Pages 11687–11739

THE NATIONAL ARCHIVES — LITTERA SCRIPTA MANET — 1934 — OF THE UNITED STATES

FEDERAL REGISTER

VOLUME 29 NUMBER 160

Washington, Saturday, August 15, 1964

Contents

(*Continued on next page*)

Codification Guide

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

A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1964, and specifies how they are affected.

5 CFR

530 11689
531 11689
550 11689

7 CFR

728 11690
811 11700
849 11702
908 11702
910 11703
911 (2 documents) 11703, 11704
915 (2 documents) 11704
924 11705
944 (2 documents) 11705, 11706
945 11706

13 CFR

121 11707

14 CFR

71 [New] 11707
75 [New] 11707
127 [New] 11708

PROPOSED RULES:

71 [New] 11720
507 11720

47 CFR

PROPOSED RULES:

73 11721

Rules and Regulations

Title 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 530—PAY RATES AND SYSTEMS (GENERAL)

Special Rates for Recruitment and Retention

Section 530.307 is amended to provide conversion regulations for the initial adjustment, on the effective date of a statutory pay increase, of the rate of basic compensation of employees who were receiving a special rate immediately before the effective date of such a pay increase. Effective on the effective date of the compensation schedule for the General Schedule in the Classification Act of 1949, as amended, and the Postal Field Service Schedule in 39 U.S.C. 3542 (a), as provided in the Government Employee Salary Reform Act of 1964, § 530.307 is amended by the insertion of "(a)" at the beginning of the present paragraph and adding a new paragraph (b) as set out below.

§ 530.307 Effect of statutory pay increase.

(a) A statutory revision of the pay schedule of the pay system for which special rates are authorized under the act automatically changes the special minimum rate (if more than the minimum rate for the new pay schedule for the grade or level concerned) to the nearest rate in the new pay schedule which does not result in a decrease and the other special rates for the special rate range are changed to similar rates in the new schedule adjusted on the basis of the new special minimum rate.

(b) (1) Except as provided in subparagraph (2) of this paragraph, when an employee was receiving a special rate immediately before the effective date of a statutory pay increase, he shall receive on that effective date the rate of basic compensation for:

(i) The numerical rank in the new special rate range for his grade or level that corresponds with the numerical rank of the special rate he was receiving immediately before that effective date; or

(ii) If there is no new special rate range, the numerical rank in the new statutory pay schedule for his grade or level that corresponds with the numerical rank of the special rate he was receiving immediately before that effective date.

(2) For each occupation and grade to which a special rate range applied in October 1962, the department or agency shall compute the difference between the minimum rate of the October 1962 special rate range and the minimum rate of the new special rate range established at the time of the first statutory pay increase which takes effect on or after the effective date of this paragraph (or, if there is no new special rate range, the minimum rate of the new statutory pay schedule). When that difference is less than the new statutory increase for the rate in the statutory pay schedule immediately before the effective date of the first statutory pay increase which takes effect on or after the effective date of this paragraph that corresponds in dollar amount to the minimum rate of the special rate range immediately before that effective date, the department or agency shall advance the numerical rank of an employee in the minimum rate of the new special rate range to the lowest rate in that range (or, if there is no new special rate range, in the new statutory pay schedule) which equals or exceeds the sum of the minimum rate of the October 1962 special rate range and the new statutory increase. If an employee in the minimum rate of the new special rate range is advanced in numerical rank under this subparagraph, the department or agency shall similarly advance the numerical rank of each other employee in the same special rate range.

(Sec. 504, 76 Stat. 842; 5 U.S.C. 1173; E.O. 11073, 28 F.R. 203, 3 CFR, 1963 Supp.)

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

[F.R. Doc. 64-8065; Filed, Aug. 14, 1964; 8:45 a.m.]

PART 531—PAY UNDER THE CLASSIFICATION ACT SYSTEM

Certain Uniform Within-Grade Increases

Sections 531.204 and 531.406 are revised to eliminate the special references to grade GS-3 in §§ 531.204(a)(2) and 531.406(c) because of the inclusion of uniform within-grade increases for GS-3 in the Classification Act of 1949, as amended. Effective on the effective date of the Federal Employees Salary Act of 1964, §§ 531.204 and 531.406 are revised to read as follows:

§ 531.204 Special provisions.

(a) *Promotions and transfers.* The requirements of section 802(b) of the act apply in a transfer involving a promotion between Classification Act grades.

