible],340
	Treasury:	
	Office of the Secretary.	
D76-24A	State and local government fiscal assistance trust fund.....	81,000
76-25F	State and local government fiscal assistance trust fund..... ...	113,732
D76-6 A	State and local government fiscal assistance trust fund.....	1,096
D76-53A	Loans to the District of Columbia for capital outlay.....	39,370
	Other Independent Agencies:	
	National Science Foundation:	
D76-100A	Salaries and expenses.....	10,000
	National Commission on the Observance of International Women's Year, 1975:	
D76-113	Salaries and expenses.....	4,427
	Total..... ..	2,[illegible]7,053

SUMMARY OF SPECIAL MESSAGES FOR FY 1976 AND THE TRANSITION QUARTER

(Amounts in thousands of dollars)

	Rescissions	Deferrals
Seventeenth special message:		
New Items	---	4,563
Changes to amounts previously submitted	---	-1,462,525
Effect of the seventeenth special message	---	-1,457,962
Previous special messages	3,328,964	9,017,337
Adjustments to eliminate double counting	---	-242,023
Total amount proposed in special messages	3,328,964 (in 45 rescission proposals)	7,317,352 (in 113 deferrals)

NOTE: All amounts listed represent budget authority except for $114,828,220 consisting of two general revenue sharing deferrals (of outlays only). Supplementary reports D76-25F and D76-67A are included in this special message.

D76-1A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. 76-1 transmitted to the Congress on July 1, 1975, and printed as House Document No. 94-206 and Senate Document No. 94-70.

This report for the special foreign currency program of the Foreign Agricultural Service continues the deferral through the transition quarter. The amount deferred has been reduced from the amount originally reported as a result of a release of $122,000 to be available for obligation in the transition quarter.

Deferral No: D76-1A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency U.S. Department of Agriculture	New budget authority (P.L.) $ — Other budgetary resources 2,734,608* Total budgetary resources (FY 76 & TQ) 2,734,608* 1/
Bureau Foreign Agricultural Service	
Appropriation title & symbol Special Foreign Currency Program 12X2901	Amount to be deferred: Part of transition quarter $ — Entire transition quarter 2,109,608*
OMB identification code: 05-51-2901-0-1-352	Legal authority (in addition to sec. 1013): ☒ Antideficiency Act
Grant program ☐ Yes ☒ No	☐ Other
Type of account or fund: ☐ Annual ☐ Multiple-year (expiration date) ☒ No-year	Type of budget authority: ☒ Appropriation ☐ Contract authority ☐ Other

* Justification

Title I, Sec. 104 of P.L. 480, the Agricultural Trade Development and Assistance Act of 1954 authorizes the use of foreign currencies (acquired from the sale of U.S. farm products under Title I) to carry out programs for developing new markets for U.S. agricultural commodities. The funds appropriated are used to purchase excess foreign currencies necessary to carry out the program. The funds are available until expended, and the unused balance is carried over into the next year. The amount of funds used each year is dependent upon the availability of the U.S.-owned currencies and the availability of worthwhile market development projects in the foreign countries. Current indications are that no more than $325 thousand of the reserved balances brought forward can be utilized effectively in the TQ. This deferral action is taken under provisions of the Antideficiency Act (31 USC 665) that authorize the establishment of reserves for contingencies.

This deferral will extend through September 30, 1976.

Estimated Effects

No programmatic or budgetary impact results from this deferral action. Since the funds are used to purchase currencies already owned by the U.S., any outlays shown under this account would be offset by the receipt of a like amount in another account.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $2,434,608.

* revised from previous report.

* Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:	
1. Budget outlay estimate for the transition quarter.....	.1
2. Outlay savings, if any, included in the budget outlay estimate.....	-0-
Current Outlay Estimates for the Transition Quarter:	
3. Without deferral.....	.2
4. With deferral.....	.2
5. Current outlay savings (line 3 - line 4).....	-0-
Outlay Savings for 1977.....	-0-
Outlay Savings for 1978.....	-0-

* revised from previous report.

D76-36A

SUPPLEMENTARY REPORT

Report pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-36 transmitted to the Congress on July 25, 1975, and printed as House Document No. 94-225 and Senate Document No. 94-93.

This supplementary report for Forest roads and trails and Roads and trails for States continues the deferral through the transition quarter. The amount deferred, $302,681,943 reflects a net increase of $24,025,000 over the amount previously deferred. This results from a release during fiscal year 1976 and an increase in the amount to be deferred in the transition quarter.

Deferral No: D76-36A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency DEPARTMENT OF AGRICULTURE Bureau FOREST SERVICE Appropriation title & symbol 12X2262 - Forest Roads and Trails 12X5203 - Roads and Trails for States, National Forests Fund	New budget authority (P.L. 93-87 & 94-280) $117,808,943* Other budgetary resources 418,970,468* Total budgetary resources (FY 76 and T.Q.) 536,779,411*1/ Amount to be deferred: Part of Transition Quarter $ --- Entire Transition Quarter 302,681,943*
OMB identification code: 05-96-2262-0-1-302 Grant program ☐ Yes ☒ No	Legal authority (in addition to sec. 1013): ☐ Antideficiency Act ☐ Other
Type of account or fund: ☐ Annual ☐ Multiple-year _____ (expiration date) ☒ No-year	Type of budget authority: ☒ Appropriation ☒ Contract authority ☐ Other

*Justification The Federal-Aid Highway Act of 1973 provided contract authority of $140 million for each of fiscal years 1974, 1975, and 1976. This contract authority is available one year before and two years subsequent to the year for which it is provided. The Federal-Aid Highway Act of 1976 provided contract authority at $35 million for the transition quarter and $140 million for each of fiscal years 1977 and 1978. For the transition quarter, $58,125,000 is planned for the Forest roads and trails Program and represents the funding required to support resource development and use plans by the National Forest System in the transition quarter. This amount consists of $46,900,000 estimated to be available from 10 percent of fiscal year 1976 National Forest receipts (16 USC 501), $250,000 in anticipated reimbursements and $10,975,000 of contract authority deferred in fiscal year 1976. The deferral will continue through September 30, 1976.

*Estimated Effects Obligations of major amounts of funds proposed to be deferred would not be possible as planning and other pre-construction activities have not been accomplished. Therefore, if these funds were made available for obligation, investment could result in opportunities likely to yield low returns, investments not coordinated with other resource development activities, and a program level for which comprehensive plans have not been prepared.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $360,806,943. These resources include $46,900,000 in receipts, $35,000,000 in contract authority, $278,656,943 in estimated unobligated balances, and $250,000 in anticipated reimbursements.

* Revised from previous report.

D76-36A

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:

1. Budget outlay estimate for the transition quarter.....	46.9
2. Outlay savings, if any, included in budget outlay estimate.....	--

Current Outlay Estimates for the transition quarter:

3. Without deferral.....	50.4
4. With deferral.....	50.4
5. Current outlay savings (line 3 minus line 4).....	--
Outlay Savings for Fiscal Year 1977.....	--
Outlay Savings for Fiscal Year 1978.....	--

* Revised from previous report.

D76-37A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-37 transmitted to the Congress on July 25, 1975, and printed as House Document No. 94-225 and Senate Document No. 94-93.

This report for Expenses, brush disposal within the Forest Service continues the deferral through the transition quarter. The amount deferred through 1976 has been reduced from the amount originally reported as a result of a release of $2,040,000 during fiscal year 1976. The amount deferred through September 30, 1976, has been further reduced due to a release of $2,752,000 that is available for obligation in the transition quarter.

Deferral No: D76-37A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency DEPARTMENT OF AGRICULTURE	New budget authority (P.L. 16 USC 490) $42,000,000*
Bureau FOREST SERVICE	Other budgetary resources 24,101,112*
Appropriation title & symbol Expenses, Brush Disposal 12X5206	Total budgetary resources (FY 76 and T.Q.) 66,101,112*1/
	Amount to be deferred: Part of Transition Quarter $ — Entire Transition Quarter 22,321,000*
OMB identification code: 05-96-9999-0-2-302	Legal authority (in addition to sec. 1013): ☒ Antideficiency Act
Grant program ☐ Yes ☒ No	☐ Other
Type of account or fund: ☐ Annual ☐ Multiple-year (expiration date) ☒ No-year	Type of budget authority: ☒ Appropriation ☐ Contract authority ☐ Other

*Justification

Purchasers of National Forest timber deposit the estimated cost to the Forest Service of disposing of brush and other debris resulting from their cutting operations pursuant to 16 USC 490. Deposits becoming available in the current year are estimated and the related disposal operations are planned the following year. Efficient program planning and accomplishment is facilitated by operating a stable program well within the funds available in any one year. An apportionment of $12.1 million has been made to the Forest Service for this program in the transition quarter which is made up of $9.0 million in transition quarter budget authority plus $3.1 million unobligated carryover from fiscal year 1976. The transition quarter reserve of $22.3 million was established pursuant to the Antideficiency Act (31 USC 665) as a reserve for contingencies compared with reserves of $25.1 million in fiscal year 1976 and $26.1 million in fiscal year 1975. The deferral will continue through September 30, 1976.

Estimated Effects

There are no programmatic or budgetary effects that result from this deferral action. Rather, the reserve merely reflects the seasonal nature of program funding requirements.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976 equal $34,400,000. These resources include $9,000,000 in new budget authority and $25,400,000 in estimated unobligated balances.

* Revised from previous report.

D76-37A

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*Outlay Effects (estimated in millions of dollars)

Comparison with President's 1977 Budget:

1.	Budget outlay estimate for the transition quarter.....	13.3
2.	Outlay savings, if any, included in the budget outlay estimate.....	--

Current Outlay Estimates for the transition quarter:

3.	Without deferral.....	13.3
4.	With deferral.....	13.3
5.	Current outlay savings (line 3 minus line 4).....	--
	Outlay Savings for 1977.....	--
	Outlay Savings for 1978.....	--

* Revised from previous report.

D76-2A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-2 transmitted to the Congress on July 1, 1975, and printed as House Document No. 94-206 and Senate Document No. 94-70.

This supplementary report for the Fisheries loan fund reflects a change in the amount deferred from that originally reported. Adjustments to budgetary resources in fiscal year 1976 reduced the amount deferred to $4,994,132. The transition quarter deferral has been increased over this amount by $120,000 which is the difference between the receipts anticipated to be earned in the transition quarter and the funds required to carry out the program in that period.

Deferral No: D76-2A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency: Department of Commerce	New budget authority (P.L. ____): $ ____
Bureau: National Oceanic and Atmospheric Administration	Other budgetary resources: $5,919,132*
Appropriation title & symbol: Fisheries Loan Fund 137/04317	Total budgetary resources (FY 76 and TQ): 5,919,132* 1/
	Amount to be deferred: Part of transition quarter: $ ____
	Entire transition quarter: 5,114,132*
OMB identification code: 06-48-4317-0-3-403	Legal authority (in addition to sec. 1013): ☒ Antideficiency Act
Grant program: ☐ Yes ☒ No	☐ Other ____
Type of account or fund: ☐ Annual; ☒ Multiple-year September 30, 1980 (expiration date); ☐ No-year	Type of budget authority: ☐ Appropriation; ☐ Contract authority; ☒ Other 16 U.S.C.742c

*JUSTIFICATION

This fund was established pursuant to the Fish and Wildlife Act of 1956, as amended (16 U.S.C. 742c). Its purpose is to provide funds for loans to segments of the fishing industry unable to obtain commercial loans on reasonable terms for financing the cost of purchasing, constructing, equipping, maintaining, repairing, or operating new or used fishing vessels or gear.

On February 20, 1973, the Administrator of the National Oceanic and Atmospheric Administration (NOAA) declared a moratorium on accepting further loan applications effective March 1, 1973, due to a level of loans outstanding and loan applications pending which exceeded the Fund's capital. Additionally, the General Accounting Office concluded in a report issued February 22, 1973, that loans made from the Fisheries Loan Fund (1) allowed the continued use of inefficient vessels rather than improving vessels and equipment for more efficient and profitable fishing, and (2) maintained or added vessels to segments of the fishing industry which were considered to have excess, but not necessarily efficient harvesting capacity. GAO recommended that the Secretary of Commerce develop criteria for evaluating vessel efficiency and priorities for directing these program unds.

The Department has determined that legislative clarification of the Act is needed to establish criteria for directing the Fund. Draft legislation is being prepared.

1/ Of this amount the budgetary resources estimated to be available on July 1, 1976, equal $5,279,132. These resources include $4,994,132 in estimated unobligated balances and $285,000 in anticipated reimbursements.

* Revised from previous report.

In 1965, the Act was amended to require NOAA to pay interest on the cumulative amount of appropriations available as capital to the fund less the average undisbursed cash balance in the fund during the year. The current program covers the estimated transition quarter interest liability of $125,000.

* ESTIMATED EFFECTS

The proposed deferral will have no effect on the Fisheries Loan Fund activities during the transition quarter pending enactment of revised legislation.

* OUTLAY EFFECT (estimated in millions of dollars)

Comparison with President's 1977 Budget:	
1. Budget outlay estimate for the transition quarter.....	-0.2
2. Outlay savings if any, included in the budget outlay estimate	-0-
Current Outlay Estimates for the Transition Quarter:	
3. Without deferral.....	-0.2
4. With deferral.....	-0.2
5. Current outlay savings (line 3 - line 4).....	-0-
Outlay Savings for 1977.....	-0-
Outlay Savings 1978.....	-0-

* Revised from previous report.

D76-3A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-3 transmitted to the Congress on July 1, 1975, and printed as House Document No. 94-206 and Senate Document No. 94-70.

This supplementary report reflects a net increase in the amount deferred from that previously reported for the program to promote and develop fishery products and research pertaining to American fisheries within the Department of Commerce. Adjustments in fiscal year 1976 budgetary resources and a 1976 release combined to reduce the amount deferred from $1,354,933 to $1,320,547. The amount to be deferred through the transition quarter is increased over the estimated FY 1976 transfer from the Department of Agriculture ($7,944,000) and the actual transfer $8,820,794.

Deferral No: D76-3A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Department of Commerce	New budget authority (P.L. ___ ___ ...) $ ___
Bureau National Oceanic and Atmospheric Administration	Other budgetary resources 13,123,341*
Appropriation title & symbol	Total budgetary resources (FY 1976 and TQ) 13,123,341 1/*
Promote and Develop Fishery Products and Research Pertaining to American Fisheries 13X5139	Amount to be deferred: Part of transition quarter $ ___ Entire transition quarter 2,197,341*
OMB identification code: 06-48-5139-0-2-403	Legal authority (in addition to sec. 1013): [X] Antideficiency Act
Grant program ☐ Yes ☒ No	☐ Other ___
Type of account or fund: ☐ Annual ☐ Multiple-year ___ (expiration date) ☒ No-year	Type of budget authority: ☒ Appropriation ☐ Contract authority ☐ Other ___

*JUSTIFICATION

An amount equal to 30% of the gross receipts from customs duties on fishery products is appropriated for fishery products resources research and assessment, and American Fisheries resource management and development. These funds supplement moneys appropriated to National Oceanic and Atmospheric Administration for the same purposes under the appropriation Operations, research, and facilities. The amount requested for deferral, $2,197,341 represents the excess amount of receipts over the cost of currently planned program activities in the transition quarter. Because no plans have been developed for use of these funds, they are requested for deferral at this time.

*ESTIMATED EFFECTS

This deferral action has no effect on the program as currently planned in the transition quarter.

*Revised from previous report.

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*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:

1. Budget outlay estimate for the transition quarter	1.8
2. Outlay savings, if any, included in the budget outlay estimate	-0-

Current Outlay Estimates for the Transition Quarter:

3. Without deferral	1.8
4. With deferral	1.8
5. Current outlay savings (line 3 minus line 4)	-0-
Outlay Savings for 1977	-0-
Outlay Savings for 1978	-0-

* Revised from previous report.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $4,054,341. These resources include an estimated transfer from the Department of Agriculture of $1,857,000 and $2,197,341 in estimated unobligated balances.

D76-75A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-75 transmitted to the Congress on December 1, 1975, and printed as House Document No. 94-311 and Senate Document No. 94-137.

This supplementary report for the Fishermen's guaranty fund continues the deferral through the transition quarter. Due to a release in fiscal year 1976, the amount deferred was reduced to $49,834. The amount to be deferred through the transition quarter has now been increased by $103,000 for a new total of $152,834. This increase is due to additional receipts expected to be received during the transition quarter.

Deferral No: D76-75A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Department of Commerce Bureau National Oceanic and Atmospheric Administration Appropriation title & symbol Fishermen's Guaranty Fund 13X4318	New budget authority (P.L. 94-274) $ 76,000* Other budgetary resources 914,834* Total budgetary resources (FY 1976 and TQ) 990,834 1/ * Amount to be deferred: Part of transition quarter $ ____ Entire transition quarter 152,834*
OMB identification code: 06-48-4318-0-3-403 Grant program ☐ Yes ☒ No	Legal authority (in addition to sec. 1013): ☒ Antideficiency Act ☐ Other ____
Type of account or fund: ☐ Annual ☐ Multiple-year ____ (expiration date) ☒ No-year	Type of budget authority: ☒ Appropriation ☐ Contract authority ☐ Other ____

*JUSTIFICATION

This fund, established pursuant to the Fishermen's Protective Act of 1967, as amended, provides compensation to vessel owners and crews for financial losses resulting from the seizure of United States fishing vessels by foreign governments on the high seas or on the basis of rights or claims to territorial waters not recognized by the United States. Losses payable are generally limited to the market value of fish caught before seizure which were spoiled or confiscated and up to 50% of gross income lost as a direct result of such seizures. Capital for this fund is derived from fees paid by vessel owners at rates eatablished by the Secretary of Commerce and appropriations from the general fund.

Between January 25 and February 1, 1975, Ecuador seized seven United States fishing vessels. Claims resulting from these seizures have totaled $2,347,987* of which, $1,553,690 was paid in FY 1975 with the remaining $794,297* to be paid in FY 1976. The current program will finance the administrative expenses of this fund and payment of all outstanding claims. Since no seizures of United States fishing vessels have occurred since February 1, 1975, $152,834* is being placed in reserve pending future seizures and resulting claims. The deferral will continue through September 30, 1976.

*Revised from previous report.

*ESTIMATED EFFECTS

Deferral of these funds will have no effect on the Fishermen's Guarantee Fund as currently planned for the transition quarter.

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:	
1. Budget outlay estimate for the Transition Quarter	+a/
2. Outlay savings if any, included in the budget outlay estimate	-0-
Current Outlay Estimates for the Transition Quarter:	
3. Without deferral	+a/
4. With deferral	+a/
5. Current outlay savings (line 3 minus line 4)	-0-
Outlay Savings for 1977	-0-
Outlay Savings 1978	-0-

*Revised from previous report.

a/ Less than $50,000.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $167,834. These resources include $15,000 in new budget authority, $49,834 in estimated unobligated balances, and $103,000 in anticipated reimbursements.

D76-107A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. 76-107 transmitted to the Congress on March 18, 1976, and printed as House Document No. 94-410.

The supplementary report reflects a net increase of $16,000,000 in the amount deferred for the ship construction activity of the Maritime Administration. The deferral of $247,000,000 will continue through September 30, 1976, and is based on the latest estimate of shipbuilding demand through 1977.

Deferral No: D76-107A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Department of Commerce	New budget authority (P.L. 94-121 ...) $213,000,000*
Maritime Administration	Other budgetary resources 236,010,661
Appropriation title & symbol	Total budgetary resources (FY 1976 and TQ) 449,010,661 1/
Ship construction	Amount to be deferred:
13X1708	Part of Transition Quarter $ ----
	Entire Transition Quarter 247,000,000*
Budget account code:	Legal authority (in addition to sec. 1013):
06-70-1708-0-1-406	[X] Antideficiency Act
Bureau: [X] Yes [ ] No	[ ] Other:
Type of account or fund:	Type of budget authority:
[ ] Annual	[X] Appropriation
[ ] Multiple-year ____ (expiration date)	[ ] Contract authority
[X] No-year	[ ] Other:

Justification

This appropriation provides subsidies to U.S. shipyards for the construction and conversion of ships for the foreign trade, and has been made available without regard to fiscal year limitation.

The proposed deferral is based on current projections for fiscal year 1976 and the transition quarter of realizable demand for U.S. shipbuilding. Anticipated new subsidized shipbuilding contracts through Sept. 30, 1976, can be funded within $202,010,661. Both the FY 1976 and the transition quarter programs reflect the Administration's continuing commitment to a central objective of the Merchant Marine Act of 1970; assuring a sustained national shipbuilding capability.

*Estimated Effects

The deferral is not expected to affect adversely the international competitive position of U.S. shipyards since demand for new U.S. shipbuilding is not expected to require funding above the amount which will remain available.

1/ Of this total amount, the budgetary resources estimated to be available on July 1, 1976, equal $359,000,000. These resources include $18,000,000 in new budget authority and $341,000,000 in estimated unobligated balances.

* Revised from previous report.

D76-107A

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*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget	
1. Budget outlay estimate for the transition quarter	59.0
2. Outlay savings if any, included in the budget outlay estimate	0
Current Outlay Estimates for the transition quarter	
3. Without deferral	59.0
4. With deferral	59.0
5. Current outlay savings (line 3 - line 4)	0
Outlay Savings for 1977	0
Outlay Savings for 1978	0

*Revised from previous report.

D76-86A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014 (c) of P. L. 93-344

This report updates Deferral No. D76-86 transmitted to the Congress on January 6, 1976, and printed as House Document No. 94-328 and Senate Document No. 94-146.

This report for Military Construction continues the deferral through the transition quarter. The amount deferred has been reduced from $596,073,662 to $173,750,273 as a result of (a) routine releases during fiscal year 1976, and (b) additional releases that are available for obligation on July 1, 1976. It is anticipated that a further release will be effective at the start of the transition quarter. This will result in a deferral of $172,233,273.

Deferral No: D76-86A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency: Department of Defense	New budget authority (P.L. 94-138) $4,078,970,000*
Bureau:	Other budgetary resources 2,457,382,041*
Appropriation title & symbol: See Coverage section below	Total budgetary resources 1/ (FY 1976 and TQ) 6,536,352,041*
	Amount to be deferred: Part of transition quarter $ 173,750,273*
	Entire transition quarter
Budget program code: See Coverage section below	Legal authority (in addition to sec. 1013): [X] Antideficiency Act
Grant program: [ ] Yes [XX] No	[ ] Other
Type of account or fund: [X] Annual [ ] Multiple-year (expiration date) [X] No-year	Type of budget authority: [X] Appropriation [ ] Contract authority [ ] Other

Coverage*

Military Construction, Army	21X2050	07-25-2050-0-1-051	$68,512,201
Military Construction, Navy	17X1205	07-25-1205-0-1-051	5,430,000
Military Construction, Air Force	57X3300	07-25-3300-0-1-051	7,007,000
Military Construction, Defense Agencies	97X0500	07-25-0500-0-1-051	15,600,000
Military Construction, Army National Guard	21X2085	07-25-2085-0-1-051	-0-
Military Construction, Air National Guard	57X3830	07-25-3830-0-1-051	3,825,000
Military Construction, Army Reserve	21X2086	07-25-2086-0-1-051	8,811,000
Military Construction, Naval Reserve	17X1235	07-25-1235-0-1-051	1,547,000
Military Construction, Air Force Reserve	57X3730	07-25-3730-0-1-051	2,443,072
Family Housing, Defense	97X0700	07-30-0701-0-1-051	60,575,000
Family Housing, Defense	9760700	07-30-0701-0-1-051	-0-
			$173,750,273

Justification*

The above amounts in the listed no-year appropriations are currently deferred under provisions of the Antideficiency Act (31 U.S.C. 665) which authorizes the establishment of reserves for contingencies.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $3,226,356,439. These resources include $386,339,000 in new budget authority and $2,840,017,439 in estimated unobligated balances.

*Revised from previous report.

D76-86A
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Due to the long period of time required to construct facilities, the Congress makes appropriations for this purpose available until expended. The above funds are deferred due to administrative delays, such as project designs not being completed and incomplete coordination of projects with either other Federal agencies or local government agencies.

These deferrals have no programmatic or budgetary effect because the funds could not be obligated at this time, even if they were made available. It is anticipated that some of these funds will be released during the transition quarter and the remainder will be deferred through September 30, 1976.

*Outlay Effect (estimated in millions of dollars)

Comparison with the President's 1977 Budget:

1. Budget outlay estimate for the Transition Quarter.....	806.6
2. Outlay savings, if any, included in the budget outlay estimate	-0-

Current Outlay Estimate for the Transition Quarter:

3. Without deferral	806.6
4. With deferral	806.6
5. Current outlay savings (line 3 - line 4).....	-0-
Outlay savings for 1977	-0-
Outlay savings for 1978	-0-

*Revised from previous report.

D76-6A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014 (c) of P.L. 93-344

This report updates Deferral No. D76-6 transmitted to the Congress on July 1, 1975, and printed as House Document No. 94-206 and Senate Document No. 94-70.

This report for Wildlife Conservation, Military Reservations continues the deferral through the transition quarter. The amount deferred has been reduced from $432,233 to $215,000. Actual receipts were lower than previously estimated. Apportionment of funds for the transition quarter further reduced the deferral.

Deferral No: D76-6A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency: Department of Defense	New budget authority (16 U.S.C. 670f (a)) $ 898,788 *
Bureau	Other budgetary resources 432,802 *
Appropriation title & symbol: See Coverage section below	Total budgetary resources (FY 1976 and TQ) 1,331,590 1/*
	Amount to be deferred: Part of transition quarter $ ____
	Entire transition quarter 215,000 *
OMB identification code: 08-30-5095-0-2-303	Legal authority (in addition to sec. 1013): [X] Antideficiency Act
Grant program: [ ] Yes [XX] No	[ ] Other ____
Type of account or fund: [ ] Annual	Type of budget authority: [X] Appropriation
[ ] Multiple-year ____ (expiration date)	[ ] Contract authority
[XX] No-year	[ ] Other ____

Coverage *

Wildlife Conservation, etc., Military Reservations, Army	21X5095	$200,000
Wildlife Conservation, etc., Military Reservations, Navy	17X5095	15,000
Wildlife Conservation, etc., Military Reservations, Air Force	57X5095	-0-

Justification*

These are permanent appropriations. The budgetary resources consist of anticipated receipts and unobligated balances generated from hunting and fishing fees collected on military reservations, pursuant to 16 U.S.C. 670. They may be used only in accordance with the purpose of the law - to carry out a program of natural resource conservation.

Since apportionments have been made for all known program requirements, prudent financial management requires the deferral of the balance of the funds, which could not be used effectively during the current year even if made available for obligation. These funds are being deferred under the provisions of the Antideficiency Act (31 U.S.C. 665). Full apportionment is not requested by the Services because (1) installations may be accumulating funds over a period of time to fund a major project, and (2) there is a seasonal relationship between the collection of fees

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $436,000. These resources include $201,000 in new budget authority and $235,000 in estimated unobligated balances.

*Revised from previous report.

D76-6A
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and their subsequent expenditure. Most of the fees are collected during the winter and spring months, while most of the program work is performed during the summer and fall months. This necessitates that funds collected in a prior year be deferred in order to be available to finance the program during the summer and fall months. Additional amounts will be apportioned if program requirements are identified. This deferral continues through September 30, 1976.

Estimated Effects

These deferrals have no programmatic or budgetary effect because the funds could not be obligated if made available.

Outlay Effect (estimated in millions of dollars)*

Comparison with the President's 1977 Budget:

1. Budget outlay estimate for the Transition Quarter	.3
2. Outlay savings, if any, included in the budget outlay estimate	.0

Current outlay estimate for the Transition Quarter:

3. Without deferral	.3
4. With deferral	.3
5. Current outlay savings (line 3 - line 4)	.0
Outlay savings for 1977	.0
Outlay savings for 1978	.0

*Revised from previous report

D76-9A

SUPPLEMENTARY REPORT

Report Pursuant to Sec. 1014(c) of P.L. 93-344

This report updates Deferral No. 76-9 transmitted to Congress on July 1, 1975, and printed as House Document No. 94-206 and Senate Document No. 94-70.

This revised deferral report for the higher education program in the Office of Education continues the deferral through the transition quarter. The amount deferred has also been increased over the previously reported figure of $49,039,590.

The $272,615,939 now being deferred will not be needed to cover transition quarter requirements and could not be legally obligated within this period. The increase in the amount of funds being deferred primarily results from additional appropriations made for FY 1976 and the TQ which cannot be used during the TQ due to a reduction in the estimate of liabilities of interest subsidies on outstanding loans.

Deferral No: D76-9A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency: Dept. of Health, Education, and Welfare	New budget authority (P.L. 94-94) $576,000,000*
Bureau: Office of Education	Other budgetary resources 129,664,939*
Appropriation title & symbol: Higher Education 75X0293	Total budgetary resources (FY 76 and TQ) 705,664,939* 1/
	Amount to be deferred: Part of transition quarter $ ——
	Entire transition quarter 272,615,939*
OMB identification code: 09-40-0293-0-1-502	Legal authority (in addition to sec. 1013): ☒ Antideficiency Act
Grant program: ☐ Yes ☒ No	☐ Other ——
Type of account or fund: ☐ Annual ☐ Multiple-year —— (expiration date) ☒ No-year	Type of budget authority: ☒ Appropriation ☐ Contract authority ☐ Other ——

Justification*

Program	Total budgetary available in the transition quarter	Amount to be deferred
1. Construction:		
(a) Subsidized construction loan: --Annual interest grants	$ 56,300,530	$ 49,200,530
(b) Graduate facilities grants	2,976,409	2,976,409
2. Subsidized Insured Student Loan:		
(a) Interest payments and special allowance (subsidies)	303,688,332	218,164,332
(b) Reserve fund advances (loans)	2,453,926	2,274,668
Total	365,419,197	272,615,939

This deferral will extend through September 30, 1976.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $365,419,197. These resources include $124,000,000 in new budget authority and $241,419,197 in estimated unobligated balances.

* Revised from previous report.

Construction: D76-9A 2

A. Annual interest grants--A change in method of accounting for subsidized construction loans caused a substantial amount of prior year appropriations to be de-obligated during fiscal year 1974. Obligations are not recorded now until payments are due. Funds on hand are more than adequate to cover anticipated obligations on annual interest grant contracts signed in prior years and no new starts are authorized or planned. The unobligated funds will be needed in the future, however, to pay continuation costs on loans the Federal government has agreed to subsidize.

B. Graduate facilities--The amount shown as deferred resulted from adjustments of prior year obligations. As projects are completed the estimated obligations are adjusted to reflect actual experience. No new funds have been appropriated for this program since 1969, and there are no program plans to utilize the funds. It is possible that they may be needed to cover obligation adjustments.

Subsidized insured loans:

A. Interest and special allowance--These funds are used to make mandatory payments for subsidies on loans made by private lenders to students under the Guaranteed student loan program. The amount reflected as deferred represents a reduction in the original estimate of liabilities of interest subsidies on outstanding loans to be incurred during this period. These decreases result from a lower dollar volume of loans subject to interest and special allowances and a lower special allowance rate paid on outstanding loans. The deferred amount does not represent a restriction on obligation, but consists of an estimate of funds that cannot be legally obligated during the current period.

B. Reserve fund advances--These funds were appropriated in 1969 to make advances to guarantee agencies that could not meet reserve requirements. It is estimated that no more than $179,258 will be needed during the transition quarter.

*Estimated Effects

This action has no program effect, since it only reflects an estimate that the funds cannot be legally obligated during the transition quarter. It does not reflect a program constraint.

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:	
1. Budget outlay estimate for the transition quarter	114.8
2. Outlay savings, if any, included in the budget outlay estimate	-0-
Current Outlay Estimates for the transition quarter:	
3. Without deferral	87.3
4. With deferral	87.3
5. Current outlay savings (line 3-line 4)	-0-
Outlay Savings for 1977	-0-
Outlay Savings for 1978	-0-

* Revised from previous report.

D76-10B

SUPPLEMENTARY REPORT

Report Pursuant to Sec. 1014 (c) of P.L. 93-344

This report updates Deferral No. 76-10A transmitted to Congress on November 18, 1975, and printed as House Document No. 94-309 and Senate Document No. 94-130.

This revision reflects an increase of $1,300,526 in the amount deferred through June 30, 1976 for Howard University. This action results in a total deferral of $13,525,566.

More funds are being deferred due to lags in the General Services Administration construction schedules. The funds deferred will be apportioned when required by the construction timetable. On July 1, 1976, $3,278,900 of the amount deferred will be available for obligation in the transition quarter.

Deferral No: D76-10B

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Department of Health, Education, and Welfare	New budget authority (P.L. 94-94) $ 10,000,000
Bureau Office of the Secretary Special Institutions	Other budgetary resources 21,620,046
Appropriation title & symbol: Howard University - 76X0106 (Construction)	Total budgetary resources 31,620,046 1/
	Amount to be deferred: Part of year $ ____
	Entire year and TQ 13,525,566 *
OMB identification code: 09-70-0106-0-1-502	Legal authority (in addition to sec. 1013): [X] Antideficiency Act
Grant program [ ] Yes [X] No	[ ] Other ____
Type of account or fund: [ ] Annual [ ] Multiple-year ____ (expiration date) [X] No-year	Type of budget authority: [X] Appropriation [ ] Contract authority [ ] Other ____

* Justification

The $13,525,566 represents funds appropriated in the 1975 Labor-HEW Appropriations Act (P.L. 93-517) for several projects (i.e., Founder's Library expansion, old Freedmen's Hospital, Medical-dental library expansion, Dunbarton campus renovation, Property acquisition, D.C. Code and University power plant requirements) which have not been utilized due to delays in GSA construction. As these projects progress, funds will be made available and will be obligated. This reserve action has been taken under provisions of the Antideficiency Act (31 U.S.C. 665), that authorize the establishment of reserves for contingencies. This delay is not due to a decision to slow down the construction; rather it is due to lags in construction schedules.

Some of these funds will be apportioned for obligation in the transition quarter and the remainder will be deferred through September 30, 1976.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $13,525,566 in estimated unobligated balances.

* Revised from previous report.

D76-10B

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Estimated Effects

No programmatic or budgetary impact results from this deferral action. Because construction schedules have lagged, these funds could not be effectively used if they were made available at this time.

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:	
1. Budget outlay estimate for 1976	93.0
2. Outlay savings, if any, included in the budget outlay estimate	0
Current Outlay Estimates for 1976:	
3. Without deferral	86.0
4. With deferral	86.0
5. Current outlay savings (line 3 - line 4)	0
Outlay Savings for the Transition Quarter	0
Outlay Savings for 1977	0
Outlay Savings for 1978	0

*Revised from previous report.

D76-11C

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014 (c) of P.L. 93-344

This report updates Deferral No. D76-11B transmitted to the Congress on December 1, 1975, and printed as House Document No. 94-311 and Senate Document No. 94-137.

This revised deferral for the Research and training activities overseas program (special foreign currency program) continues the deferral through the transition quarter. The amount deferred has been reduced as a result of releases during fiscal year 1976 and a further release of $500,000 to be available for obligation in the transition quarter.

Deferral No: D76-11C

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Department of Health, Education, and Welfare	New budget authority (P.L.) $ ---
Bureau Assistant Secretary for Human Development	Other budgetary resources 7,905,620*
Appropriation title & symbol Research and Training Activities Overseas (Special Foreign Currency Program) 75X0138	Total budgetary resources (FY 76 and TQ) 7,905,620*1/ Amount to be deferred: Part of transition quarter $ --- Entire transition quarter 2,347,783*
OMB identification code: 09-80-1638-0-1-506	Legal authority (in addition to sec. 1013): ☒ Antideficiency Act
Grant program ☒ Yes ☐ No	☐ Other
Type of account or fund: ☐ Annual ☐ Multiple-year (expiration date) ☒ No-year	Type of budget authority: ☒ Appropriation ☐ Contract authority ☐ Other

*Justification

The amount proposed for deferral has been placed in reserve pursuant to the Antideficiency Act (31 U.S.C. 665 et seq). Excess foreign currencies are used in this appropriation to fund foreign research and training activities. It is anticipated that financial plans for the utilization of the $2,347,783 deferred, will not be finalized until FY 1977.

This deferral will extend through September 30, 1976.

Estimated Effects

This action has no programmatic or financial impact. Also, grants are restricted in this program to countries where the United States owns excess local currencies, and expenditures in this account do not take monies out of the United States.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $2,847,783.

* Revised from previous report.

D76-11C

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:	
1. Budget outlay estimate for the transition quarter.....	-0-
2. Outlay savings, if any, included in the budget outlay estimate.....	-0-
Current Outlay Estimates for the transition quarter:	
3. Without deferral.....	0.6
4. With deferral.....	0.6
5. Current outlay savings (line 3 - line 4).....	-0-
Outlay Savings for 1977.....	-0-
Outlay Savings for 1978.....	-0-

*Revised from previous report.

D76-102A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. 76-102 transmitted to the Congress on February 6, 1976, and printed as House Document 94-362.

This supplementary report for Oregon and California grant lands increases the amount deferred by $256,000. The deferral of $3,272,211 will extend through September 30, 1976.

Deferral No: D76-102A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Department of the Interior	New budget authority (P.L. 94-165) $ 36,700,000 *1/
Bureau Land Management	Other budgetary resources 8,183,000*
Appropriation title & symbol 14X5136 Oregon and California Grant Lands	Total budgetary resources (FY 76 and TQ) 36,183,000 2/*
	Amount to be deferred: Part of transition quarter $ ____ Entire transition quarter 3,272,211*
OMB identification code: 10-04-5136-0-2-302	Legal authority (in addition to sec. 1013): ☒ Antideficiency Act
Grant program ☐ Yes ☒ No	☐ Other ____
Type of account or fund: ☐ Annual ☐ Multiple-year ____ (expiration date) ☒ No-year	Type of budget authority: ☐ Appropriation ☐ Contract authority ☒ Other Appropriated receipts

*Justification - The Interior and Related Agencies Appropriation Act for 1976 includes an indefinite no-year appropriation equivalent to 25 percent of timber sale receipts from the revested Oregon and California Railroad grant lands. The appropriated receipts provide for management, development, and protection of Federal Oregon and California grant lands including the construction and maintenance of roads. Because the appropriation is based on the receipts collected in the same period and the receipts are based on the timber harvested, the total amount which will be available for obligation can only be estimated. Not only may actual receipts vary from estimates, but receipts for the last two months of the fiscal period are not known in time to make programmatic adjustments to offset a possible shortfall between estimated and actual amounts.

Receipts for the transition quarter are now estimated at $34.8 million, thus making $8.7 million in new budget authority available under terms of the appropriation. The estimated unobligated balance carried into the TQ is $4,916,211. Total resources for this program are $13,616,211. Obligations of $10,344,000 are now planned for the TQ with $3,272,211 being deferred. This is within the unobligated balance range of $3 to $5 million that both the House and Senate Appropriations Committees believe should be maintained. Deferral of this

1/ Estimated. The appropriation is for "an amount equivalent to 25 per centum of the aggregate of all receipts during the current fiscal year from the revested Oregon and California Railroad grant lands."

2/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $13,616,211. These resources include $8,700,000 in new budget authority and $4,916,211 in estimated unobligated balances.

* Revised from previous report.

amount is required for prudent fiscal management. This fund cannot be managed on the basis of obligating the full estimated availability without running a high risk of violating the Antideficiency Act. This deferral will extend through September 30, 1976.

*Estimated Effects

The amount deferred has no effect on carrying out the transition quarter program level as planned. If release of the deferred funds were required, it is unlikely that any additional funds would be obligated--the danger of violating the Antideficiency Act would be too high.

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:

1. Budget outlay estimate for TQ	9.0
2. Outlay savings, if any, included in the budget outlay estimate	-0-

Current outlay estimates for TQ

3. Without deferral	9.0
4. With deferral	9.0
5. Current outlay savings (line 3 - line 4)	-0-
Outlay savings for 1977	-0-
Outlay savings for 1978	-0-

*Revised from previous report.

D76-18A

SUPPLEMENTARY REPORT

REPORT PURSUANT TO SECTION 1014(c) OF P.L. 93-344

This report updates deferral No. D76-18 transmitted to the Congress on July 1, 1975, and printed as House Document No. 94-206 and Senate Document No. 94-70.

This report for the National Park Service continues the deferral through the transition quarter. The amount deferred has been reduced by $99.2 million as a result of releases made through fiscal 1976 and rescission of $58.5 million.