(b) *Classification decisions.* When a classification decision is made effective retroactively under Part 511 of this chapter, the department shall treat the corrective personnel action affecting the employee concerned as a cancellation or correction, as the case may be, of the original action of demotion, and the employee is entitled to retroactive pay in accordance with the terms of the corrective action.

§ 531.406 Equivalent increase.

(a) Except as otherwise provided in this section, equivalent increase, as used in the act and this subpart, is an increase or increases in an employee's rate of basic compensation equal to or greater than the amount of the within-grade increase for the grade in which the employee is serving.

(b) When an employee has served in more than one grade during the waiting period under consideration and it is necessary to determine whether he received an equivalent increase in a prior grade, an equivalent increase is an increase or increases in his rate of basic compensation equal to or greater than the amount of the within-grade increase for the prior grade.

(c) When an employee receives more than one increase in his rate of basic compensation during the waiting period under consideration, no one of which is an equivalent increase, the first and subsequent increases are added until they amount to an equivalent increase, at which time he is deemed to have received an equivalent increase.

(d) For the purpose of paragraphs (b) and (c) of this section, the waiting period under consideration is the waiting period immediately preceding an employee's current entry into the rate of the grade in which he is serving.

(Sec. 1101, 63 Stat. 971; 5 U.S.C. 1072)

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

[F.R. Doc. 64-8066; Filed, Aug. 14, 1964; 8:45 a.m.]

PART 550—PAY ADMINISTRATION (GENERAL)

Allotments and Assignments From Federal Employees

Section 550.104 is revoked as unnecessary in view of the inclusion of the method of pay computation in section 604(d) of the Federal Employees Pay Act of 1945, as amended. Effective on the effective date of the Federal Employees Salary Act of 1964, § 550.104 is revoked.

(Sec. 605, 59 Stat. 304; 5 U.S.C. 945)

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

[F.R. Doc. 64-8067; Filed, Aug. 14, 1964; 8:45 a.m.]

Title 7—AGRICULTURE

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

SUBCHAPTER B—FARM MARKETING QUOTAS AND ACREAGE ALLOTMENTS

PART 728—WHEAT

Subpart—1965–66 Marketing Year

DETERMINATION OF COUNTY NORMAL YIELDS

The regulations contained in § 728.208 are issued pursuant to the Agricultural Adjustment Act of 1938, as amended, and govern the determination of county normal yields of wheat for 1965. The regulations include the appraisal of yields for years in the past 5-year period used in determining county normal yields for which the data are not available, or in which there were no actual yields. It was necessary to appraise county yields in the New England States and for counties in the State of Florida because official estimates are not available. Such appraised county normal yields were made in collaboration with State Statisticians of the Statistical Reporting Service. For the States of Vermont, Connecticut, and Rhode Island, the same yield was determined as applicable in all counties in the respective States because on the basis of the appraisals it was determined that the county normal yields should not vary. County normal yields will not be determined for the States of Alaska, Hawaii or New Hampshire, since wheat acreages have not been reported for the last four years (1959 through 1963), and there is no apparent need for county yields for such States.

Prior to the preparation of the regulations contained in § 728.208, public notice (29 F.R. 3771) was given in accordance with the Administrative Procedure Act (5 U.S.C. 1003). No data, views or recomendations pertaining to the regulations in § 728.208 were submitted pursuant to such notice. However, since section 201 of the Act of April 11, 1964 (78 Stat. 178), provided that marketing quotas would not be in effect for the 1965–66 marketing year, the determinations herein relate to loans, grants, and benefits, and are therefore exempted from the provisions of section 4 of the Administrative Procedure Act relating to notice, public procedure thereon, and effective date. Wheat producers are being notified of their farm normal yields of wheat along with farm notices of acreage allotment and marketing allocations, currently being prepared. County normal yields are required to be taken into consideration under certain circumstances in the determination of farm normal yields. Accordingly, it is necessary that these regulations be made effective as soon as possible, and it is hereby found that these regulations shall be effective upon filing with the Director, Office of the Federal Register.

§ 728.208 Determination of the county normal yields for the 1965 crop of wheat.