Deferral No: D76-18A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Department of the Interior Bureau National Park Service Appropriation title & symbol 14X1037 Road Construction Liquidation of Contract Authority National Park Service	New budget authority (P.L. 23U.S.C.203) $ — Other budgetary resources 215,503,455* Total budgetary resources (FY 76 and TQ) 215,503,455* Amount to be deferred: Part of transition quarter $ — Entire transition quarter 138,858,397*
OMB identification code: 10-24-1037-0-1-303	Legal authority (in addition to sec. 1013): [X] Antideficiency Act
Grant program [ ] Yes [X] No	[ ] Other —
Type of account or fund: [ ] Annual [X] Multiple-year June 30, 1978 (expiration date) [X] No-year	Type of budget authority: [ ] Appropriation [X] Contract authority [ ] Other —

*Justification

Contract authority (CA) is authorization to obligate Federal funds prior to their appropriation; however, subsequent payments to vendors and contractors cannot be made until after cash to liquidate CA has been appropriated. Appropriated funds are not being deferred by this action. What is being deferred is authority to obligate funds before appropriation.

Contract authority in this account results from multi-year authorization under the Federal-Aid Highway Act. The total amount of CA authorized under the Act is not based on a specific set of construction projects approved by the Congress or the Executive Branch, but represents an upper limit for an on-going road, trail, and parkway construction effort derived from long term estimates of future road-building plans. The total amount of CA available for 1976 and subsequent years is $168,952,455 of which $30,094,058 is scheduled for obligation in the transition quarter. The deferred balance of $138,858,397 of CA will be maintained through the transition quarter.

Funds in this account are used for building new roads and trails, for rehabilitating existing roads and trails, and for advance planning of projects. The current system

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $168,952,455. P.L. 94-249 rescinded $58,500,000 which would otherwise have lapsed at the end of 1976.

* Revised from previous report.

includes about 10,200 miles of roads including parkways, and about 9,700 miles of trails. The transition quarter program ($30,094,058) includes elements reviewed and approved by the Congress in previous years ($24,394,058) and new proposals for the transition quarter ($5,700,000). Reserving CA not scheduled for use in the current fiscal year is consistent with the current financial plan and the appropriation request currently before the Congress.

Estimated Effects

If all authorized CA were made available for obligation now there would be little if any program or outlay effect before completion of the FY 1977 appropriations process because it is not likely the funds would be obligated for projects prior to appropriation by the Congress of cash to liquidate CA . This is because, in this account, the obligation program traditionally has been based on a project-by-project review by the appropriations committees.

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:	
1. Budget outlay estimate for TQ.....	11.2
2. Outlay savings, if any, included in the budget outlay estimate.....	---
Current Outlay Estimates for the transition quarter:	
3. Without deferral.....	11.2
4. With deferral.....	11.2
5. Current outlay savings (line 3-line 4)...	---
Outlay Savings for 1977.....	---
Outlay Savings for 1978.....	---

* Revised from previous report.

D76-19A

SUPPLEMENTARY REPORT

REPORT PURSUANT TO SECTION 1014(c) OF P.L. (93-344)

This report updates Deferral No. 76-19 transmitted to the Congress on July 1, 1975, and printed as House Document No. 94-206 and Senate Document No. 94-70.

The revised deferral report for Payment from proceeds, sale of water, within the Geological Survey of the Department of the Interior continues the deferral through the transition quarter. It also reflects an increase of $1,600 over the amount originally reported as a result of receipts that have accrued since July 1, 1975.

Deferral No: D76-19A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency: Department of the Interior	New budget authority (P.L. 30 U.S.C. 229a) $ —
Bureau: Geological Survey	Other budgetary resources (est) 30,300*
Appropriation title & symbol: Payments from Proceeds, Sale of Water, Mineral Leasing Act of 1920, Sec. 40(d) 14X5662	Total budgetary resources (FY 1976 and TQ) (est) 30,300*
	Amount to be deferred: Part of transition quarter $ — Entire transition quarter (est.) 30,300*
OMB identification code: 10-28-5662-0-2-301	Legal authority (in addition to sec. 1013): [X] Antideficiency Act
Grant program: [ ] Yes [X] No	[ ] Other
Type of account or fund: [ ] Annual [ ] Multiple-year (expiration date) [X] No-year	Type of budget authority: [ ] Appropriation [ ] Contract authority [X] Other permanent, indefinite, special

*Justification

Section 40(d) of the Mineral Leasing Act of 1920 [30 U.S.C. 229(a)] provides that when lessees or operators drilling for oil or gas on public lands strike water, water wells may be developed by the Department from the proceeds from sale of water from existing wells. Receipts have been accruing to this permanent account at the rate of about $1,500 per year. At the start of fiscal year 1965, the account had an unobligated balance of $16,000. It is estimated that by the start of the transition quarter the unobligated balance will be $30,300. None of these receipts have been obligated over the past ten years and none are planned for obligation in the transition quarter because the total available is too small to be put to practical use for the purpose designed by law. Deferral is planned because funds could not be used effectively during the current period even if made available for obligation. This reserve action is taken pursuant to the Antideficiency Act [31 U.S.C. 665(c)]. This deferral will extend through September 30, 1976.

*Estimated effects

There will be no programmatic or outlay impact in the transition quarter since the receipts will continue to accrue but will remain unobligated until such time as an amount is available which can be used for effective purposes.

* Revised from previous report.

D76-19A

2

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 budget:	
1. Budget outlay estimate for the transition quarter	---
2. Outlay savings, if any, included in the budget outlay estimate	---
Current Outlay Estimates for the transition quarter:	
3. Without deferral	---
4. With deferral	---
5. Current outlay savings (line 3 - line 4)	---
Outlay Savings for 1977	---
Outlay Savings for 1976	---

* Revised from previous report.

D76-46A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) or P.L. 93-344

This report updates Deferral No. D76-46A transmitted to the Congress on July 25, 1976, and printed as House Document No. 94-225 and Senate Document No. 94-93.

This supplementary report for Drainage of anthracite mines within the Bureau of Mines increases the deferral by $350,000. This deferral of $3,725,248 will extend through September 30, 1976.

Deferral No: D76-46A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Interior	New budget authority (P.L. --) $ None
Bureau Bureau of Mines	Other budgetary resources 3,775,248*
Appropriation title & symbol	Total budgetary resources (FY76 and TQ) 3,775,248*
Drainage of Anthracite Mines, Bureau of Mines 14X0956	Amount to be deferred: Part of TQ $ None
	Entire TQ 3,725,248*
OMB identification code: 10-32-9999-0-1-306	Legal authority (in addition to sec. 1013): ☐ Antideficiency Act
Grant program ☒ Yes ☐ No	☒ Other Matching grant provision of P.L. 84-219 (69 Stat 460)
Type of account or fund: ☐ Annual	Type of budget authority: ☒ Appropriation
☐ Multiple-year ____ (expiration date)	☐ Contract authority
☒ No-year	☐ Other ____

*Justification - $50,000 has been apportioned for this account to match funds anticipated to be made available by the Commonwealth of Pennsylvania for water monitoring stations and for sealing and other public health and safety projects. The remaining unobligated balance has been deferred because the Commonwealth of Pennsylvania is not expected to provide further matched funding during the year. This deferral will extend through September 30, 1976.

*Estimated Effects - No transition quarter program impact will result from deferral. A change in the matching provision of the original legislation would be required if the funds currently being deferred were to be made available.

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:

1. Budget outlay estimate for T.Q.	.1
2. Outlay savings, if any, included in the budget outlay estimate	--

Current Outlay Estimates for T.Q.:

3. Without deferral	.1
4. With deferral	.1
5. Current outlay savings (line 3 - line 4)	--

Outlay Savings for 1977	--
Outlay Savings for 1978	--

*revised from previous report.

D76-20B

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. 76-20A transmitted to the Congress on February 6, 1976, and printed as House Document 94-362.

The revised deferral report for the Bureau of Indian Affairs road construction program continues the deferral through the transition quarter. The amount deferred has been reduced by $38,000,000 from the amount previously reported as a result of a release of $10,000,000 in fiscal year 1976, and a release of $28,000,000 to be available in the transition quarter to carry out the approved road construction program.

Deferral No: D76-20B

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency: Department of the Interior	New budget authority (P.L. _____): $ ---
Bureau: Indian Affairs	Other budgetary resources: 138,094,161*
Appropriation title & symbol: Road Construction 14X2364	Total budgetary resources (FY 76 and TQ): 138,094,161* 1/
	Amount to be deferred: Part of transition quarter: $ ---
	Entire transition quarter: 31,339,161*
OMB identification code: 10-76-2364-0-1-452	Legal authority (in addition to sec. 1013): ☐ Antideficiency Act
Grant program: ☐ Yes ☒ No	☐ Other _____
Type of account or fund: ☐ Annual	Type of budget authority: ☐ Appropriation
☒ Multiple-year June 30, 1978 (expiration date)	☒ Contract authority
☐ No-year	☐ Other _____

*Justification

Contract authority (CA) is authorization to obligate Federal funds prior to their appropriation; however, subsequent payments to vendors and contractors cannot be made until after cash to liquidate CA has been appropriated. Appropriated funds are not being deferred by this action. What is being deferred is authority to obligate funds before appropriation.

Contract authority in this account results from multi-year authorization under the Federal-Aid Highway Act (23 U.S.C. 203). The total amount of CA authorized under the Act is not based on a specific set of construction projects approved by the Congress or the Executive Branch, but represents an upper limit for an on-going road construction effort derived from long term estimates of future road-building plans. The total amount of CA available for the transition quarter (TQ) and subsequent years is $59,339,161, of which $28,000,000 is scheduled for obligation in the TQ. The deferred balance of $31,339,161 of CA will be available for obligation after the TQ. This deferral will extend through September 30, 1976.

Funds in this account are used primarily for improving the existing Indian road system which totals approximately 28,000 miles. The obligation program proposed for the TQ will improve approximately 369 miles of roads, or about 1.3 percent of the total, and will fund construction of those projects considered--after consultation with Indian people--to be

*Revised from previous report.

of the highest priority in the TQ. The 1976 Interior and Related Agencies Appropriation Act report includes an appropriation to liquidate contract authority to meet the TQ obligation program. Reserving CA not scheduled for use in the transition quarter is consistent with the current financial plan and the appropriations enacted by the Congress.

* Estimated Effects

If all authorized CA were available for obligation now there would be little, if any, program or outlay effect because it is not likely the funds would be obligated for projects prior to review of the proposed program by the Congress and the appropriation of cash to liquidate CA. In this program, appropriations traditionally have been based on a review of the proposed obligation plan by the appropriations committees. The TQ review by the appropriations committees took place in connection with action on the 1976 Interior and Related Agencies Appropriation Act and the period ending September 30, 1976.

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:

1.	Budget outlay estimate for the transition quarter.....	27.0
2.	Outlay savings, if any, included in the budget outlay estimate.....	---

Current Outlay Estimates for the transition quarter:

3.	Without deferral.....	27.0
4.	With deferral.....	27.0
5.	Current outlay savings (line 3 - line 4).....	---
	Outlay Savings for 1977.....	---
	Outlay Savings for 1978.....	---

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $59,489,161. These resources include $59,339,161 in estimated unobligated balances and $150,000 in anticipated reimbursements.

* Revised from previous report.

D76-109A

SUPPLEMENTARY REPORT

REPORT PURSUANT TO SECTION 1014(c) OF P.L. 93-344

This report updates Deferral No. D76-109 transmitted to the Congress on March 18, 1976, and printed as House Document No. 94-410.

This report for the Grants to States for Unemployment Insurance and Employment Services continues the deferral into the transition quarter. The amount deferred has been increased by $3,750,000, the amount of additional funds made available in P.L. 94-206 for computerized job matching in the transition quarter.

Deferral No: D76-109A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Department of Labor	New budget authority (P.L. 94-206) $ 101,600,000* 1,314,150,000*
Bureau Employment and Training Admin.	Other budgetary resources 1/ ———
Appropriation title & symbol Grants to States for Unemployment Insurance and Employment Services 1660179	Total budgetary resources 2/ 1,415,750,000* 3/
	Amount to be deferred: Part of transition quarter $ 18,750,000*
	Entire transition quarter ———
OMB identification code: 12-05-0179-0-1-504	1/Legal authority (in addition to sec. 1013): ☐ Antideficiency Act
Grant program ☒ Yes ☐ No	☐ Other ———
Type of account or fund: ☒ Annual ☐ Multiple-year ——— (expiration date) ☐ No-year	Type of budget authority: ☒ Appropriation ☐ Contract authority ☐ Other ———

*Justification

P.L. 94-206 provided 18.75 million to expand computerized job matching in the Employment Service. The evaluation of pilot projects necessary to provide reasonable assurance of the cost effectiveness of computerized job matching originally scheduled for completion in the fall of 1975, is currently being reviewed by the Department of Labor. The Department is commencing test operation of proposed "export" model job matching system components that could be transplanted to other States. Criteria are being developed for determining to which States the new system should be initially extended. A program monitoring system to specify objectives and measure progress of the new and expanded job matching systems is being developed. Funds are deferred pending (1) completion of the evaluation, (2) demonstration that the "export" model components are ready for export, (3) specification of criteria for selecting expansion sites, and (4) development of a program monitoring system.

Estimated Effects

Deferral may delay ordering some new computer equipment, but will permit completion and review of plans and other necessary preparations for computerized job matching expansion in a manner that can achieve the most effective and economical use of funds.

The deferral of $18,750,000 will continue into the transition quarter. The Department of Labor expects to complete work on necessary plans and preparations in time to obligate funds appropriated in P.L. 94-206, before they expire at the end of the transition quarter.

* Revised from previous report.

D76-109A
2

* Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:	
1. Budget outlay estimate, for TQ	267.2
2. Outlay savings, if any, included in the budget outlay estimate	0
Current Outlay Estimates for TQ	
3. Without deferral	283.2
4. With deferral	283.2
5. Current outlay savings (line 3-line 4)	0
Outlay Savings for 1977	-15.0 4/
Outlay Savings for 1978	--

1/ Amount authorized in P.L. 94-206 to be transferred from Employment Security Administration account, Unemployment Trust Fund.

2/ Of this amount, $302,394,621 is estimated to be available for the transition quarter.

3/ Excludes amounts made available by Congress only for specified contingencies.

4/ This represents a shifting of outlays from 1976 to 1977.

* Revised from previous report.

D76-99A

SUPPLEMENTARY REPORT

REPORT PURSUANT TO SECTION 1014(C) OF P.L. 93-344

This report updates Deferral No. D76-99 transmitted to the Congress on January 23, 1976, and printed as House Document No. 94-342 and Senate Document No. 94-151.

This report for Advances to the unemployment trust fund and other funds continues the deferral into the transition quarter. The amount deferred has been decreased by $900,000,000, the amount needed in the transition quarter.

The remaining deferral is not expected to be needed in the transition quarter, but will remain available for use in FY 1977 as needed.

Deferral No: D76-99A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency: U.S. Department of Labor	New budget authority (P.L. 94-157): $5,000,000,000
Bureau: Employment and Training Adm.	Other budgetary resources:
Appropriation title & symbol: Advances to the Unemployment Trust Fund and other funds 166/70327	Total budgetary resources (FY 1976 and TQ): 5,000,000,000 1/
	Amount to be deferred: Part of transition quarter: $; Entire transition quarter: 900,000,000*
OMB identification code: 12-05-0327-0-1-603	Legal authority (in addition to sec. 1013): [X] Antideficiency Act
Grant program: [ ] Yes [X] No	[ ] Other
Type of account or fund: [ ] Annual; [X] Multiple-year 9/30/77 (expiration date); [ ] No-year	Type of budget authority: [X] Appropriation; [ ] Contract authority; [ ] Other

*Justification Advances to the Extended Unemployment Compensation Account and the Federal Unemployment Account will be less than originally estimated due to reductions in the unemployment rate. Deferral is to shift funds to FY 1977 at which time apportionment of funds for FY 1977 will depend upon unemployment and State needs. This deferral will continue through September 30, 1976.

*Estimated Effects There is no program effect involved. Available non-deferred funds are expected to be sufficient to pay all unemployment compensation when due.

*Outlay Effect (estimated in millions of dollars) -

Comparison with President's 1977 Budget:	
1. Budget outlay estimate for TQ	1,100.0
2. Outlay savings, if any, included in the budget outlay estimate	-0-
Current Outlay Estimates for TQ:	
3. Without deferral	900.0
4. With deferral	900.0
5. Current outlay savings (line 3 - line 4)	-0-
Outlay savings for 1977	-0-
Outlay savings for 1978	-0-

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $1,800,000,000 in estimated unobligated balances.

* Revised from previous report.

Deferral No: D76-112

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency U.S. Department of Labor	New budget authority (P.L. ____) $ ____
Bureau Departmental Management	Other budgetary resources 135,938
Appropriation title & symbol Special Foreign Currency 16X0151	Total budgetary resources (transition quarter) 135,938
	Amount to be deferred: Part of transition quarter $ ____
	Entire transition quarter 135,938
OMB identification code: 12-25-0151-0-1-505	Legal authority (in addition to sec. 1013): [X] Antideficiency Act
Grant program [ ] Yes [X] No	[ ] Other ____
Type of account or fund: [ ] Annual	Type of budget autnority: [X] Appropriation
[ ] Multiple-year ____ (expiration date)	[ ] Contract authority
[X] No-year	[ ] Other ____

Justification

No conference activity is planned for the transition quarter. The unobligated balance will help to fund an Asian conference to be held during the first quarter of FY 1977 in India or Pakistan.

Estimated Effects

None

Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:

1. Budget outlay estimate for TQ	.1
2. Outlay savings, if any, included in the budget outlay estimate	0
Current outlay estimates for TQ:	
3. Without deferral	0
4. With deferral	0
5. Current outlay savings (line 3- line 4)..	0
Outlay savings for 1977	0
Outlay savings for 1978	0

D 76-92A

Supplementary Report
Report Pursuant to Section 1013 of P.L. 93-344

This report updates Deferral No. D 76-92 transmitted to the Congress on January 6, 1976, and printed as House Document No. 94-328 and Senate Document No. 94-146.

A deferral for the Federal Aviation Administration's Construction, National Capital Airports account continues through the transition quarter and is increased by $721,344 to a total of $9,400,000. The deferral is due to delays in the passage of the Fiscal Year 1976 DOT Appropriations Act and time required for the selection and contracting of construction firms.

Deferral No: D 76-92A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Department of Transportation	New budget authority (P.L. 94-134) $11,625,000
Bureau Federal Aviation Administration	Other budgetary resources 7,039,109*
Appropriation title & symbol Construction, National Capital Airports 69X1333 694/61333 695/71333 696/81333	Total budgetary resources (FY 1976 and TQ) 18,664,109 1/
	Amount to be deferred: Part of transition quarter $ -0- Entire transition quarter 9,400,000*
OMB identification code: 21-20-1333-0-1-405	Legal authority (in addition to sec. 1013): [X] Antideficiency Act [ ] Other
Grant program [ ] Yes [X] No	
Type of account or fund: [ ] Annual [X] Multiple-year 694/61333 Sept. 30, 1976 695/71333 Sept. 30, 1977 696/81333 Sept. 30, 1978 (expiration date) [X] No-year	Type of budget authority: [X] Appropriation [ ] Contract authority [ ] Other

*Justification This appropriation finances construction of major improvements and expansion of facilities at Washington National and Dulles International Airports. Projects are undertaken to insure that these airports adequately, safely, and efficiently meet air travel needs of the public. These funds were appropriated in the Department of Transportation and Related Agencies Appropriation Acts of 1975 and 1976. Because of delays in passage of the Fiscal Year 1976 Appropriation Bill and time required for the selection of engineering consultant firms and negotiation of construction contracts, it is not possible to finalize all contracts during Fiscal Year 1976 or the Transition Quarter. This deferral action is consistent with the Congressional intent to provide multi-year funding for total costs of these projects and is taken under provisions of the Antideficiency Act (31 USC 665) which authorize the establishment of reserves for contingencies. An increase of about $800,000 in the amount deferred in this account over 1976 is contemplated, reflecting slippage in the signing of contracts for enlarging the jet ramps and installing a passenger weather protection device at Dulles airport.

*Estmated Effects The amount deferred could not be economically used, if made available, in Fiscal Year 1976 or the Transition Quarter because of the planned multi-year procurement, construction and/or installation cycle. The following projects will be deferred until Fiscal Year 1977:

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $16,557,567 in unobligated balances.

* Revised from previous report.