(a) A county normal yield shall be determined for each wheat-producing county in the United States for the 1965 crop except for counties in Alaska, Hawaii, and New Hampshire for which no apparent need for such yields exists. The county normal yield for 1965 shall be determined on the basis of the average of the yields per harvested acre of wheat for the county during the 5 calendar years, 1959 through 1963, adjusted for abnormal weather conditions, other abnormal conditions affecting yields, and trends in yields. In adjusting for abnormal weather conditions and other abnormal conditions affecting yields: (1) If on account of drought, flood, insect pests, plant disease or other uncontrollable natural cause, the yield for any year of the 5-year period, 1959 through 1963, is less than 75 per centum of the average, 75 per centum of such average will be substituted therefor in calculating the normal yield per acre; (2) if on account of abnormally favorable weather conditions, the yield for any year of the 5-year period is in excess of 125 per centum of the average, 125 per centum of such average will be substituted therefor in calculating the normal yield per acre.

(b) The adjustment for trends in yields shall be made by averaging the 5-year average of the annual yields as adjusted for abnormal weather and other abnormal conditions as described above with the average of the annual yields for the 2-year period, 1962–63, inclusive, adjusted for abnormal weather and other abnormal conditions as decribed above, giving equal weight to each. No adjustment for trend shall be made where the 2-year 1962–63 adjusted average is less than the 5-year 1959–63 adjusted average.

(c) Notwithstanding the adjustments as indicated above, no county average preliminary yield can be less than the unadjusted five-year (1959–63) average yield.

(d) If for any year of the 5-year period, 1959 through 1963, yield data are not available, or there was no actual yield, the yield for such year shall be appraised, taking into consideration the yields for years for which data are available and the yields obtained in surrounding counties in which the production of wheat is similar.

(1) In those counties in which the production of wheat is partially on irrigated land, partially on summer-fallow land, and partially on continuous cropping land, a normal yield computed in accordance with the method described above shall be determined for the land devoted to irrigation, summer-fallow and continuous cropping cultural practices, respectively. The normal yield for land devoted to each of these practices shall be averaged to obtain a county normal yield, using for weights the latest data available of the acreage devoted to each practice.

(2) If after completion of the foregoing computation, it becomes apparent that additional adjustment in yields for a number of counties is necessary, particularly over wide areas of the Great Plains where crop production is subject to great weather hazard, in order to more adequately take account of weather abnormalities and trends in yield, such adjustments shall be limited to that amount which will result in a weighted yield, on a national average basis, approximately equal to the expected yield used in determining the national acreage allotment. To accomplish the necessary adjustment, therefore—and taking account of the need to limit the adjustment as just described—the yield as otherwise computed for each county shall be increased, where necessary, to equal 95 percent of the county normal yield established for the 1964 wheat diversion and certificate programs. The 1964 county normal yields were carefully adjusted to correct for abnormal weather and trends affecting yields, and constitute the most recent calculation of yields developed for program purposes. The "95 percent factor," in effect, constitutes that necessary to keep adjustments within the limitation above described, inasmuch as (i) the national weighted average of 1964 county normal yields was 25.3 bushels per acre, or somewhat higher than the weighted yield of 25 bushels previously referred to, and (ii) application of the wheat normal yield formula, including the trend adjustment described, may result in the calculation of some county normal yields which are higher than comparable 1964 county normal yields.

(3) Normal yield computations made under the foregoing regulations have been submited to State ASC committees for their review and recommendations. State committees were authorized, where the situation warranted, to recommend additional adjustments of county normal yields to compensate for abnormal weather and trend, based upon specific and detailed knowledge of yield conditions in local areas. Yield adjustments recommended by State committees were submitted to the Policy and Program Appraisal Division, Agricultural Stabilization and Conservation Service, for final checking and approval.

(e) The approved county normal yields determined on the basis of the regulations above, with such adjustments as were recommended by State committees and approved as provided in paragraph (d) (3) of this section, are as follows:

Wheat: County Normal Yields for Use Under the 1965 Wheat Program

ALABAMA

County	Normal yield	County	Normal yield
District 1:		District 2—Con.	
Colbert	26.2	Limestone	25.7
Fayette	22.3	Madison	26.6
Franklin	22.0	Marshall	27.5
Lamar	21.6	Morgan	25.2
Marion	23.0	District 2A:	
District 2:		Bibb	22.8
Lauderdale	25.0	Blount	23.5
Lawrence	24.6	Chilton	24.0

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

ALABAMA—Continued

County	Normal yield
District 2A—Con.	
Cullman	23.5
Jefferson	22.3
Saint Clair	21.8
Shelby	24.3
Walker	22.4
Winston	22.6
District 3:	
Calhoun	23.1
Cherokee	24.8
Cleburne	22.4
De Kalb	24.6
Etowah	24.8
Jackson	25.7
District 4:	
Greene	23.5
Hale	23.0
Marengo	21.0
Pickens	20.6
Sumter	22.3
Tuscaloosa	21.6
District 5:	
Autauga	23.3
Dallas	22.2
Elmore	24.3
Lowndes	20.8
Montgomery	21.0
Perry	22.4
Wilcox	22.4
District 6:	
Chambers	20.2
District 6—Con.	
Clay	22.1
Coosa	19.0
Lee	21.0
Macon	19.7
Randolph	20.5
Russell	21.2
Talladega	21.5
Tallapoosa	20.5
District 7:	
Baldwin	23.1
Clarke	23.2
Mobile	22.2
Washington	23.9
District 8:	
Butler	21.0
Conecuh	21.7
Covington	21.8
Crenshaw	20.8
Escambia	23.8
Monroe	23.7
District 9:	
Barbour	21.2
Bullock	21.9
Coffee	22.0
Dale	20.8
Geneva	20.9
Henry	21.9
Houston	22.3
Pike	20.0

ARIZONA

County	Normal yield
District 2:	
Apache	16.4
Coconino	19.2
Mohave*	28.5
Navajo	18.0
Yavapai*	29.1
District 5:	
Maricopa*	46.8
Pinal*	42.1
District 7:	
Yuma*	41.7
District 9:	
Cochise*	34.0
Gila*	33.2
Graham*	31.4
Greenlee*	33.5
Pima*	34.7
Santa Cruz*	34.6

ARKANSAS

County	Normal yield
District 1:	
Benton	23.2
Boone	25.2
Carroll	18.4
Madison	21.8
Newton	21.2
Washington	24.1
District 2:	
Baxter	23.3
Cleburne	18.2
Fulton	19.2
Izard	13.7
Marion	15.6
Searcy	14.3
Sharp	18.2
Stone	19.3
Van Buren	17.4
District 3:	
Clay	26.5
Craighead	29.4
Greene	25.9
Independence	30.2
Jackson	28.2
Lawrence	23.2
Mississippi	33.2
Poinsett	29.0
Randolph	23.9
White	20.0
District 4:	
Crawford	28.5
Franklin	26.0
Johnson	28.4
Logan	24.7
Polk	22.8
Pope	22.5
District 4—Con.	
Scott	25.4
Sebastian	27.1
Yell	25.4
District 5:	
Conway	24.8
Faulkner	22.7
Garland	16.8
Grant	12.3
Hot Spring	14.5
Perry	21.2
Pulaski	30.6
Saline	18.6
District 6:	
Arkansas	31.9
Crittenden	32.2
Cross	28.6
Lee	28.7
Lonoke	23.0
Monroe	32.1
Phillips	32.1
Prairie	23.8
St. Francis	33.2
Woodruff	29.8
District 7:	
Hempstead	30.4
Lafayette	24.1
Miller	20.9
Little River	25.2
Montgomery	18.8
District 8:	
Bradley	14.0
Clark	18.0
Dallas	20.2
Ouachita	17.6
Union	20.0

*Indicates counties having special wheat cultural practice yields. See attached tables.

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

ARKANSAS—Continued

County	Normal yield
District 9:	
Ashley	24.9
Chicot	27.0
Desha	30.8
District 9—Con.	
Drew	27.1
Jefferson	29.8
Lincoln	22.2

CALIFORNIA

County	Normal yield
District 1:	
Humboldt	30.7
Mendocino	26.2
District 2:	
Shasta	22.0
Siskiyou*	36.5
Trinity	20.7
District 3:	
Lassen*	24.3
Modoc*	45.0
Plumas	21.0
District 4:	
Alameda	32.6
Contra Costa	48.3
Lake	28.6
Marin	22.1
Monterey*	23.4
Napa	26.2
San Benito	30.1
San Luis Obispo*	15.7
San Mateo	19.6
Santa Clara	25.4
Sonoma	22.4
District 5:	
Butte*	34.7
Colusa*	33.4
Glenn*	30.6
Sacramento*	41.8
Solano*	40.8
Sutter*	41.5
Tehama*	25.4
District 5—Con.	
Yolo*	43.6
Yuba	30.4
District 5a:	
Fresno*	46.3
Kern*	25.1
Kings*	51.4
Madera*	23.2
Merced*	38.9
San Joaquin*	48.4
Stanislaus	37.0
Tulare*	24.5
District 6:	
Alpine	29.6
Amador	31.3
Calaveras	21.8
Inyo	21.0
Mariposa	30.4
Mono	19.8
Placer*	28.0
Sierra	19.0
Tuolumne	19.8
District 8:	
Imperial*	60.0
Los Angeles*	16.1
Orange	19.4
Riverside*	17.9
San Bernardino	27.1
San Diego	29.0
Santa Barbara*	16.5
Ventura	25.6