D76-92A

2

Master Plan for Washington National Airport - $209,156 -- This project will be initiated after the policy statement concerning the role of Washington National Airport is finalized. Following the issuance of this policy statement, several months will be required to select an engineering consultant firm and negotiate a contract. The earliest this contract can be expected to be awarded is in the second quarter of Fiscal Year 1977.

Resurface Runway 18/36 - $930,000 -- Design of the contract will be accomplished beginning in the first quarter of Fiscal Year 1977. The construction contract is now expected to be awarded in the third quarter of Fiscal Year 1977.

Reconstruct and Overlay Main Ramp - $660,000 -- Design will be accomplished in the first quarter of Fiscal Year 1977. The construction contract is now expected to be awarded in the third quarter of Fiscal Year 1977.

Terminal Expansion - $7,000,000 -- The terminal expansion design contract is being amended to cover working drawings for the $7,000,000 Dulles terminal expansion. Upon completion of the working drawings, the construction contract will be advertised. The construction contract is now expected to be awarded in the third quarter of Fiscal Year 1977.

Expand Airfield Pavements - $400,000 -- This project is now scheduled to be accomplished in the first quarter of Fiscal Year 1977.

Passenger Weather Protection at Terminal - $200,844 -- Design of this project will be accomplished during the Transition Quarter. The construction contract is now expected to be awarded in the first quarter of Fiscal Year 1977.

*Outlay Effect

Comparison with President's 1977 Budget:	
1. Budget Outlay estimate for Transition Quarter.....	$2.5
2. Outlay saving, if any, included in budget estimate.....	-0-
Current Outlay Estimates for Transition Quarter:	
3. Without deferral.....	4.9
4. With deferral.....	4.9
Current outlay savings (line 3 - line 4).....	-0-
Outlay savings for 1977.....	2.2
Outlay savings for 1978.....	-0.3

* Revised from previous report.

D76-93A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-93 transmitted to the Congress on January 6, 1976, and printed as House Document No. 94-328 and Senate Document No. 94-146.

A deferral for the Federal Aviation Administration's Civil Supersonic Aircraft Development Termination and Civil Supersonic Aircraft Development programs continues through the transition quarter. The amount deferred has been increased by $120,301 as a result of a reestimate of unobligated balances brought forward July 1, 1976.

Deferral No: D76-93A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency: Department of Transportation	New budget authority (P.L. _____) $ -0-
Bureau: Federal Aviation Administration	Other budgetary resources 2,519,123
Appropriation title & symbol: Civil Supersonic Aircraft Development Termination, 69X0106; Civil Supersonic Aircraft Development 69X1358	Total budgetary resources (76&TQ) 2,519,123 1/
	Amount to be deferred: Part of transition quarter $ -0-
	Entire transition quarter 2,299,301*
OMB identification code: 21-20-0106-0-1-405	Legal authority (in addition to sec. 1013): [X] Antideficiency Act
Grant program: [ ] Yes [X] No	[ ] Other _____
Type of account or fund: [ ] Annual [ ] Multiple-year _____ (expiration date) [X] No-year	Type of budget authority: [X] Appropriation [ ] Contract authority [ ] Other _____

* Coverage	Total Budgetary Resources transition quarter	Amount Deferred
Civil Supersonic Aircraft Development Termination	1,073,456	1,050,456
Civil Supersonic Aircraft Development	1,248,845	1,248,845
	2,322,301	2,299,301

* Justification: This account finances the termination of the supersonic transport development program. The total cost of settlement of contractor claims and closeouts, airline refunds, completion of specifically designated technology programs, and necessary governmental administrative costs incidental to these activities is included. These funds were appropriated by the Department of Transportation and Related Agencies Appropriation Acts, 1971 and 1972. Because of the difficulty in ending such a complex and massive undertaking, termination has taken a number of years. Settlement is being accomplished as quickly as possible consistent with the legitimate claims of the contractors and the protection of government interests.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $2,322,301.

* Revised from previous report.

Estimated Effects - This deferral action has no programmatic or budgetary effect.

*Outlay Effect (estimated in millions of dollars)	
Comparison with President's 1977 Budget	
1. Budget outlay estimate for TQ	2/
2. Outlay savings, if any, included in the budget outlay estimate	-0-
Current Outlay Estimates for TQ:	
3. Without deferral	2/
4. With deferral	2/
Current outlay savings (line 3-line 4)	-0-
Outlay Savings for 1977	-0-
Outlay Savings for 1978	-0-

2/ Less than $50,000.00

* Revised from previous report.

D76-23A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-23 transmitted to the Congress on July 1, 1975, and printed as House Document No. 94-206 and Senate Document No. 94-70.

A deferral for the Federal Aviation Administration's Facilities and Equipment program continues through the transition quarter. The amount deferred has also been increased by $6,516,105 because less funds were obligated during FY 1976 than anticipated.

Deferral No: D76-23A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency: Department of Transportation Bureau: Federal Aviation Administration Appropriation title & symbol: Facilities and Equipment (Airport and Airway Trust Fund) 69X8107 694/68107 695/78107	New budget authority (P.L. _____) $ -0- Other budgetary resources 331,240,754* Total budgetary resources (76&TQ) 331,240,754* 1/ Amount to be deferred: Part of Transition Quarter $ _____ Entire Transition Quarter 82,340,000*
OMB identification code: 21-20-8107-0-7-405	Legal authority (in addition to sec. 1013): [X] Antideficiency Act [ ] Other _____
Grant program [ ] Yes [X] No	
Type of account or fund: [ ] Annual [X] Multiple-year 694/68107 Sept. 30, 1976; 695/78107 Sept. 30, 1977 (expiration date) [X] No-year	Type of budget authority: [X] Appropriation [ ] Contract authority [ ] Other _____

*Justification

Funds from this account are used to procure specific Congressionally approved facilities and equipment for the expansion and modernization of the national airway system. Projects financed from this account include construction of buildings and purchase of new equipment for new or improved air traffic control towers, automation of the en-route airway control system, and expansion and improvement in the navigational and landing aid systems. These funds were appropriated in the Department of Transportation and Related Agencies Appropriation Acts of 1975 and prior years. None of the deferred funds lapse in the transition quarter. The estimated total cost for each project is traditionally included in the budget submission and appropriation for the year in which it is requested. Because of the lengthy procurement and construction time for interrelated new facilities and complex equipment systems, it is not possible to obligate all funds necessary to complete each project in the year funds are appropriated. Therefore, it is necessary to apportion funds so that sufficient resources will be available in future periods to complete these projects. This deferral action is consistent with the Congressional intent to provide multi-year funding for the total costs of these projects and is taken under provisions of the Antideficiency Act (31 U.S.C. 665) which authorize the establishment of reserves for contingencies.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $148,840,000. These resources include $147,340,000 in estimated unobligated balances and $1,500,000 in anticipated reimbursements.

* Revised from previous report.

D76-23A

2

*Estimated Effects

This deferral action is consistent with normal operations for this program. The amount deferred could not be economically used if made available in the transition quarter because of the planned multi-year procurement, construction and installation cycle.

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:	
1. Budget outlay estimate for TQ	51.3
2. Outlay savings, if any, included in the budget outlay estimate	-0-
Current Outlay Estimates for TQ:	
3. Without deferral	51.3
4. With deferral	51.3
Current outlay savings (line 3 - line 4)	-0-
Outlay savings for 1977	-0-
Outlay savings for 1978	-0-

* Revised from previous report.

D76-24A

Supplementary Report
Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-24 transmitted to the Congress on July 1, 1975, and printed as House Document No. 94-206 and Senate Document No. 94-70.

This report for the State and local government fiscal assistance trust fund in the Office of the Secretary of the Treasury continues the deferral through the transition quarter. As a result of releases during fiscal year 1976, the amount being deferred has been decreased by $12,419,866. Outlays were previously shown as postponed from 1976 to 1977 as a result of the deferral. No such effect results from the deferral in the transition quarter.

Deferral No: D76-24A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Department of the Treasury	New budget authority (P.L. 95-512) $8,018,475,000*
Bureau Office of the Secretary	Other budgetary resources 93,156,016*
Appropriation title & symbol: State and Local Government Fiscal Assistance Trust Fund 20X8111	1/ Total budgetary resources (for 1976 and the TQ) $8,111,631,016*
	Amount to be deferred: Part of TQ 2/
	Entire TQ $81,000,000*
OMB identification code: 15-70-8111-0-7-851	Legal authority (in addition to sec. 1013): [X] Antideficiency Act
Grant program [X] Yes [ ] No	[ ] Other
Type of account or fund: [ ] Annual	Type of budget authority: [X] Appropriation
[X] Multiple-year Appropriation 12/31/76 (expiration date)	[ ] Contract authority
[X] No-year fund	[ ] Other

*Justification

The Secretary of the Treasury must hold a portion of this account in reserve to meet valid claims from State and local governments that past general revenue sharing payments to them were too small. Because the total amount appropriated for all governments is fixed, the alternative to such a reserve is recurring recomputations of entitlements of 39,000 governments for prior entitlement periods. Accordingly, the Office of Revenue Sharing has withheld from obligation an amount equal to one-half of one percent of the amounts appropriated for each entitlement period through FY 1975.

This cumulative unobligated reserve, totaling $81.0 million* is available to the Secretary of the Treasury to satisfy legitimate claims against the Trust Fund for prior entitlement periods. The unobligated amount retained in the Trust Fund will be reduced whenever the Secretary determines the amount is adequate to meet foreseeable liabilities against the Trust Fund. The reduction will be made by paying the additional amount to recipients as part of a regular distribution.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $1,744,695,000. These resources include $1,663,695,000 in new budget authority and $81,000,000 in estimated unobligated balances.

2/ While some amount of this reserve may be released before September 30, 1976, as valid claims are approved, there is no sound basis for estimating that amount.

* Revised from previous report.

D76-24A

Estimated Effect

This action will postpone distribution of the amount of the reserve until necessary adjustments and corrections have been identified. It will also avoid substantial confusion and complexities in the administration of the program.

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:

1. Budget outlay estimate for the transition quarter...	1,626.6
2. Outlay savings, if any, included in the budget outlay estimate.....	-0-

Current Outlay Estimates for the Transition Quarter

3. Without deferral.....	1,626.6
4. With deferral	1,626.6
5. Current outlay savings (line 3 - line 4)	.0
Outlay savings for 1977.....	.0
Outlay savings for 1978.....	.0

* Revised from previous report.

D76-25F

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-25E transmitted to the Congress on April 26, 1976, and printed as House Document No. 94-468.

This report for the State and local government fiscal assistance trust fund in the Office of the Secretary of the Treasury continues the deferral through the transition quarter. The deferral is being continued in order to withhold payments to the city of Chicago as ordered by the U.S. District Court, Northern Illinois.

Deferral No: D76-25F

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency: Department of the Treasury	New budget authority (P.L. 92-512) $8,018,475,000*
Bureau: Office of the Secretary	Other budgetary resources 93,156,016*
Appropriation title & symbol: State and Local Government Fiscal Assistance Trust Fund 20X8111	Total budgetary resources 1/ (for 1976 and the TQ) 8,111,631,016*
	Amount to be deferred: Part of TQ 2/ -0-
	Entire TQ 113,731,858*
OMB identification code: 15-70-8111-0-7-851	Legal authority (in addition to sec. 1013): ☐ Antideficiency Act
Grant program ☒ Yes ☐ No	☒ Other Civil Action No. 74-248
Type of account or fund: ☐ Annual	Type of budget authority: ☒ Appropriation
☒ Multiple-year Appropriation 12/31/76 (expiration date)	☐ Contract authority
☒ No-year fund	☐ Other

Justification

The State and Local Government Fiscal Assistance Trust Fund is the vehicle for disbursement of general revenue sharing funds. Scheduled payments to State and local governments are made on a quarterly basis. In FY 1975 and FY 1976, six regularly scheduled payments to the ity of Chicago have been deferred by the U.S. District Court, D. C., the Civil Action No. 74-248 for noncompliance with nondiscrimination requirements.

*Estimated Effect

It is expected that the U. S. District Court, Northern Illinois, will sign an order that is now before the court which will release 25% of the withheld funds on October 5, 1976. The remainder of the funds will be released by July 1977. The release of the funds is contingent upon the city of Chicago adhering to the compliance timetable in the proposed court order.

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $1,744,695,000. These resources include $1,663,695,000 in new budget authority and $81,000,000 in estimated unobligated balances.

2/ Outlays only.

* Revised from previous report.

D76-25F

2

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:

1. Budget outlay estimate for the transition quarter	1,626.6
2. Outlay savings, if any, included in the budget estimate	-0-

Current Outlay Estimates for the Transition Quarter

3. Without deferral	1,626.6
4. With deferral	1,512.9
5. Current outlay savings (line 3 - line 4)	113.7
Outlay Savings for 1977	-113.7
Outlay Savings for 1978	-0-

* Revised from previous report.

D76-67A

Supplementary Report
Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-67 transmitted to the Congress on November 18, 1975, and printed as House Document No. 94-309 and Senate Document No. 94-130.

This report for the State and local government fiscal assistance trust fund in the Office of the Secretary of the Treasury continues the deferral into the transition quarter. As a result of releases during fiscal year 1976, the amount deferred has been reduced by $10,737,638.

Deferral No: D 76-67A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Department of the Treasury	New budget authority (P.L. 92-512) *$8,018,474,000
Bureau Office of the Secretary	Other budgetary resources * 93,156,016
Appropriation title & symbol State and Local Government Fiscal Assistance Trust Fund 20X8111	Total budgetary resources (for 1976 and the TQ) 1/ *8,111,631,016
	Amount to be deferred: Part of TQ 1/ *$ 1,096,362 Entire TQ NONE
OMB identification code: 15-70-8111-0-7-851 Grant program ☒ Yes ☐ No	Legal authority (in addition to sec. 1013): ☐ Antideficiency Act ☒ Other Sec. 121 & Sec. 123, P.L.92-512
Type of account or fund: ☐ Annual ☒ Multiple-year Appropriation 12/31/76 (expiration date) ☒ No-year fund	Type of budget authority: ☒ Appropriation ☐ Contract authority ☐ Other

*Justification

In FY 1976, scheduled quarterly payments to 531 local jurisdictions were deferred by the Secretary of the Treasury because they failed to submit required reports and assurances or certifications of compliance with provisions of the law. Seventeen deferrals have resulted from changes in organization in process, such as mergers, disincorporations and annexations.

*Estimated Effect

If the local jurisdictions do not comply with the requirements of the law by June 30, 1976, each case will be analyzed to determine whether or not the requirements are to be waived by the Office of Revenue Sharing. If they are waived, the funds will be allocated to the level of government required by the Act (usually the next higher level) during the third week of July 1976.

*Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:

1. Budget outlay estimate for the transition quarter.	1,626.6
2. Outlay savings, if any, included in the budget outlay estimates.....	-0-

1/ Outlays only.

*Revised from previous report.

D76-67A
2

Current Outlay Estimate for the Transition Quarter

3. Without deferral	1,626.6
4. With deferral	1,626.6
5. Current Outlay savings (line 3-line 4)	.0
Outlay savings for 1977	.0
Outlay savings for 1978	.0

D76-53A

SUPPLEMENTARY REPORT —

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-53 transmitted to the Congress on September 10, 1975, and printed as House Document No. 94-248 and Senate Document No. 94-103.

This report for the District of Columbia continues the deferral through the transition quarter.

Deferral No: D76-53A

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency Treasury	New budget authority (P.L. --) $ --
Bureau Office of the Secretary (Miscellaneous)	Other budgetary resources 110,110,500
Appropriation title & symbol (See coverage section below)	Total budgetary resources (FY 1976 and TQ) 110,110,500 1/
	Amount to be deferred: Part of Transition Quarter $ -- Entire Transition Quarter 39,370,000
OMB identification code: 30-42-9999-0-1-451	Legal authority (in addition to sec. 1013): [XX] Antideficiency Act
Grant program ☐ Yes ☒ No	☐ Other
Type of account or fund: ☐ Annual ☐ Multiple-year (expiration date) [X] No-year	Type of budget authority: [XX] Appropriation ☐ Contract authority ☐ Other

*Coverage The District of Columbia Appropriations Act of 1975 (P.L. 93-405) and acts of prior years provided appropriations for interest-bearing loans from the U.S. Treasury for financing the District of Columbia Government's public works program. The funds deferred have been provided in the appropriation, "Loans to the District of Columbia for Capital Outlay" and allocated to the general and special funds of the District of Columbia Government. The current budgetary resources and deferrals in each fund are:

District of Columbia Government Fund	Symbol	Total Budgetary Resources 2/	Amount Deferred
General Fund	20X0140	$ - 0 -	$ - 0 -
Highway Fund	20X0139	- 0 -	- 0 -
Water Fund	20X0138	1,160,000	1,160,000
Metropolitan Area Sanitary Sewage Works Fund	20X0142	7,325,000	7,325,000
Sanitary Sewage	20X0141	30,885,000	30,885,000

1/Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $39,370,000 in estimated unobligated balances.

2/Estimated as of June 30, 1976. These estimates do not include amounts anticipated in the District's FY 1976 and transition quarter budgets, which had not been enacted at the time this deferral was taken.

* Revised from previous report.

D76-53A
2

*Justification

The loan authority appropriated to finance construction of District of Columbia Government capital facilities remains available until expended. The deferrals taken August 15, 1975, represent loan authority which will not be used until after September 30, 1976, because the projects for which it was appropriated lag behind earlier schedules. They were taken to insure the most effective and economical use of the funds under provisions of the Antideficiency Act (31 U.S.C. 665). This report extends these actions through September 30, 1976. The amounts deferred will be made available, however, upon completion of designs, plans, and specifications for the construction projects for which the loan authority has been provided. At least partial release is expected in FY 1977.

Estimated Effects

There are no estimated effects because the loans are not expected to be drawn upon at this time.

*Outlay Effects (estimated in millions of dollars)

Comparison with President's FY 1977 Budget:

1. Budget outlay estimate for the transition quarter	41.6
2. Outlay savings, if any, included in the budget outlay estimate	0

Current Outlay Estimate for the transition quarter:

3. Without deferral	41.6
4. With deferral	41.6
5. Current outlays savings (line 3 - line 4)	0
Outlay savings for 1977	0
Outlay savings for 1978	0

*Revised from previous report.

D76-100A

SUPPLEMENTARY REPORT

Report Pursuant to Section 1014(c) of P.L. 93-344

This report updates Deferral No. D76-100 transmitted to the Congress on January 23, 1976, and printed as House Document No. 94-342 and Senate Document No. 94-151.

This report for the National Science Foundation science education program continues the deferral through the transition quarter.

Deferral No: D76-100A

DEFERRAL OF BUDGET AUTHORITY
Report Pursuant to Section 1013 of P.L. 93-344

Agency National Science Foundation	New budget authority (P.L. 94-116 & P.L. 94-303) $878,805,000*
Bureau ---	Other budgetary resources 18,000,000*
Appropriation title & symbol National Science Foundation Salaries and Expenses 496/70100	Total budgetary resources (FY 1976 and TQ) 896,805,000 1/ Amount to be deferred: Part of transition quarter $ --- Entire transition quarter 10,000,000
OMB identification code: 31-45-0100-0- 251	Legal authority (in addition to sec. 1013): ☐ Antideficiency Act
Grant program ☐ Yes ☒ No	☐ Other
Type of account or fund: ☐ Annual ☒ Multiple-year 9/30/77 (expiration date) ☐ No-year	Type of budget authority: ☒ Appropriation ☐ Contract authority ☐ Other

* Justification

Deferral of $10 million in budget authority for science education will leave $65 million available for such activities in FY 1976 and $6.6 million in the transition quarter. Deferral reflects the Administration's view that support for basic scientific research should take precedence over support of science education within a constrained National Science Foundation budget. Part or all of four activities have been selected for deferral. They are: education program restructuring, $2 million; pre-college curriculum development, $3 million; technical innovation, $1.1 million; and alternatives in higher education, $3.9 million. These activities are currently being reviewed by the Foundation with regard to effectiveness and the appropriateness of Federal support. This deferral will extend through September 30, 1976.

Estimated Effects

The proposed deferral is not expected to have any measurable impact on the future supply of scientists or engineers and will not have much effect on the quality of their training. Deferral will result in

1/ Of this amount, the budgetary resources estimated to be available on July 1, 1976, equal $180,555,000. These resources include $167,555,000 in new budget authority ($167,134,000 in P.L. 94-116 and $421,000 in P.L. 94-303), $10,000,000 in estimated unobligated balances, and $3,000,000 in anticipated reimbursements.