COLORADO

County	Normal yield
District 1:	
Grand*	22.9
Jackson*	18.6
Moffat*	18.3
Rio Blanco*	22.3
Routt*	23.0
District 2:	
Boulder*	32.1
Jefferson*	30.5
Larimer*	26.5
Logan*	22.6
Morgan*	24.6
Sedgwick*	25.9
Weld*	24.6
District 3:	
Delta*	33.5
Garfield*	21.2
Mesa*	30.4
Montrose*	35.4
District 4:	
Chaffee*	27.4
Eagle*	41.3
Pitkin*	35.6
Teller*	33.0
District 5:	
Adams*	26.5
Arapahoe*	25.9
Cheyenne*	22.8
Douglas*	25.6
Elbert*	22.1
El Paso*	19.0
Kiowa*	19.5
District 5—Con.	
Kit Carson*	24.5
Lincoln*	21.8
Phillips*	28.0
Washington*	23.8
Yuma*	23.7
District 6:	
Dolores*	14.5
Montezuma*	17.9
Ouray*	22.6
San Miguel*	15.3
District 7:	
Alamosa*	33.0
Archuleta*	22.0
Conejos*	30.2
Costilla*	29.0
La Plata*	21.8
Rio Grande*	37.6
Saguache*	34.2
District 8:	
Bent*	29.7
Crowley*	20.1
Custer*	30.3
Fremont*	23.9
Otero*	35.4
Prowers*	23.5
Pueblo*	22.7
District 9:	
Baca*	20.0
Huerfano*	19.1
Las Animas*	14.6

DELAWARE

District 2:	
New Castle	30.4
District 5:	
Kent	26.8
District 8:	
Sussex	27.7

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

FLORIDA

County	Normal yield
District 1:	
Calhoun	21.4
Escambia	26.0
Gadsden	27.2
Holmes	28.4
Jackson	29.0
Jefferson	22.0
Leon	20.0
Liberty	20.8
Okaloosa	28.4
Santa Rosa	30.4
Walton	21.4
Washington	21.4
District 3:	
Baker	18.4
Columbia	24.4
Hamilton	20.5
Lafayette	16.2
Madison	23.7
Suwannee	17.0
District 5:	
Alachua	20.8
Gilchrist	17.7
Levy	23.6
Marion	23.8
Sumter	20.0

GEORGIA

County	Normal yield
District 1:	
Bartow	23.1
Catoosa	24.9
Chattooga	18.8
Dade	18.3
Floyd	21.8
Gordon	22.2
Paulding	21.2
Pauling	21.2
Polk	22.1
Walker	22.9
Whitfield	21.6
District 2:	
Barrow	21.3
Cherokee	20.8
Clarke	27.7
Cobb	20.1
Dawson	21.4
De Kalb	23.2
Fannin	19.6
Forsyth	22.0
Fulton	24.1
Gilmer	20.1
Gwinnett	23.8
Hall	20.6
Jackson	22.6
Lumpkin	23.8
Oconee	25.3
Pickens	21.6
Towns	21.8
Union	23.0
Walton	22.2
White	19.5
District 3:	
Banks	21.4
Elbert	25.2
Franklin	23.2
Habersham	23.0
Hart	25.2
Lincoln	21.8
Madison	24.8
Oglethorpe	24.5
Rabun	20.5
Stephens	24.0
Wilkes	21.6
District 4:	
Carroll	24.5
Clayton	21.7
Coweta	21.8
Douglas	19.3
Fayette	18.9
Haralson	25.0
Harris	22.7
Heard	25.4
Henry	26.3
Lamar	24.0
Macon	31.6
Marion	23.5
Meriwether	22.8
Muscogee	24.0
Pike	24.6
Schley	26.0
Spalding	24.8
Talbot	24.8
Taylor	26.8
Troup	23.7
Upson	22.2
District 5:	
Baldwin	19.7
Bibb	30.6
District 5—Con.	
Bleckley	26.7
Butts	25.2
Crawford	30.7
Dodge	23.8
Greene	20.0
Hancock	23.8
Houston	31.8
Jasper	24.5
Johnson	20.2
Jones	20.0
Laurens	26.5
Monroe	21.3
Montgomery	21.4
Morgan	22.8
Newton	21.0
Peach	33.0
Pulaski	30.9
Putnam	24.7
Rockdale	23.4
Taliaferro	23.4
Treutlen	20.3
Twiggs	28.6
Washington	28.5
Wheeler	25.4
Wilkinson	23.7
District 6:	
Bulloch	25.2
Burke	20.4
Candler	26.2
Columbia	17.8
Effingham	19.1
Emanuel	24.7
Glascock	21.3
Jefferson	26.2
Jenkins	19.6
McDuffie	21.3
Richmond	19.0
Screven	22.0
Warren	25.4
District 7:	
Baker	29.6
Calhoun	26.2
Clay	25.0
Decatur	25.0
Dougherty	28.3
Early	26.1
Grady	24.0
Lee	27.8
Miller	26.4
Mitchell	24.4
Quitman	28.7
Randolph	28.4
Seminole	26.6
Stewart	28.2
Sumter	28.2
Terrell	28.0
Thomas	25.6
Webster	23.0
District 8:	
Atkinson	24.5
Ben Hill	24.2
Berrien	26.1
Brooks	25.7
Clinch	20.0
Coffee	24.6
Colquitt	24.9
Cook	24.1
Crisp	27.4