* Revised from previous report.

postponement for a few months of activities relating to certain inputs that affect the process--but not necessarily the product--of education, such as production of instructional materials and development of technological approaches.

*Outlay Effect (estimated in millions of dollars)

Comparison with the President's 1977 Budget:

1. Budget outlay estimate for the transition quarter	217.8
2. Outlay savings, if any, included in the budget outlay estimate	-0-

Current Outlay Estimates for the Transition Quarter:

3. Without deferral	217.8
4. With deferral	217.8
5. Current outlay savings (line 3 - line 4)	-0-
Outlay Savings for 1977	-6.0 2/
Outlay Savings for 1978	-4.0 3/

2/ This is a result of a shift of outlays from 1976 to 1977.
3/ This is a result of a shift of outlays from 1977 to 1978.

* Revised from previous report.

Deferral No: D76-113

DEFERRAL OF BUDGET AUTHORITY

Report Pursuant to Section 1013 of P.L. 93-344

Agency National Commission on the Observance of International Women's Year, 1975	New budget authority (P.L. 94-303) $ 5,000,000
Bureau	Other budgetary resources
Appropriation title & symbol Salaries and Expenses, National Commission on the Observance of International Women's Year, 1975. 48X2500	Total budgetary resources (FY 76 and TQ) 5,000,000
	Amount to be deferred: Part of year and transition quarter $ Entire year and transition quarter 4,427,000
OMB identification code: 33-12-2500-0-1-806	Legal authority *(in addition to sec. 1013)*: [XX] Antideficiency Act
Grant program ☐ Yes [XX] No	☐ Other
Type of account or fund: ☐ Annual ☐ Multiple-year (expiration date) [XX] No-year	Type of budget authority: [XX] Appropriation ☐ Contract authority ☐ Other

Justification The National Commission on the Observance of International Women's Year, 1975 was established by Executive Order No. 11832 on January 9, 1975, to promote the national observance in the United States of International Women's Year and "to focus attention on the need to encourage appropriate and relevant cooperative activity in the field of women's rights and responsibilities." The Executive Order authorized agencies of the Executive branch to provide the Commission with administrative services and funds necessary for its activities.

Public Law 94-167, approved December 23, 1975, extended the life of the Commission to March 31, 1978, and directed the Commission to organize and convene a National Women's Conference to be preceded by State or regional meetings conducted in preparation for the National conference. The statute authorized to be appropriated, without fiscal year limitation, such sums, but not to exceed $5,000,000, as may be necessary to carry out the provisions of the Act.

The Second Supplemental Appropriations Act, 1976 (P.L. 94-303), approved June 1, 1976, appropriated $5,000,000, to remain available until expended, to carry out the activities of the Commission.

Because the full amount that can be utilized in fiscal year 1976 and the transition quarter is $573,000, a balance of $4,427,000 is reserved to achieve the most economical use of appropriations. This amount will be released for obligation in 1977 and 1978 as needed.

Estimated Effects There are no programmatic or budgetary effects that result from this deferral action.

D76-113

2

Outlay Effect (estimated in millions of dollars)

Comparison with President's 1977 Budget:	
1. Budget outlay estimate for 1976	.3
2. Outlay savings, if any, included in the budget outlay estimate	0
Current Outlay Estimate for 1976	
3. Without deferral	.1
4. With deferral	.1
5. Current outlay savings (line 3 - line 4)	0
Outlay savings for the Transition Quarter	0
Outlay savings for 1977	0
Outlay savings for 1978	0

[FR Doc.76-19912 Filed 7-6-76;4:19 pm]

federal register

THURSDAY, JULY 8, 1976

PART V:

DEPARTMENT OF THE TREASURY

Fiscal Service, Bureau of Government Financial Operations

■

CIRCULAR 570; 1976 REVISION

Surety Companies Acceptable on Federal Bonds

DEPARTMENT OF THE TREASURY

FISCAL SERVICE, BUREAU OF GOVERNMENT FINANCIAL OPERATIONS

(Dept. Circular 570; 1976 Rev.)

COMPANIES HOLDING CERTIFICATES OF AUTHORITY AS ACCEPTABLE SURETIES ON FEDERAL BONDS AND AS ACCEPTABLE REINSURING COMPANIES

July 1, 1976

This circular is published annually, as of July 1, solely for the information of Federal bond-approving officers and persons required to give bonds to the United States. Copies of this circular may be obtained from: Audit Staff, Bureau of Government Financial Operations, Department of the Treasury, Washington, D. C. 20226. Telephone: (202) 964-5284. This telephone number is scheduled to change to (202) 634-5978 in September 1976. Interim changes in the circular are published in the FEDERAL REGISTER as they occur.

The following companies, except where otherwise noted, have complied with the law and the regulations of the Treasury Department and are acceptable as sureties on Federal bonds, to the extent and with respect to the localities indicated opposite their respective names.

Fiscal Assistant Secretary.

COMPANIES HOLDING CERTIFICATES OF AUTHORITY FROM SECRETARY OF THE TREASURY UNDER SECTIONS 6 TO 13 OF TITLE 6 OF THE UNITED STATES CODE AS ACCEPTABLE SURETIES ON FEDERAL BONDS, INCLUDING REINSURANCE (See Note (a))

Names of companies and locations of principal executive offices	Underwriting limitations (net limit on any one risk) in thousands of dollars. (See note (b))	States and other areas in which licensed to transact surety business. (See note (c))	State or other area in which incorporated (in capitals), and judicial districts in which process agents have been appointed (letters preceding names of States indicate judicial districts). (See note (d))
AID Insurance Company (Mutual), Des Moines, Iowa	3,271	Ariz., Ark., Cal., Colo., Idaho, Ill., Ind., Iowa, Kans., Minn., Mo., Mont., Nebr., N. Mex., N. Dak., Okla., Oreg., S. Dak., Tex., Utah, Wash., Wis., Wyo.	IOWA—Ariz., Cal., Colo., D.C., Idaho, Ill., Kans., Minn., Nebr., N. Dak., Okla., Oreg., S. Dak., Utah, Wis., Wyo.
Accredited Surety and Casualty Company, Inc., Orlando, Florida	110	Ala., Fla., Ga., Miss., Va.	FLA.—nAla., D.C., nGa., eLa., sMiss., S.C., Va.
The Aetna Casualty and Surety Company, Hartford, Conn.	38,230	All	CONN.—All.
Aetna Casualty & Surety Company of Illinois, Chicago, Ill.	5,681	Ill., Iowa, Ky., Mich., Minn., Wis.	ILL.—
Aetna Fire Underwriters Insurance Company, Hartford, Conn.	798	All except C.Z., Guam, Oreg., Puerto Rico, S.C., Virgin Islands.	CONN.—D.C., Md., wPa.
Aetna Insurance Company, Hartford, Conn.	15,975	All except C.Z., Guam.	CONN.—All except C.Z., Guam, Hawaii, Virgin Islands.
Aetna Life and Casualty Company, Hartford, Conn.	93,367	Conn., D.C.	CONN.—D.C., Mont.
Alaska Pacific Assurance Company, Anchorage, Alaska	405	Alaska, Idaho	ALASKA—D.C.
Allegheny Mutual Casualty Company, Meadville, Pa.	121	Alaska, D.C., Fla., Ill., Ind., La., Md., Mich., N.J., Ohio, Pa., Tenn., Wis.	PA.—D.C., sFla., nIll., Ind., Md., eMich., N.J., Ohio, wTenn., eVa., Wis.
Allied Fidelity Insurance Co., Indianapolis, Ind.	225	Ala., Alaska, Ariz., Cal., Colo., Del., Ga., Idaho, Ind., Kans., Ky., La., Mass., Minn., Miss., Mo., Mont., Nebr., N. Mex., N. Dak., Ohio, Okla., Oreg., Tenn., Tex., Utah, Va., Wash., Wis., Wyo.	IND.—Cal., D.C., Kans., Ky., neLa., Mass., Minn., sMiss., Mo., Okla., Tenn., sTex., eVa., wWis.

Names of companies and locations of principal executive offices	Underwriting limitations (net limit on any one risk) in thousands of dollars. (See note (b))	States and other areas in which licensed to transact surety business. (See note (c))	State or other area in which incorporated (in capitals), and judicial districts in which process agents have been appointed (letters preceding names of States indicate judicial districts. (See note (d))
Allied Insurance Company, Philadelphia, Pa.	606	All except Hawaii, La., Puerto Rico, Vt., Virgin Islands.	CAL.—All.
Allied Surety Company, Portland, Me.	43	Pa.	PA.—D.C.
Allstate Insurance Company, Northbrook, Ill.	88,919	All except C.Z., Guam	ILL.—eCal., Colo., Conn., D.C., nFla., nGa., sInd., Kans., eMich., sMiss., N.J., eN.Y., wN.C., nOhio, ePa., sTex., wVa., wWash., eWis.
American Agricultural Insurance Company, Park Ridge, Ill.	1,009	Ariz., Colo., Fla., Ga., Idaho, Ill., Ind., Iowa, Mo., N. Mex., N.C., N. Dak., Oreg., Pa., S.C., Tex., Wash., Wis., Wyo. (Reinsurance only in Kans., Mass., N.Y., Va.)	IND.—D.C.
American Automobile Insurance Company, San Francisco, Cal.	6,553	All except C.Z., Guam, Puerto Rico, Virgin Islands.	MO.—All except C.Z., Guam, Virgin Islands.
American Bonding Company, Los Angeles, Cal.	94	Alaska, Ariz., Ark., Cal., Colo., Idaho, Iowa, Kans., Miss., Mont., Nebr., Nev., N. Mex., Oreg., Utah.	NEBR.—Alaska, Ariz., Ark., Cal., Colo., D.C., Idaho, Iowa, sMiss., Mo., Mont., Nev., N. Mex., Oreg., Utah, wWash.
American Casualty Company of Reading, Pennsylvania, Chicago, Ill.	2,378	All except C.Z., Guam, Virgin Islands	PA.—All except C.Z., Guam, Kans., nN.Y., eN.C., eOkla., sTex., Puerto Rico, S. Dak., Virgin Islands.
American Credit Indemnity Company of New York, Baltimore, Md.	2,240	Ariz., Cal., Colo., Conn., Del., Idaho, Ill., Ind., Iowa, Ks., Md., Mass., Minn., Mo., N.H., N.J., N. Mex., N.Y., N.C., Ohio, Okla., Pa., R.I., S. Dak., Tenn., Vt., Wash., W. Va., Wis.	N.Y.—D.C.
The American Druggists' Insurance Company, Cincinnati, Ohio	196	Ala., Colo., Fla., Ga., Ill., Ind., Iowa, Ky., Me., Md., Mich., Minn., Miss., Mo., N.Y., N.C., Ohio, Okla., S.C., Tenn., Tex., Va., Wash., Wis.	OHIO—D.C.
American Economy Insurance Company, Indianapolis, Ind.	3,853	All except C.Z., Conn., Guam, Hawaii, Kans., N.J., Puerto Rico, Virgin Islands.	IND.—All except C.Z., Guam, Mass., Puerto Rico, Virgin Islands.
American Employers' Insurance Company, Boston, Mass.	5,032	All except Guam, Puerto Rico	MASS.—All except C.Z., Guam, Virgin Islands.
American Fidelity Company, Manchester, N.H.	455	Conn., Iowa, Me., Mass., Miss., N.H., R.I., Vt.	VT.—All except Guam, nLa., Puerto Rico, Virgin Islands.
American Fidelity Fire Insurance Company, Woodbury, N.Y.	552	All except Alaska, C.Z., Colo., Guam, Hawaii, Kans., Mo., Nebr., N.H., Virgin Islands.	N.Y.—Ariz., Cal., D.C., sFla., nGa., Idaho, nIll., weLa., Md., Mich., Mont., Nev., N. Mex., Oreg., Puerto Rico, Utah, eVa., Wash., Wis.
American Fire and Casualty Company, Hamilton, Ohio	786	Ala., Ark., Colo., D.C., Fla., Ga., Kans., Ky., La., Md., Miss., Mo., N.C., Okla., S.C., Tenn., Tex., Va.	FLA.—Ala., Ark., Colo., D.C., Ga., Kans., Ky., La., Md., Miss., Mo., N.C., Okla., S.C., Tenn., Tex., Va.
American and Foreign Insurance Company, New York, N.Y.	1,739	All except C.Z., Del., Guam, La., Oreg., Puerto Rico, S.C., Va., Virgin Islands.	N.Y.—D.C., Tex.
American General Fire and Casualty Company, Houston, Tex. 1*	1,234	N. Mex., Okla., Tex.	TEX.—D.C., weLa., N. Mex., Okla.
American General Insurance Company, Houston, Tex.	28,192	Me., Mich., Pa., Tex., Vt.	TEX.—All except Guam, Puerto Rico, Virgin Islands.
American Guarantee and Liability Insurance Company, Chicago, Ill.	990	All except Ala., C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.	N.Y.—Alaska, Cal., Conn., D.C., nFla., neGa., nsIll., nInd., Me., Md., Mass., eMich., Minn., Mo., N.H., N.J., N. Mex., Ohio, Pa., neTex., Vt.
American Home Assurance Company, New York, N.Y.	4,416	All except Ark., C.Z., Guam, Puerto Rico, Virgin Islands.	N.Y.—D.C.

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American Indemnity Company, Galveston, Tex.	1,022	Ala., Cal., Colo., D.C., Fla., Ga., Ill., Ind., Iowa, Kans., Ky., La., Miss., Mo., Mont., N. Mex., N.C., Ohio, Okla., S.C., Tenn., Tex., Va., Wis., Wyo.	TEX.—All except Alaska, wArk., C.Z., Guam, Hawaii, wMich., nOkla., Puerto Rico, Virgin Islands, wVa.
The American Insurance Company, Principal Office: Newark, N.J. Home Office: San Francisco, Cal.	14,077	All except C.Z., Guam, Virgin Islands——	N.J.—All except C.Z., Virgin Islands.
American International Insurance Company, New York, N.Y.	356	All except C.Z., Del., Guam, Hawaii, Puerto Rico, Virgin Islands, Wyo.	N.Y.—D.C.
American Liberty Insurance Company, Birmingham, Ala.	216	All except Alaska, Ariz., Ark., C.Z., Conn., Del., D.C., Guam, Hawaii, Kans., Me., Mass., Mich., Nev., N.H., N.J., N. Mex., N. Dak., Ohio, Oreg., Puerto Rico, R.I., S.C., S. Dak., Vt., Virgin Islands, W. Va., Wis.	ALA.—Cal., Colo., D.C., Fla., Ga., Iowa, Kans., Ky., La., Minn., Miss., Mo., Nebr., Okla., Tenn., Tex.
American Manufacturers Mutual Insurance Company, Long Grove, Ill.	2,828	All except C.Z., Guam, Puerto Rico, Virgin Islands.	ILL.—All except C.Z., Guam, Virgin Islands.
American Motorists Insurance Company, Long Grove, Ill.	3,162	All except C.Z., Del., Guam, Virgin Islands, Wyo.	ILL.—All except C.Z., Guam, Virgin Islands.
American Mutual Liability Insurance Company, Wakefield, Mass.	2,467	All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.	MASS.—D.C.
American National Fire Insurance Company, Los Angeles, Cal.	547	All except C.Z., Conn., Del., Guam, La., Me., Mich., N.J., Puerto Rico, S.C., Virgin Islands.	N.Y.—All except C.Z., nFla., sW. Va.
American Re-Insurance Company, New York, N.Y.	4,573	All except Guam, Virgin Islands————	N.Y.—All except Guam.
American Reserve Insurance Company, Hartford, Conn. 2*	407	All except C.Z., Guam, La., N.Y., Pa., Puerto Rico, Virgin Islands, Wyo.	R.I.—All except wArk., C.Z., nGa., Guam, Hawaii, La., Me., wMich., nMiss., nwN.Y., N.C., Oregon, Puerto Rico, weTenn., Utah, Vt., wVa., Virgin Islands, nW. Va., wWis.
American Southern Insurance Company, Atlanta, Ga.	265	Ga.————————————	GA.—D.C.
American States Insurance Company, Indianapolis, Ind.	9,558	All except C.Z., Conn., Guam, Mass., N.Y., Puerto Rico, Virgin Islands.	IND.—All except C.Z., Guam, Mass., Puerto Rico, Virgin Islands.
Arkwright-Boston Manufacturers Mutual Insurance Company, Waltham, Mass.	16,379	Cal., Colo., Conn., D.C., Ill., Ind., Iowa, Md., Mass., Mich., Minn., Mo., Nebr., Nev., N.H., N.J., N. Mex., N.Y., N.C., Ohio, R.I., Utah, Vt., Wash., Wyo.	MASS.—D.C., nOhio
Associated Indemnity Corporation, San Francisco, Cal.	1,558	All except C.Z., Guam, Virgin Islands——	CAL.—All except C.Z., Guam, Virgin Islands.
Atlantic Insurance Company, Dallas, Tex.	1,272	All except C.Z., Colo., Conn., Del., Guam, Hawaii, Idaho, Iowa, La., Me., Mass., Nebr., N.H., N.Y., N. Dak., Oreg., Puerto Rico, R.I., Vt., Va., Virgin Islands, Wash., Wis., Wyo.	TEX.—All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.
Atlantic Mutual Insurance Company, New York, N.Y.	5,835	All except Ala., C.Z., Guam, Hawaii, Virgin Islands.	N.Y.—D.C.
Auto-Owners Insurance Company, Lansing, Mich.	8,494	Ala., Fla., Ga., Ill., Ind., Iowa, Kans., Ky., Mich., Minn., Mo., Nebr., N.C., N. Dak., Ohio, S.C., S. Dak., Tenn., Wis.	MICH.—D.C., nsFla., Ill., Ind., Iowa, Minn., Mo., N. Dak., Ohio, S. Dak.
The Automobile Insurance Company of Hartford, Connecticut, Hartford, Conn.	3,126	All except C.Z., Guam, Kans., Puerto Rico, Vt., Virgin Islands.	CONN.—
Balboa Insurance Company, Newport Beach, Cal.	2,216	All except Ala., Ark., C.Z., Kans., La., Mass., Nebr., N.H., N.J., N.C., N. Dak., Puerto Rico, R.I., S.C., S. Dak., Tenn., Vt., Va., Virgin Islands, W. Va., Wis.	CAL.—Ariz., eArk., D.C., nFla., nGa., Idaho, wKy., mLa., Mich., Minn., sMiss., Nev., N. Mex., eN.C. wOkla., Oregon, S.C., nTex., Utah, wWash.

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Bankers Multiple Line Insurance Company, Chicago, Ill.	1,273	All except C.Z., Del., Guam, Idaho, Kans., La., Me., Oreg., Puerto Rico, S.C., Tenn., Virgin Islands.	IOWA—D.C.
Boston Old Colony Insurance Company, New York, N.Y.	706	All except C.Z., Guam	MASS.—Ala., Alaska, Ark., ncCal., Conn., Del., D.C., nFla., Ga., Hawaii, Idaho, Kans., La., Me., Md., Minn., Miss., eMo., Mont., Nebr., N. Mex., wesN.Y., N.C., S.C., Wyo.
The Buckeye Union Insurance Company, Columbus, Ohio	12,048	D.C., Fla., Ill., Ind., Kans., Ky., Mich., Mo., N.Y., Ohio, Pa., Va., W. Va.	OHIO—D.C., Ill., Ind., Ky., Mich., Minn., Pa., eTenn., Va., W. Va.
The Camden Fire Insurance Association, Philadelphia, Pa.	6,064	All except Ark., C.Z., Del., Ga., Guam, Hawaii, Idaho, La., Me., Miss., Mont., Nebr., N.H., Oreg., Puerto Rico, S. Dak., Tenn., Tex., Virgin Islands, Wash. (Fidelity only in Ala., S.C.)	N.J.—D.C.
Capitol Indemnity Corporation, Madison, Wis.	239	Ariz., Fla., Idaho, Ill., Ind., Iowa, La., Mich., Minn., Mo., Mont., N. Mex., N. Dak., Okla., S. Dak., Tex., Wis., Wyo.	WIS.—D.C., Fla., nGa., Idaho, Ill., Ind., Iowa, Kans., cwLa., Mich., Minn., wMo., Mont., N. Dak., wOkla., S. Dak.
Centennial Insurance Company, New York, N.Y.	1,863	All except Ala., C.Z., Guam, Virgin Islands.	N.Y.—D.C.
Central Mutual Insurance Company, Van Wert, Ohio	1,666	All except Ark., C.Z., Guam, N.D., Oregon, Puerto Rico, S.D., Virgin Islands, Wis.	OHIO—D.C.
Century Indemnity Company, Hartford, Conn.	665	All except C.Z., Guam, Hawaii, Oreg., Puerto Rico, Virgin Islands.	CONN.—D.C., Md., wPa.
The Charter Oak Fire Insurance Company, Hartford, Conn.	1,594	All except C.Z., Guam, Virgin Islands	CONN.—All except C.Z., Guam, Puerto Rico, Virgin Islands.
The Cincinnati Insurance Company, Cincinnati, Ohio	2,901	Ala., Ariz., Fla., Ga., Ill., Ind., Ky., Mich., Miss., N.C., Ohio, Pa., S.C., Tenn., Va., Wis.	OHIO—nAla., D.C., nFla., nGa., sInd., Ky.
Colonial Surety Company, Cliffside Park, N.J.	267	Del., N.J., Pa.	PA.—D.C.
Commercial Insurance Company of Newark, N.J., New York, N.Y.	2,978	All except C.Z., Guam, Puerto Rico, Virgin Islands.	N.J.—All except Guam.
Commercial Union Insurance Company, Boston, Mass.	13,251	All except C.Z., Guam	MASS.—All except C.Z., Guam.
The Connecticut Indemnity Company, Hartford, Conn.	721	All except Alaska, C.Z., Del., Guam, Hawaii, Oreg., Puerto Rico, S.C., Virgin Islands.	CONN.—All except Alaska, ncCal., C.Z., Guam, Hawaii, Oreg., Virgin Islands, Wash.
Consolidated Insurance Company, Indianapolis, Ind.	423	Fla., Idaho, Ill., Ind., Ky., Mich., Ohio, Oreg., Wash., Wis.	IND.—D.C., Fla., Idaho, Ill., Ky., Mich., Ohio, Wash., Wis.
Consolidated Mutual Insurance Company, Brooklyn, N.Y.	779	All except Ala., Alaska, C.Z., Del., Guam, La.	N.Y.—D.C.
Continental Casualty Company, Chicago, Ill.	18,711	All except Guam	ILL.—All except C.Z., Guam, Kans., nN.Y., nN.C., cOkla., Puerto Rico, S. Dak., sTex., Virgin Islands.
The Continental Insurance Company, New York, N.Y.	16,184	All	N.Y.—All except Guam.
Continental Western Insurance Company, Des Moines, Iowa	1,159	Iowa, Kans., Minn., Mo., Nebr., N. Dak., S. Dak., Wis.	IOWA—D.C.
Cornhusker Casualty Company, Omaha, Nebr.	404	Colo., Iowa, Nebr., S. Dak., Wyo.	NEBR.—D.C.
Cotton States Mutual Insurance Company, Atlanta, Ga.	665	Ala., Fla., Ga., N.C.	GA.—Ala., D.C., Fla.
Covenant Mutual Insurance Company, Hartford, Conn.	860	Cal., Conn., N.H., Oreg., Wash.	CONN.—Cal., D.C.
Cumis Insurance Society, Inc., Madison, Wis.	951	All	WIS.—nAla., D.C., Md., eMich., Utah

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Dependable Insurance Company, Inc., Jacksonville, Fla.	305	Ala., D.C., Fla., Ga., Ky., Md., Miss., N.C., S.C., Tenn., Va.	FLA.—nAla., D.C., S.C.
Empire Fire and Marine Insurance Company, Omaha, Nebr.	481	All except Ark., Cal., C.Z., Conn., Del., D.C., Guam, Ky., La., Me., Md., Mass., N.H., N.J., N.Y., Oreg., Pa., Puerto Rico, R.I., Tenn., Tex., Va., Virgin Islands, W. Va.	NEBR.—D.C.
The Employers' Fire Insurance Company, Boston, Mass.	1,487	All except C.Z., Guam, Puerto Rico	MASS.—All except C.Z., Guam, Virgin Islands.
Employers Mutual Casualty Company, Des Moines, Iowa	2,581	All except Ala., C.Z., Guam, La., Puerto Rico, Virgin Islands.	IOWA—Alaska, Colo., D.C., Ill., Ind., Kans., Md., Minn., Miss., Mo., Nebr., N.C., N. Dak., Ohio, Okla., Oreg., Pa., S.C., S. Dak., Wis.
Employers Mutual Liability Insurance Company of Wisconsin, Wausau, Wis.	12,036	All except C.Z.	WIS.—All except C.Z., Guam, Puerto Rico, Virgin Islands.
Employers Reinsurance Corporation, Kansas City, Mo.	6,350	All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.	MO.—All except Guam.
Equitable General Insurance Company, Fort Worth, Tex.	1,247	All except C.Z., Conn., Del., Guam, Hawaii, Md., Mass., Mich., N.H., N.J., Oreg., R.I., S.C., Vt., Virgin Islands, W. Va.	TEX.—All except C.Z., Conn., Guam, Hawaii, Md., Mass., Mich., N.H., N.J., R.I., Vt., Virgin Islands, W. Va.
Farmers Alliance Mutual Insurance Company, McPherson, Kans.	1,008	Ark., Cal., Colo., Idaho, Ill., Iowa, Kans., Md., Mass., Mich., Minn., Mo., Mont., Nebr., N.H., N.J., N. Mex., N.Y., N.C., N. Dak., Ohio, Okla., Oreg., S. C., S. Dak., Tex., Vt., Wash., Wyo.	KANS.—Colo., D.C., Mo., Nebr., N. Mex., N. Dak., Okla., S. Dak., Tex.
Farmers Home Mutual Insurance Company, Minneapolis, Minn.	1,150	Ariz., Cal., D.C., Minn., Nev., Utah	MINN.—Ariz., Cal., D.C., Nev., Utah.
Farmland Mutual Insurance Company, Des Moines, Iowa 3*	885	Colo., Ill., Iowa, Kans., Minn., Mo., Nebr., N. Dak., Okla., S. Dak., Tex., Wyo.	IOWA—Colo., D.C., Ill., Kans., Minn., Mo., Nebr., N. Dak., Okla., S. Dak., Tex., Wyo.
Federal Insurance Company, Short Hills, N.J.	13,579	All	N.J.—All.
Federated Mutual Insurance Company, Owatonna, Minn.	4,913	All except Alaska, C.Z., Del., Guam, Me., Puerto Rico, Virgin Islands.	MINN.—Ala., Ark., Colo., D.C., Fla., Ga., Idaho, Ill., Ind., Iowa, Kans., Ky., Mich., Miss., Mo., Mont., Nebr., N.C., N. Dak., Okla., Oreg., S.C., S. Dak., Tenn., Utah, Va., Wash., W. Va., Wis., Wyo.
The Fidelity and Casualty Company of New York, New York, N.Y.	6,011	All except Guam, Virgin Islands	N.Y.—All except Guam, Hawaii, Virgin Islands.
Fidelity and Deposit Company of Maryland, Baltimore, Md.	5,644	All except Guam	MD.—All except ecCal., nFla., Guam, nLa., sMiss., cOkla., Puerto Rico, Virgin Islands, Wyo.
Financial Indemnity Company, Los Angeles, Cal.	317	Ala., Alaska, Ariz., Cal., Colo., Fla., Idaho, Ind., Mo., Mont., Nev., N. Mex., Oreg., Tex., Utah, Wash.	CAL.—Alaska, Ariz., Colo., D.C., nFla., Mo., Oreg., Wash.
Fireman's Fund Insurance Company, San Francisco, Cal.	43,039	All except C.Z.	CAL.—All.
Firemen's Insurance Company of Newark, New Jersey, New York, N.Y.	20,573	All except C.Z., Guam, Puerto Rico, Virgin Islands.	N.J.—All except C.Z.
First General Insurance Company, Trevose, Pa.	252	Ariz., Ark., Cal., Colo., Del., D.C., Fla., Ga., Idaho, Ill., Ind., Ky., La., Md., Miss., Mo., N.J., N.C., Pa., R.I., Tex., Utah, Wash.	GA.—D.C.
First Insurance Company of Hawaii, Ltd., Honolulu, Hawaii	1,194	Alaska, Ariz., Cal., Colo., Guam, Hawaii, Ill., Ind., La., Minn., Mo., N.Y., Oreg., Utah, Wash.	HAWAII—D.C.

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First National Insurance Company of America, Seattle, Wash.	1,962	All except C.Z., Guam, Hawaii, Mo., Puerto Rico, Vt., Virgin Islands.	WASH.—All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.
First State Insurance Company, Boston, Mass.	3,155	Del., Mass.	DEL.—D.C.
Fremont Indemnity Company, Los Angeles, Cal.	603	Ariz., Cal., Colo., Idaho, N. Mex., Tex., Wash.	CAL.—D.C.
General Fire and Casualty Company, Carle Place, N.Y.	253	All except Ala., C.Z., Guam, Okla., Puerto Rico, Virgin Islands.	N.Y.—D.C.
General Insurance Company of America, Seattle, Wash.	6,991	All	WASH.—All.
General Reinsurance Corporation, Greenwich, Conn.	20,823	All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.	DEL.—All except nAla., wArk., cCal., C.Z., mFla., nGa., Guam, cIll., nInd., nIowa, eKy., wLa., wMich., nMiss., wMo., nweN.Y., weN.C., neOkla., nPa., Puerto Rico, wnTenn., weTex., wVa., Virgin Islands, eWash., nW. Va., eWis.
The Glens Falls Insurance Company, New York, N.Y.	1,950	All except C.Z., Guam, Virgin Islands	N.Y.—D.C.
Globe Indemnity Company, New York, N.Y.	7,368	All except C.Z., Guam, Puerto Rico, Virgin Islands.	N.Y.—All except Alaska, Ariz., Cal., C.Z., Colo., Guam, Hawaii, Idaho, nLa., Mont., Nev., N.J., N. Mex., Oreg., Utah, Virgin Islands, Wash., Wyo.
Grain Dealers Mutual Insurance Company, Indianapolis, Ind.	1,049	All except Ala., Alaska, C.Z., Conn., Del., D.C., Fla., Guam, Idaho, Me., Md., Mass., Mont., N.H., N.J., N. Dak., Pa., Puerto Rico, R.I., Utah, Vt., Virgin Islands.	IND.—cArk., Colo., D.C., Ill., Iowa, Kans., Nebr., Ohio, wOkla.
Granite State Insurance Company, Manchester, N.H.	441	All except C.Z., Conn., Del., Guam, Hawaii, Puerto Rico, Virgin Islands.	N.H.—All except Guam, nLa., Puerto Rico.
Great American Insurance Company, Cincinnati, Ohio	12,090	All except C.Z.	N.Y.—All except C.Z., nFla., nW. Va.
Great Northern Insurance Company, Minneapolis, Minn.	741	Ala. - excluding official surety bonds, Ariz., Colo., D.C., Fla., Ill., Ind., Iowa, Me., Md., Mass., Minn., Miss., Mo., Mont., Nebr., Nev., N.H., N. Mex., N.Y., N. Dak., R.I., S. Dak., Vt., Va., Wash. Wis.	MINN.—Ariz., cCal., D.C., Ill., Iowa, wMich., nMiss., Mo., Mont., N. Dak., S. Dak., Wis.
Greater New York Mutual Insurance Company, New York, N.Y.	4,572	All except Alaska, Ark., C.Z., Guam, Hawaii, La., Oreg., S.C., Tenn., Virgin Islands.	N.Y.—D.C.
Gulf American Fire and Casualty Company, Montgomery, Ala.	282	Ala., Fla., Ga., La., Miss., S.C., Tenn.	ALA.—D.C., Fla., Ga., La., Miss., S.C., Tenn.
Gulf Insurance Company, Dallas, Tex.	2,240	All except C.Z., Conn., Guam, Idaho, Puerto Rico, Virgin Islands.	MO.—All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.
Hallmark Insurance Company, Inc., Madison, Wis.	138	Ala., Alaska, Ariz., Del., D.C., Fla., Ga., Idaho, Ind., La., Mont., N. Mex., N. Dak., Okla., Oreg., Utah, Va., Wash., W. Va., Wis., Wyo.	WIS.—D.C.
The Hamilton Mutual Insurance Company of Cincinnati, Ohio, Cincinnati, Ohio	363	Ind., Ky., Mich., Ohio	OHIO—D.C., Ind., Ky., Mich.
The Hanover Insurance Company, Worcester, Mass.	4,269	All except C.Z., Guam, Puerto Rico, Virgin Islands.	N.H.—nAla., cArk., nCal., Conn., Del., D.C., mFla., Ga., Ill., Ind., wKy., eLa., Me., Md., Mass., Mich., Mo., N.J., nweN.Y., Ohio, Pa., R.I., neoTex., eVa., eWis.
Harleysville Mutual Insurance Company, Harleysville, Pa.	4,540	Cal., Colo., Del., D.C., Ga., Ill., Ind., Iowa, Kans., Md., Mich., Minn., Miss., Mo., N.J., N. Mex., N.C., Ohio, Okla., Pa., S.C., Tex., Utah, Va., W. Va.	PA.—D.C., Del., Md., N.J., N.C., cOhio, S.C., Va.

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Hartford Accident and Indemnity Company, Hartford, Conn.	27,795	All except Guam	CONN.--All except C.Z., nFla., Guam, nLa., Virgin Islands.
Hartford Casualty Insurance Company, Hartford, Conn.	4,409	All except C.Z., Guam, Puerto Rico, Virgin Islands.	N.J.--All except C.Z., nFla., Guam, nLa., Puerto Rico, Virgin Islands.
Hartford Fire Insurance Company, Hartford, Conn.	53,980	All except C.Z.	CONN.--Ariz., Cal., D.C., Guam, Hawaii, weLa., N.Y., Va.
Hawkeye-Security Insurance Company, Des Moines, Iowa	1,174	Ariz., Colo., D.C., Idaho, Ill., Ind., Iowa, Kans., Md., Mich., Minn., Mo., Mont., Nebr., Nev., N. Mex., N. Dak., Ohio, Pa., S. Dak., Tex., Utah, Va., Wis., Wyo.	IOWA--Colo., D.C., nsFla., Ill., sInd., Kans., wMich., Mo., Nebr., N. Mex., S. Dak., Wyo.
Heritage Insurance Company of America, Lincolnwood, Ill.	177	Fla., Ga., Ill., Mo.	ILL.--D.C., eVa.
Highlands Insurance Company, Houston, Tex.	5,279	All except C.Z., Guam, Virgin Islands	TEX.--All except nsAla., wArk., csCal., C.Z., Conn., Del., nsFla., nsGa., Guam, Hawaii, csIll., nInd., nIowa, Ky., wmLa., Mass., wMich., nMiss., wMo., N.H., nweN.Y., wmN.C., neOkla., nPa., Puerto Rico, R.I., wmTenn., wVa., Virgin Islands, eWash., nW. Va., eWis.
Highlands Underwriters Insurance Company, Houston, Tex.	557	Ala., Ariz., Ark., Cal., Fla., La., Miss., N. Mex., S.C., Tex.	TEX.--D.C.
The Home Indemnity Company, New York, N.Y.	4,227	All except C.Z., Guam, Puerto Rico, Virgin Islands.	N.H.--All except Alaska, cCal., C.Z., Guam, Mass., N. Mex., weN.Y., sOhio, Oreg., wPa., Puerto Rico, S.C., eTenn., Virgin Islands, eWash.
The Home Insurance Company, New York, N.Y.	14,779	All	N.H.--All except Alaska, ceCal., C.Z., Del., Guam, Hawaii, nInd., nLa., N. Mex., N.Y., nOhio, Oreg., wPa., Puerto Rico, S.C., Virgin Islands, wWash., wWis.
Houston General Insurance Company, Fort Worth, Tex.	737	Ala., Ariz., Ark., Cal., Colo., Fla., Ga., Ill., Iowa, Kans., Ky., La., Mich., Miss., Mo., N. Mex., N. Dak., Okla., S.C., S. Dak., Tenn., Tex., Utah.	TEX.--Ala., Ariz., Ark., Cal., Colo., D.C., Fla., Ga., Ill., Iowa, Kans., Ky., La., Mich., Miss., Mo., N. Mex., N. Dak., Okla., S.C., S. Dak., Tenn., Utah
Hudson Insurance Company, New York, N.Y.	629	D.C., Ind., Iowa, Nev., N.H., N.J., Ohio, Tenn., Utah, W. Va.	N.Y.--D.C.
INA Reinsurance Company, Philadelphia, Pa.	6,733	All except C.Z., Guam, Me., Virgin Islands.	DEL.--All except C.Z., Guam, nLa., Mass., ePa., Virgin Islands.
Illinois National Insurance Co., Springfield, Ill.	749	Ill., Ind., Iowa, Ky., Mo., Nebr., N. Mex., N.Y., Ohio, Tex.	ILL.--All except Del., Guam, Puerto Rico, Virgin Islands.
Indiana Insurance Company, Indianapolis, Ind.	2,540	Fla., Idaho, Ill., Ind., Ky., Mich., Ohio, Oregon, Wash., Wis.	IND.--D.C., Fla., Idaho, Ill., Ky., Mich., Ohio, Wash., Wis.
Indiana Lumbermens Mutual Insurance Company, Indianapolis, Ind.	705	Cal., Ga., Ill., Ind., Iowa, Kans., Ky., Mich., Miss., Mo., N.C., Ohio, Okla., Pa., S.C., Tenn., Tex., Va., Wash.	IND.--D.C.
Industrial Indemnity Company, San Francisco, Cal.	3,145	All except C.Z., Guam, Puerto Rico, Virgin Islands, W. Va.	CAL.--All except C.Z., nFla., nGa., Guam, eIll., nIowa, nLa., wMo., csN.Y., eN.C., Puerto Rico, Virgin Islands, W. Va., wWis.
Inland Insurance Company, Lincoln, Nebr.	523	Colo., Iowa, Kans., Minn., Nebr., N. Dak., Okla., S. Dak., Wyo.	NEBR.--Ariz., Colo., D.C., Iowa, Kans., Minn., Mont., N. Mex., N. Dak., wOkla., S. Dak., Wyo.
Insurance Company of North America, Philadelphia, Pa.	38,945	All	PA.--All.

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Names of companies and locations of principal executive offices	Underwriting limitations (net limit on any one risk) in thousands of dollars. (See note (b))	States and other areas in which licensed to transact surety business. (See note (c))	State or other area in which incorporated (in capitals), and judicial districts in which process agents have been appointed (letters preceding names of States indicate judicial districts). (See note (d))
The Insurance Company of the State of Pennsylvania, New York, N.Y.	640	All except Ark., C.Z., Guam, Kans., Puerto Rico, Virgin Islands.	PA.—D.C.
Integrity Mutual Insurance Company, Appleton, Wis.	98	Iowa, Minn., Wis.	WIS.—D.C., Minn.
International Fidelity Insurance Company, Newark, N.J.	132	Alaska, Ariz., Del., Idaho, Ill., Mass., Mich., Miss., Mo., Mont., Nev., N.J., N. Mex., N.Y., N. Dak., Okla., Oreg., Pa., Tex., Utah, Wyo.	N.J.—Alaska, Ariz., Del., D.C., Fla., nIll., nInd., nIowa, Md., Mass., Minn., Miss., Mont., Nev., seN.Y., cN.C., N. Dak., nwOkla., Puerto Rico, S. Dak., wTenn., nTex., eVa., Wyo.
International Insurance Company, Morristown, N.J.	1,105	All except C.Z., Del., Guam, Hawaii, Kans., La., S.C., Virgin Islands.	ILL.—All except C.Z., Guam, nLa.
International Service Insurance Company, Fort Worth, Tex.	1,091	Alaska, Cal., C.Z., Nebr., N. Mex., Tex.	TEX.—Alaska, Cal., C.Z., D.C., Nebr., N. Mex.
Investors Insurance Company of America, Paramus, N.J.	278	N.J., N.Y.	N.J.—D.C., nN.Y.
Iowa Mutual Insurance Company, DeWitt, Iowa	979	Colo., Idaho, Ill., Iowa, Kans., Minn., Mo., Mont., Nebr., N.C., N. Dak., Okla., Oreg., S.C., S. Dak., Wash., Wis., Wyo.	IOWA—nAla., Colo., D.C., sIll., Kans., Minn., Mont., Nebr., wN.C., wOkla., Oreg., S. Dak.
John Deere Insurance Company, Moline, Ill.	826	All except C.Z., Guam, Puerto Rico, Virgin Islands.	N.Y.—All except Ala., C.Z., Del., Guam, Idaho, Puerto Rico, Virgin Islands, cW. Va.
The Kansas Bankers Surety Company, Topeka, Kans.	106	Kans., D.C.	KANS.—D.C.
Kansas City Fire and Marine Insurance Company, New York, N.Y.	574	All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.	MO.—Ala., Alaska, Ark., Colo., D.C., nsFla., Ga., Ill., Iowa, Kans., Minn., Nebr., Okla., S.C., Tex., Va., Wis., Wyo.
Lakeland Fire and Casualty Company, Minneapolis, Minn.	201	Iowa, Minn., N. Dak.	MINN.—D.C.
Lawyers Surety Corporation, Dallas, Tex.	198	Ark., Ill., Okla., Tex.	TEX.—Ark., D.C., Ill., Okla.
Liberty Mutual Insurance Company, Boston, Mass.	31,537	All except Guam, Kans., Virgin Islands	MASS.—All except C.Z., Guam, Puerto Rico, Virgin Islands.
London Guarantee & Accident Company of New York, New York, N.Y.	1,087	All except Alaska, Ariz., C.Z., Conn., Guam, Idaho, Kans., La., N. Dak., Oreg., Puerto Rico, Virgin Islands.	N.Y.—D.C.
Lumbermens Mutual Casualty Company, Long Grove, Ill.	24,260	All except C.Z., Guam, Puerto Rico, Virgin Islands.	ILL.—All except C.Z., Guam, Virgin Islands.
MGIC Indemnity Corporation, Milwaukee, Wis.	1,308	All except Ala., Ark., C.Z., Guam, Hawaii, Kans., La., Oreg., Puerto Rico, Virgin Islands, W. Va.	N.Y.—D.C.
Maine Bonding and Casualty Company, Portland, Me.	709	Me., Mass., N.H., R.I., Vt.	ME.—D.C., Mass., N.H., R.I., Vt.
The Manhattan Fire and Marine Insurance Company, Stamford, Conn.	414	All except Ala., C.Z., Conn., Del., Fla., Guam, S.C., Va., Virgin Islands.	N.Y.—D.C.
Maryland Casualty Company, Baltimore, Md.	10,373	All except Guam	MD.—All except Guam.
Massachusetts Bay Insurance Company, Worcester, Mass.	420	Cal., Colo., Conn., D.C., Fla., Ga., Ill., Ind., Iowa, Kans., Me., Ohio, Okla., Pa., R.I., S.C., Tenn., Tex., Vt., Va., Wash., Wis.	MASS.—Colo., D.C., nFla., Ga., Ind., nIowa, Kans., wKy., Me., Md., Mich., N.H., sOhio, Okla., wePa., R.I., S.C., Tenn., Tex., Vt., Wash., Wis., Wyo.

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The Mercantile and General Reinsurance Company of America, New York, N.Y.	929	Cal., Conn., D.C., Kans., N.Y., Ohio, Okla., Pa., Tex., Utah, Wis. (Reinsurance only.)	N.Y.--D.C.
Merchants Mutual Bonding Company, Des Moines, Iowa	60	Ariz., Iowa, Kans., Nebr., Okla., S. Dak., Tex.	IOWA--Ariz., Colo., D.C., sFla., sIll., Kans., Minn., Mo., Nebr., N. Mex., Okla., S. Dak., Tex., Wis.
Meritplan Insurance Company, Newport Beach, Cal.	497	Ariz., Cal., Colo., Ga., Nev., Utah-------	CAL.--D.C.
Michigan Millers Mutual Insurance Company, Lansing, Mich.	2,144	All except Ala., Alaska, Ariz., C.Z., Conn., Ga., Guam, Hawaii, Idaho, La., Nev., N. Mex., Oreg., Puerto Rico, R.I., S.C., Vt., Virgin Islands, W. Va., Wyo.	MICH.--eArk., nsCal., Colo., D.C., Ill., Ind., Iowa, Kans., eKy., Minn., Miss., Mo., Mont., Nebr., nwN.Y., N. Dak., Ohio, wOkla., S. Dak., wmTenn., Utah, wWash.
Michigan Mutual Insurance Company, Detroit, Mich.	3,465	All except C.Z., Del., Guam, Hawaii, Oreg., Puerto Rico, Virgin Islands. (D.C. and N.Dak. - fidelity only.)	MICH.--D.C.
Mid-Century Insurance Company, Los Angeles, Cal.	1,539	All except Ala., Alaska, C.Z., Conn., Del., D.C., Guam, Hawaii, La., Me., Md., Mass., Miss., N.H., N.J., N.C., Pa., Puerto Rico, R.I., S.C., Tenn., Vt., Va., Virgin Islands, W. Va.	CAL.--Ariz., Ark., Colo., D.C., Idaho, Ill., Ind., Iowa, Kans., Mich., Minn., Mo., Mont., Nebr., Nev., N. Mex., N. Dak., Okla., Oreg., S. Dak., Tex., Utah, Wash., Wis., Wyo.
Midland Insurance Company, New York, N.Y.	765	All except C.Z., Guam, Virgin Islands------	N.Y.--Alaska, D.C., Kans., Nebr., N.J., nOkla., wePa.
Mid-States Insurance Company, Chicago, Ill.	262	Ala., Ariz., Cal., Colo., Fla., Ga., Idaho, Ill., Ind., Kans., Ky., La., Mich., Minn., Miss., Mo., Nebr., Nev., N.J., N. Mex., N.C., Ohio, Okla., S.C., Tenn., Tex., Utah, Va., Wash., Wis.	ILL.--All except C.Z., Guam, Kans., nN.Y., mN.C., cOkla., Puerto Rico, S. Dak., sTex., Virgin Islands.
Midwestern Casualty & Surety Company, West Des Moines, Iowa	103	Iowa----------	IOWA--D.C.
The Millers Casualty Insurance Company of Texas, Fort Worth, Tex.	222	Ark., Colo., D.C., Idaho, La., Miss., Mo., Mont., N. Mex., Okla., Oreg., Tex., Wyo.	TEX.--Ark., D.C., Fla., La., Miss., Mo., N. Mex., Okla.
The Millers Mutual Fire Insurance Company of Texas, Fort Worth, Tex.	1,210	All except Alaska, C.Z., Conn., Del., Guam, Hawaii, Kans., Me., Md., Mich., Nev., N.H., N.C., Puerto Rico, R.I., S.C., Vt., Va., Virgin Islands, W. Va.	TEX.--Ark., Colo., D.C., nsFla., ewLa., Miss., wMo., Mont., N. Mex., neOkla., Oreg.
Millers' Mutual Insurance Association of Illinois, Alton, Ill.	2,662	All except Alaska, Ariz., C.Z., Conn., Del., D.C., Fla., Guam, Hawaii, Idaho, Ill., La., Me., Mass., Mont., Nebr., Nev., N.H., N. Mex., Oreg., Puerto Rico, R.I., Tex., Utah, Vt., Va., Virgin Islands, Wash., Wis., Wyo.	ILL.--nmAla., Ark., Colo., D.C., Ind., Iowa, Kans., Minn., Mo., Mont., N. Dak., S. Dak.
Millers National Insurance Company, Chicago, Ill.	665	All except Alaska; C.Z., Colo., Conn., Del., Guam, Hawaii, La., Me., Miss., Nev., N.H., Puerto Rico, Vt., Virgin Islands.	ILL.--Ariz., sCal., Colo., D.C., Ind., Iowa, Kans., Ky., Mass., Mich., Minn., Mo., Mont., N. Mex., N. Dak., R.I., S. Dak., nwsTex., Utah, wWis., Wyo.
Mission Insurance Company, Los Angeles, Cal.	1,639	All except C.Z., Conn., Fla., Guam, Puerto Rico, Vt., Virgin Islands, W. Va.	CAL.--Ariz., D.C., Idaho, Oreg., wWash.
Mohawk Insurance Company, Allentown, Pa.	251	All except Ariz., C.Z., Conn., Del., Guam, Hawaii, Mo., N. Mex., Puerto Rico, Virgin Islands, Wyo.	N.Y.--Ala., Ark., Cal., Colo., D.C., Fla.
National Automobile and Casualty Insurance Company, Los Angeles, Cal.	229	Alaska, Ariz., Cal., Nev., Tex., Wash.------	CAL.--All except C.Z., nFla., Guam, Hawaii, wKy., nLa., Puerto Rico, Virgin Islands.

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Names of companies and locations of principal executive offices	Underwriting limitations (net limit on any one risk) in thousands of dollars, (See note (b))	States and other areas in which licensed to transact surety business. (See note (c))	State or other area in which incorporated (in capitals), and judicial districts in which process agents have been appointed (letters preceding names of States indicate judicial districts). (See note (d))
National-Ben Franklin Insurance Company of Illinois, Chicago, Ill.	3,926	D.C., Ill., Ind., Iowa, Ky., Minn., N.Y., N.C., N. Dak., Wis.	ILL.—D.C.
National-Ben Franklin Insurance Company of Michigan, Southfield, Mich.	1,334	Mich.	MICH.—
National Bonding and Accident Insurance Company, St. Louis, Mo.	218	Ala., Alaska, Ariz., Cal., Colo., Del., D.C., Idaho, Ill., Ind., Iowa, Kans., La., Minn., Miss., Mo., Mont., N. Mex., N.Y., N. Dak., Oreg., Pa., R.I., S.C., S. Dak., Tex., Utah, Va., Wash., Wyo.	N.Y.—D.C., cMo.
National Fire Insurance Company of Hartford, Chicago, Ill.	6,919	All except C.Z., Guam, Virgin Islands	CONN.—All except C.Z., Guam, Kans., nN.Y., nN.C., cOkla., Puerto Rico, S. Dak., nTex., Virgin Islands.
National Grange Mutual Insurance Company, Keene, N.H.	3,480	Conn., Del., D.C., Ill., Ind., Iowa, Me., Md., Mass., Mich., N.H., N.J., N.Y., N.C., Ohio, Pa., R.I., S.C., Tenn., Vt., Va., W. Va., Wis.	N.H.—Conn., Del., D.C., Idaho, Ill., Ind., Iowa, Me., Md., Mass., Mich., N.J., N.Y., N.C., Ohio, Pa., R.I., S.C., Tenn., Vt., Va., W. Va., Wis.
National Indemnity Company, Omaha, Nebr.	4,129	All except C.Z., Guam, Hawaii, Mass., N.J., N.Y., Puerto Rico, Vt., Virgin Islands.	NEBR.—All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.
The National Reinsurance Corporation, New York, N.Y.	3,478	All except Ala., C.Z., Conn., Fla., Ga., Guam, La., Me., Miss., Mo., N.C., Oreg., Puerto Rico, S.C., S. Dak., Tenn., Utah, Va., Virgin Islands.	N.Y.—D.C., nOhio.
National Standard Insurance Company, Houston, Tex.	352	La., N. Mex., Tex.	TEX.—D.C.
National Surety Corporation, Chicago, Ill.	8,369	All except Puerto Rico, Virgin Islands	ILL.—All except Guam, nLa., Mass., nOhio, Puerto Rico, nTex., Virgin Islands.
National Union Fire Insurance Company of Pittsburgh, Pa., New York, N.Y.	1,487	All except C.Z., Guam, Puerto Rico, Virgin Islands.	PA.—All except Alaska, C.Z., Guam, Puerto Rico, Virgin Islands.
Nationwide Mutual Insurance Company, Columbus, Ohio	37,502	All except C.Z., Guam	OHIO—D.C.
New England Reinsurance Corporation, Boston, Mass.	2,885	Ala., Alaska, Cal., Conn., Del., D.C., Idaho, Ill., Ind., Iowa, Ky., Mass., Minn., Miss., Nev., N.J., Ohio, Okla., R.I., Wash. (Reinsurance only in Fla., Kans., N.H., S.C., Tex.)	MASS.—D.C.
New Hampshire Insurance Company, Manchester, N.H.	7,314	All except C.Z., Guam	N.H.—All except Guam, cWis.
New York Underwriters Insurance Company, Hartford, Conn.	2,802	All except C.Z., Guam, Puerto Rico, Virgin Islands.	N.Y.—All except C.Z., nFla., Guam, nLa., Puerto Rico, Virgin Islands.
Newark Insurance Company, New York, N.Y.	1,357	All except C.Z., Guam	N.J.—All except Alaska, Ariz., Cal., C.Z., Colo., Guam, Hawaii, Idaho, Mont., Nev., N. Mex., N.Y., Oreg., Utah, Virgin Islands, Wash., Wyo.
Niagara Fire Insurance Company, New York, N.Y.	1,388	All except C.Z., Guam	N.Y.—All except C.Z., Guam.
North American Reinsurance Corporation, New York, N.Y.	5,615	All except C.Z., Guam, Virgin Islands, Wyo.	N.Y.—All except nAla., Alaska, Ariz., C.Z., Guam, Hawaii, ncIll., nInd., sIowa, Kans., wKy., nLa., Mass., cMich., wMo., Nebr., N.J., Ohio, cPa., Puerto Rico, R.I., eTenn., nsTex., Vt., eVa., Virgin Islands, Wash., cW. Va., Wyo.
The North River Insurance Company, Morristown, N.J.	3,940	All except C.Z., Guam, Virgin Islands	N.J.—All except C.Z., Guam, nLa.
Northeastern Insurance Company of Hartford, Des Moines, Iowa	1,460	Cal., Colo., Conn., Ill., Iowa, Kans., N.H., N.J., N.Y., Ohio, Tex., W. Va., Wis.	CONN.—D.C.

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The Northern Assurance Company of America, Boston, Mass.	1,328	All except C.Z., Guam, Puerto Rico	MASS.—All except C.Z., Guam, Virgin Islands.
Northern Insurance Company of New York, Baltimore, Md.	1,777	All except C.Z., Guam, La., Puerto Rico, Virgin Islands.	N.Y.—D.C., Me.
Northwestern National Casualty Company, Milwaukee, Wis.	1,128	All except Alaska, Ark., C.Z., Conn., Del., Guam, Hawaii, La., Me., Mass., Nev., N.H., N.J., N.Y., N.C., Oreg., Puerto Rico, Utah, Vt., Va., Virgin Islands.	WIS.—Ala., Ariz., Cal., Colo., D.C., Fla., Ga., Idaho, Ill., Ind., Iowa, Kans., Ky., Md., Mich., Minn., Miss., Mo., Mont., Nebr., N. Mex., N. Dak., Ohio, Okla., Pa., R.I., S.C., S. Dak., Tenn., Tex., Wash., W. Va., Wyo.
Northwestern National Insurance Company of Milwaukee, Wisconsin, Milwaukee, Wis.	2,223	All except C.Z., Guam, Virgin Islands	WIS.—All except C.Z., Guam, Virgin Islands.
The Ohio Casualty Insurance Company, Hamilton, Ohio	10,918	All except C.Z., Guam	OHIO—All except C.Z., Guam.
Ohio Farmers Insurance Company, Westfield Center, Ohio	4,263	All except Alaska, C.Z., Conn., Guam, Hawaii, Kans., La., Me., Puerto Rico, Virgin Islands.	OHIO—All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.
Oklahoma Surety Company, Tulsa, Okla.	149	Okla.	OKLA.—D.C.
The Omaha Indemnity Company, Omaha, Nebr.	628	All except C.Z., Conn., Guam, La., N.H., N.J., Virgin Islands.	WIS.—D.C., Nebr., eVa.
Oregon Automobile Insurance Company, Portland, Oreg.	879	Cal., Idaho, Nev., Oreg., Utah, Wash.	OREG.—Cal., D.C., Idaho, Nev., Utah, Wash.
Pacific Employers Insurance Company, Philadelphia, Pa.	1,433	All	CAL.—All.
Pacific Indemnity Company, Los Angeles, Cal.	3,925	All except C.Z., Guam, Virgin Islands	CAL.—All except Conn., Guam, Me., Mont., N.H., Tex., Virgin Islands, Wyo.
Pacific Insurance Company, San Francisco, Cal.	7,623	Alaska, Ariz., Ark., Cal., Colo., D.C., Fla., Hawaii, Idaho, Ill., Ind., Iowa, Mich., Mont., Nev., N.J., N. Mex., N.Y., N.C., Okla., Oreg., Tex., Utah, Va., Wash., Wyo.	CAL.—D.C.
Pacific Insurance Company, Limited, Honolulu, Hawaii	1,549	Guam, Hawaii	HAWAII—D.C.
Peerless Insurance Company, Keene, N.H.	1,978	All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.	N.H.—All except C.Z., Guam, Hawaii, Puerto Rico.
Pekin Insurance Company, Pekin, Ill.	283	Ill., Ind., Iowa	ILL.—D.C., Ind., Iowa.
Pennsylvania Manufacturers' Association Insurance Company, Philadelphia, Pa.	2,817	Del., D.C., Fla., Ill., Md., Mass., N.J., N.Y., N.C., Ohio, Pa., W. Va.	PA.—Del., D.C., Md., N.J.
Pennsylvania Millers Mutual Insurance Company, Wilkes-Barre, Pa.	1,444	Ark., D.C., Fla., Ga., Ind., Kans., Ky., Me., Mass., Mo., N.H., N.J., N.Y., N.C., Ohio, Pa., R.I., S.C., Tenn., Vt., Va.	PA.—D.C.
Pennsylvania National Mutual Casualty Insurance Company, Harrisburg, Pa.	2,930	All except Cal., C.Z., Conn., Guam, Hawaii, Mass., Nev., N.H., N. Dak., Puerto Rico, Vt., Virgin Islands, Wyo.	PA.—All except Cal., C.Z., Conn., Guam, Hawaii, Mass., Nev., N.H., N. Dak., Puerto Rico, Vt., Virgin Islands, Wyo.
Phoenix Assurance Company of New York, New York, N.Y.	2,752	All except C.Z., Guam	N.Y.—All except Alaska, C.Z., Guam, Puerto Rico, Virgin Islands.

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The Phoenix Insurance Company, Hartford, Conn.	10,800	All except C.Z., Guam, Puerto Rico	CONN.—All except C.Z., Guam, Puerto Rico, Virgin Islands.
Planet Insurance Company; Philadelphia, Pa.	594	All except C.Z., Conn., Guam, Hawaii, Md., Mich., Puerto Rico, Virgin Islands.	WIS.—All except C.Z., Guam, Virgin Islands.
Potomac Insurance Company, Philadelphia, Pa.	12,444	All except Alaska, Ark., C.Z., Del., Guam, Hawaii, Idaho, Me., Mont., Nev., N.H., N. Dak., Puerto Rico, S. Dak., Vt., Virgin Islands. (Fidelity only in Ala., S.C.)	PA.—All except Ala., Alaska, Ark., C.Z., Del., Guam, Hawaii, Idaho, Me., Mont., Nev., N.H., N. Dak., Oreg., Puerto Rico, S. Dak., Vt., Virgin Islands.
Progressive Casualty Insurance Company, Mayfield Village, Ohio	1,993	All except Ariz., C.Z., Conn., Del., D.C., Guam, Hawaii, Ill., Kans., La., Md., Nebr., N.H., N.Y., Pa., Puerto Rico, S.C., Tex., Utah, Va., Virgin Islands, W. Va., Wis.	OHIO—D.C.
The Progressive Mutual Insurance Company, Mayfield Village, Ohio	390	N.J., Ohio	OHIO—D.C.
Protective Insurance Company, Indianapolis, Ind.	1,459	All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.	IND.—D.C.
Prudential Reinsurance Company, Newark, N.J.	7,732	Colo., Del., Ill., Minn., N.J., N.Y., Okla., Tex. (Reinsurance only in Mass., Mich., N.C., S.C.)	DEL.—
Public Service Mutual Insurance Company, New York, N.Y.	2,776	Conn., Del., D.C., Fla., Ga., Idaho, Ill., Ind., Iowa, Me., Md., Mass., Mich., Minn., N.H., N.J., N.Y., N.C., Pa., R.I., Vt., Va., W. Va., Wis.	N.Y.—D.C., sFla., N.J., ePa., wTex.
Puerto Rican-American Insurance Company, San Juan, Puerto Rico	829	Puerto Rico, Virgin Islands	PUERTO RICO—D.C.
The Reinsurance Corporation of New York, New York, N.Y.	2,419	All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands. (Co-surety only in Fla., Mass., Va.)	N.Y.—D.C.
Reliance Insurance Company, Philadelphia, Pa.	14,944	All except Guam	PA.—All except Guam, Kans.
Republic Insurance Company, Dallas, Tex.	5,415	All except Ala., C.Z., Fla., Guam, Hawaii, Me., Mass., Mont., N.H., N. Dak., R.I., S. Dak., Vt., Virgin Islands.	TEX.—D.C.
Royal Globe Insurance Company, New York, N.Y.	6,381	All except C.Z., D.C., Guam, Puerto Rico, Virgin Islands.	ILL.—All except Alaska, Ariz., Cal., C.Z., Colo., Conn., nFla., Guam, Hawaii, Idaho, Me., Mass., Mont., Nev., N.H., N.J., N. Mex., N.Y., Oreg., Puerto Rico, R.I., Utah, Vt., Virgin Islands, Wash., nW. Va., Wyo.
Royal Indemnity Company, New York, N.Y.	3,998	All	N.Y.—All except Alaska, Ariz., Cal., C.Z., Colo., Guam, Hawaii, Idaho, Mont., Nev., N.J., N. Mex., Oreg., Utah, Virgin Islands, Wash., Wyo.
S & H Insurance Company, Los Angeles, Cal.	442	Cal.	CAL.—D.C.
Safeco Insurance Company of America, Seattle, Wash.	9,105	All except C.Z., Puerto Rico, Vt.	WASH.—All except C.Z., Puerto Rico, Virgin Islands.
Safeguard Insurance Company, New York, N.Y.	2,094	All except C.Z., Guam, Puerto Rico, Virgin Islands.	CONN.—All except Alaska, Ariz., Cal., C.Z., Colo., Guam, Hawaii, Idaho, Mont., Nev., N.J., N. Mex., N.Y. Oreg., Puerto Rico, Utah, Virgin Islands, Wash. Wyo.
St. Paul Fire and Marine Insurance Company, St. Paul, Minn.	16,997	All except C.Z., Guam	MINN.—All except C.Z., Kans.

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Seaboard Surety Company, New York, N.Y.	3,316	All	N.Y.--All except Fla.
Security Insurance Company of Hartford, Hartford, Conn.	1,600	All except C.Z., Virgin Islands	CONN.--All except Alaska, esCal., C.Z., Guam, Hawaii, scIll., sIowa, eTenn., Virgin Islands, eWash., sW. Va.
Security National Insurance Company, Dallas, Tex.	485	Ark., Cal., Colo., Fla., Ga., Ill., Ind., Kans., Ky., Minn., N. Mex., N. Dak., Ohio, Okla., S. Dak., Tex., Wash., Wis., Wyo.	TEX.--All except C.Z., Guam, Mont.
Select Insurance Company, Dallas, Tex.	908	All except Ariz., C.Z., Conn., Del., Guam, Hawaii, La., Me., Md., Mass., N.H., N.Y., N. Dak., Pa., Puerto Rico, R.I., Tenn., Utah, Va., Virgin Islands.	TEX.--All except C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.
Selected Risks Insurance Company, Branchville, N.J.	2,163	Del., D.C., Md., N.J., Pa., Va.	N.J.--Del., D.C., Md., Pa., Va.
Sentry Indemnity Company, Stevens Point, Wis.	363	All except Alaska, C.Z., Conn., Del., D.C., Guam, Hawaii, Kans., Me., Mass., Mich., Nebr., N.H., N.J., N.Y., Pa., Puerto Rico, R.I., Vt., Va., Virgin Islands, W. Va.	WIS.--Ariz., Cal., Conn., D.C., nsFla., Ga., eLa., wWash.
Sentry Insurance a Mutual Company, Stevens Point, Wis.	6,115	All except C.Z., Guam, Virgin Islands	WIS.--Ariz., Cal., Conn., D.C., nsFla., Ga., Ill., eLa., Mo., Mass., Mich., Minn., N.H., esN.Y., R.I., sTex., Vt., wWash.
Skandia America Reinsurance Corporation, New York, N.Y.	3,132	Alaska, Ariz., Ark., Cal., Del., D.C., Ga., Ill., Ind., Iowa, Kans., La., Mich., Nebr., Nev., N.H., N.J., N.Y., Ohio, Okla., Pa., Tex., Utah, W. Va., Wis.	N.Y.--D.C.
South Carolina Insurance Company, Columbia, S.C.	1,407	Ala., Alaska, Ariz., Cal., Colo., D.C., Fla., Ga., Ill., Ind., Iowa, Kans., Ky., Md., Mich., Minn., Miss., Mo., Mont., Nebr., Nev., N. Mex., N.Y., N.C., N. Dak., Ohio, Okla., Pa., S.C., S. Dak., Tenn., Tex., Utah, Va., W. Va., Wis., Wyo. (Reinsurance only in Conn., N.J.)	S.C.--nmAla., D.C., Fla., Ga., N.C., Va.
The Standard Fire Insurance Company, Hartford, Conn.	2,507	All except C.Z., Guam, N.J., Puerto Rico, Virgin Islands.	CONN.--All.
State Automobile Mutual Insurance Company, Columbus, Ohio	4,047	Ala., Fla., Ga., Ill., Ind., Ky., Md., Mich., Miss., Mo., N.J., N.C., Ohio, Pa., S.C., Tenn., Va., W. Va.	OHIO--Ala., D.C., Fla., Ga., Ky., Md., Mich., Miss., eMo., N.C., Pa., S.C., Tenn., Va., W. Va.
State Farm Fire and Casualty Company, Bloomington, Ill.	28,284	All except C.Z., Guam, Puerto Rico, Virgin Islands.	ILL.--Ariz., cCal., Colo., D.C., nGa., Md., Minn., nMiss., Mont., N.J., eN.Y., ewOkla., wmPa., sTex., Utah.
State Surety Company, Des Moines, Iowa	117	Ariz., Colo., D.C., Iowa, Kans., Minn., Mo., Mont., Nebr., N. Dak., S. Dak., Wis., Wyo.	IOWA--Ariz., Colo., D.C., sIll., Kans., Minn., Mo., Mont., Nebr., sN.Y., N. Dak., S. Dak., Wis., Wyo.
Statesman Insurance Company, Indianapolis, Ind.	218	Ala., D.C., Fla., Ga., Ill., Ind., Iowa, Kans., Ky., La., Md., Minn., Miss., Mont., N. Mex., N. Dak., Pa., S. Dak., Tenn.	IND.--Ariz., Cal., Colo., D.C., Ill., Iowa, Kans., La., Minn., Mo., Mont., Nebr., N. Mex., N. Dak., Okla., Pa., S. Dak., Tex.
The Stuyvesant Insurance Company, Allentown, Pa.	627	All except C.Z., Guam, Virgin Islands	N.Y.--All except Alaska, C.Z., Guam, Hawaii, Virgin Islands.
Surety Company of the Pacific, Los Angeles, Cal.	72	Cal.	CAL.--D.C.
Surety Insurance Company of California, La Habra, Cal.	65	Alaska, Ariz., Cal., Colo., Mo., N. Mex., Okla., Tex.	CAL.--Alaska, Ariz., Colo., D.C., wMo., N. Mex., Okla., Tex.

*See footnotes at end of table.

Names of companies and locations of principal executive offices	Underwriting limitations (net limit on any one risk) in thousands of dollars. (See note (b))	States and other areas in which licensed to transact surety business. (See note (c))	State or other area in which incorporated (in capitals), and judicial districts in which process agents have been appointed (letters preceding names of States indicate judicial districts). (See note (d))
Transamerica Insurance Company, Los Angeles, Cal.	6,458	All except C.Z., Puerto Rico, Virgin Islands.	CAL.—All except C.Z., Puerto Rico, Virgin Islands.
Transcontinental Insurance Company, Chicago, Ill.	2,119	All except C.Z., Guam, Hawaii, Virgin Islands.	N.Y.—All except C.Z., Guam, Kans., nN.C., eOkla., Puerto Rico, S. Dak., sTex., Virgin Islands.
Transport Indemnity Company, Los Angeles, Cal.	987	All except C.Z., Guam, Puerto Rico, Virgin Islands.	CAL.—All except Alaska, C.Z., Guam, eKy., eLa., Nev., nWN.Y., eOkla., Puerto Rico, nTenn., wVa., Virgin Islands, nW. Va.
Transportation Insurance Company, Chicago, Ill.	1,203	All except C.Z., Guam, Puerto Rico, Virgin Islands.	ILL.—All except C.Z., Guam, Kans., nN.Y., nN.C., eOkla., Puerto Rico, S. Dak., sTex., Virgin Islands.
The Travelers Indemnity Company, Hartford, Conn.	22,537	All	CONN.—All except Guam.
The Travelers Indemnity Company of Rhode Island, Hartford, Conn.	3,900	All except C.Z., Guam	R.I.—All except C.Z., Conn., Guam, Puerto Rico, Virgin Islands.
Trinity Universal Insurance Company, Dallas, Tex.	4,432	All except Alaska, C.Z., Conn., Del., D.C., Guam, Hawaii, Me., Md., Mass., Mont., Nev., N.H., N.J., N.Y., N.C., Puerto Rico, R.I., S.C., Tenn., Utah, Vt., Va., Virgin Islands, W. Va.	TEX.—All except Guam.
Trinity Universal Insurance Company of Kansas, Inc., Dallas, Tex.	271	Ala., Ariz., Colo., Ga., Kans., La., Minn., N. Dak., Ohio, Okla., S. Dak., Tex.	KANS.—
Tri-State Insurance Company, Tulsa, Okla.	374	All except Alaska, Cal., C.Z., Conn., Del., D.C., Guam, Hawaii, Me., Md., Mass., Mich., Nev., N.H., N.J., N.Y., N.C., Ohio, Oreg., Pa., Puerto Rico, R.I., S.C., Vt., Va., Virgin Islands, W. Va., Wis.	OKLA.—All except Alaska, Cal., C.Z., Conn., Del., Guam, Hawaii, Idaho, Me., Md., Mass., Mich., Nev., N.H., N.J., N.Y., N.C., Ohio, Oreg., Pa., Puerto Rico, R.I., S.C., Vt., Va., Virgin Islands, W. Va., Wis.
Twin City Fire Insurance Company, Hartford, Conn.	1,200	All except C.Z., Guam, Puerto Rico, Virgin Islands.	MINN.—eCal., Conn., D.C., wLa., Va.
United Fire & Casualty Company, Cedar Rapids, Iowa	693	Ariz., Colo., Ill., Ind., Iowa, Minn., Mo., Mont., Nebr., N.Y., N. Dak., S. Dak., Utah, Wis., Wyo.	IOWA—Colo., D.C., Ill., Minn., Mo., Nebr., N. Dak., Wis.
United Pacific Insurance Company, Tacoma, Wash.	4,028	All except C.Z., Guam, Puerto Rico, Virgin Islands.	WASH.—All except eCal., C.Z., nFla., nLa., Puerto Rico, Virgin Islands.
United States Fidelity and Guaranty Company, Baltimore, Md.	38,193	All except Guam	MD.—All except Guam.
United States Fire Insurance Company, Morristown, N.J.	8,889	All except C.Z., Guam	N.Y.—All except C.Z., Guam, nLa.
Universal Surety Company, Lincoln, Nebr.	293	Ariz., Ark., Colo., Ill., Iowa, Kans., Minn., Mo., Mont., Nebr., N. Mex., N. Dak., Ohio, Okla., S. Dak., Utah, Wash., Wis., Wyo.	NEBR.—Ariz., eArk., Colo., D.C., nIll., Iowa, Kans., Minn., Mo., Mont., N. Mex., N. Dak., nOhio, wOkla., S. Dak., Utah, wWis., Wyo.
Utica Mutual Insurance Company, Utica, N.Y.	4,214	All except C.Z., Guam, Virgin Islands	N.Y.—All except Alaska, ceCal., C.Z., Guam, Hawaii, nLa., Me., Puerto Rico, Virgin Islands.
Valley Forge Insurance Company, Chicago, Ill.	967	All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.	PA.—All except C.Z., Guam, Kans., nN.Y., nN.C., eOkla., S. Dak., sTex., Puerto Rico, Virgin Islands.
Vigilant Insurance Company, New York, N.Y.	2,287	Ala. - excluding official surety bonds; All except Alaska, C.Z., Guam, Hawaii, Puerto Rico.	N.Y.—All except Guam, Hawaii, Virgin Islands.

*See footnotes at end of table.

Names of companies and locations of principal executive offices	Underwriting limitations (net limit on any one risk) in thousands of dollars. (See note (b))	States and other areas in which licensed to transact surety business. (See note (c))	State or other area in which incorporated (in capitals), and judicial districts in which process agents have been appointed (letters preceding names of States indicate judicial districts). (See note (d))
Washington International Insurance Company, Phoenix, Ariz.	50	Ariz.	ARIZ.--All except nsAla., wArk., csCal., C.Z., nnFla., nsGa., Guam, csIll., nInd., nIowa, eKy., wnLa., wMich., nMiss., wMo., newN.Y., weN.C., neOkla., nPa., Puerto Rico, wmTenn., weTex., wVa., Virgin Islands, eWash., nW. Va., eWis.
West American Insurance Company, Hamilton, Ohio	4,493	All except Alaska, C.Z., Conn., Guam, Hawaii, Me., Mass., Mont., N.H., Puerto Rico, R.I., Vt., Virgin Islands, W. Va.	CAL.--Ala., Colo., D.C., nsFla., Ga., Ill., Ind., Iowa, Kans., Ky., eLa., Md., Mich., Minn., Mo., Nev., N. Mex., N. Dak., Ohio, nOkla., Oreg., Pa., nTenn., Tex., Utah, Va., Wash., Wis., Wyo.
Westchester Fire Insurance Company, Morristown, N.J.	3,903	All except C.Z., Guam, Virgin Islands	N.Y.--All except C.Z., Guam, nLa., wMo., sW. Va.
The Western Casualty and Surety Company, Fort Scott, Kans.	8,634	All except C.Z., Conn., Guam, Hawaii, Me., Mass., N.H., N.Y., Puerto Rico, Vt., Va., Virgin Islands.	KANS.--All except C.Z., Guam, nLa., Mass., wOkla., Puerto Rico, Virgin Islands.
The Western Fire Insurance Company, Fort Scott, Kans.	5,415	All except C.Z., Conn., Del., D.C., Ga., Guam, Hawaii, Idaho, La., Me., Md., Mass., Mont., N.H., N.J., Oreg., Puerto Rico, S.C., Vt., Virgin Islands.	KANS.--All except C.Z., Guam, nLa., Mass., wOkla., Puerto Rico, Virgin Islands.
Western National Assurance Company, Minneapolis, Minn. 4*	252	Alaska, Ariz., Cal., Colo., Hawaii, Idaho, Ind., Minn., Mont., Nev., Oreg., Utah, Wash.	WASH.--
Western Surety Company, Sioux Falls, S. Dak.	1,609	All except Alaska C.Z., Guam, Hawaii, N.Y., Puerto Rico, Virgin Islands.	S. DAK.--All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.
Westfield Insurance Company, Westfield Center, Ohio	1,824	All except Alaska, C.Z., Conn., Fla., Ga., Guam, Hawaii, La., Me., Mo., Puerto Rico, Virgin Islands.	OHIO--All except Alaska, C.Z., Guam, Hawaii, Puerto Rico, Virgin Islands.
Wilshire Insurance Company, Los Angeles, Cal.	275	Ariz., Cal., Colo., Hawaii, Idaho, Iowa, Kans., Mont., Nebr., Nev., N. Mex., Oreg., S. Dak., Utah, Wash.	CAL.--Ariz., Colo., D.C., Hawaii, Idaho, Iowa, Mont., Nev., N. Mex., Oreg., S. Dak., Utah, Wash.
Wolverine Insurance Company, Battle Creek, Mich.	2,902	Ark., Cal., Ga., Ill., Ind., Iowa, Kans., Mich., Minn., Ohio, Pa., S. Dak., W. Va., Wyo.	MICH.--Ark., Cal., D.C., Ga., Ill., Ind., Iowa, Kans., Minn., Nebr., N. Mex., N. Dak., Ohio, Pa., S. Dak., Vt., W. Va., Wyo.

*See footnotes at end of table.

COMPANIES HOLDING CERTIFICATES OF AUTHORITY FROM THE SECRETARY OF THE TREASURY AS ACCEPTABLE REINSURING COMPANIES UNDER TREASURY CIRCULAR NO. 297, REVISED MARCH 8, 1976 (See Note (a))

Names of companies	Underwriting limitations (net limit on any one risk) in thousands of dollars. (See note (b))	Judicial districts in which process agents have been appointed
Alliance Assurance Company, Limited, London, England (U.S. Office, New York, N.Y.)	925	D.C.
General Accident Fire and Life Assurance Corporation, Limited, Perth, Scotland (U.S. Office, Philadelphia, Pa.)	25,091	D.C.
The London Assurance, London, England (U.S. Office, New York, N.Y.)	1,161	D.C.
Metropolitan Fire Assurance Company, Hartford, Conn.	521	D.C.
Munich Reinsurance Company, Munich, Germany (U.S. Office, New York, N.Y.)	1,793	D.C.
The Netherlands Insurance Company, Est. 1845, The Hague, Holland (U.S. Office, Keene, N.H.)	631	D.C.
Rochdale Insurance Company, New York, N.Y.	283	D.C.
The Sea Insurance Company, Limited, Liverpool, England (U.S. Office, New York, N.Y.)	839	D.C.
Sun Insurance Office, Limited, London, England (U.S. Office, New York, N.Y.)	1,132	D.C.
Swiss Reinsurance Company, Zurich, Switzerland (U.S. Office, New York, N.Y.)	2,584	D.C.
"Winterthur" Swiss Insurance Company, Winterthur, Switzerland (U.S. Office, New York, N.Y.) 5*	2,793	D.C.
Zurich Insurance Company, Zurich, Switzerland (U.S. Office, Chicago, Ill.)	5,373	D.C.

FOOTNOTES

1/ Maryland American General Insurance Company, Houston, Texas — changed its name to American General Fire and Casualty Company (see Federal Register of November 25, 1975, pg. 54593)

2/ Resolute Insurance Company, Hartford, Conn. — changed its name to American Reserve Insurance Company (see Federal Register of May 25, 1976, pg. 21383)

3/ Farmers Elevator Mutual Insurance Company, Des Moines, Iowa — changed its name to Farmland Mutual Insurance Company (see Federal Register of June 9, 1976, pg. 23215)

4/ Cascade Insurance Company, Minneapolis, Minn. — changed its name to Western National Assurance Company (see Federal Register of April 13, 1976, pg. 15427)

5/ Accident and Casualty Insurance Company of Winterthur, Switzerland (U.S. Office, New York, N.Y.) — changed its name to "Winterthur" Swiss Insurance Company (see Federal Register of December 17, 1975, pg. 58472)

NOTES

(a) All certificates of authority expire June 30, and are renewable July 1, annually. Companies holding certificates of authority as acceptable sureties on Federal bonds are also acceptable as reinsuring companies.

(b) Figures are given in thousands of dollars: last "000" omitted. Treasury requirements do not limit the penal sum of bonds which surety companies may execute. The net retention, however, cannot exceed the underwriting limitation, and excess risks must be protected by coinsurance, reinsurance, or other methods in accordance with Treasury Circular 297, Revised March 8, 1976 (31 CFR § 223.10, § 223.11). When excess risks on bonds in favor of the United States are protected by reinsurance, such reinsurance is to be effected by use of a Treasury reinsurance form to be filed with the bond or within 45 days thereafter. Risks in excess of limit fixed herein must be reported for quarter in which they are executed. In protecting such excess, the rating in force on the date of the execution of the risk will govern absolutely. This limit applies until a new rating is established by the Treasury Department.

(c) A surety company must be licensed in the State or other area in which it executes (signs) a bond, but need not be licensed in the State or other area in which the principal resides or where the contract is to be performed (28 Op. Atty. Gen. 127, Dec. 24, 1909; 31 CFR § 223.5(b)). The term "other areas" includes the Canal Zone, District of Columbia, Guam, Puerto Rico, and the Virgin Islands.

(d) State or other area in which company is incorporated shown in capitals. Process agents are required in the following districts: Where principal resides; where obligation is to be performed; and in the District of Columbia where the bond is returnable or filed. No process agent is required in the State or other area wherein the company is incorporated (31 CFR § 224.2). Letters "n, s, e, m, c, and w" preceding names of States indicate respectively the Northern, Southern, Eastern, Middle, Central, and Western judicial districts of States indicated. If letters do not precede names of States, process agents have been appointed in all judicial districts of such States.

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