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

GEORGIA—Continued

County	Normal yield	County	Normal yield
District 8—Con.		District 9—Con.	
Dooley	27.4	Bryan	22.0
Echols	21.0	Camden	20.0
Irwin	23.8	Charlton	20.0
Jeff Davis	23.1	Chatham	20.6
Lanier	27.8	Evans	23.8
Lowndes	25.4	Glynn	20.0
Telfair	23.6	Liberty	20.0
Tift	25.4	Long	20.0
Turner	25.9	McIntosh	20.0
Wilcox	22.2	Pierce	21.0
Worth	24.7	Tattnall	24.3
District 9:		Toombs	24.5
Appling	27.4	Ware	21.0
Bacon	27.8	Wayne	21.0
Brantley	20.0		

IDAHO

District 1:		District 8—Con.	
Benewah*	39.5	Cassia*	33.1
Bonner*	29.8	Gooding*	53.7
Boundary*	45.5	Jerome*	61.8
Clearwater*	41.2	Lincoln*	52.1
Idaho*	38.6	Minidoka*	53.2
Kootenai*	33.3	Twin Falls*	64.0
Latah*	45.0	District 9:	
Lewis*	45.8	Bannock*	26.5
Nez Perce*	42.9	Bear Lake*	24.4
District 7:		Bingham*	49.4
Ada*	50.2	Bonneville*	28.7
Adams*	31.6	Butte*	37.8
Boise*	32.4	Caribou*	27.8
Canyon*	64.4	Clark*	25.8
Elmore*	33.5	Custer*	50.2
Gem*	47.3	Franklin*	32.5
Owyhee*	64.9	Fremont*	33.0
Payette*	50.9	Jefferson*	47.4
Valley*	23.2	Lemhi*	46.3
Washington*	36.3	Madison*	33.2
District 8:		Oneida*	24.7
Blaine*	36.5	Power*	24.3
Camas*	23.3	Teton*	29.5

ILLINOIS

District 1:		District 5:	
Bureau	36.6	De Witt	38.3
Carroll	34.2	Logan	37.6
Henry	36.4	McLean	38.9
Jo Daviess	31.3	Macon	39.7
Lee	38.8	Marshall	38.6
Mercer	32.2	Mason	34.2
Ogle	35.8	Menard	37.2
Putnam	38.4	Peoria	37.4
Rock Island	31.6	Stark	38.0
Stephenson	32.0	Tazewell	35.6
Whiteside	37.0	Woodford	38.4
Winnebago	31.4	District 6:	
District 3:		Champaign	39.0
Boone	36.9	Ford	36.2
Cook	39.0	Iroquois	36.3
De Kalb	38.6	Kankakee	38.8
Du Page	39.7	Livingston	35.8
Grundy	39.2	Piatt	36.0
Kane	39.6	Vermilion	39.2
Kendall	38.9	District 4a:	
Lake	38.4	Bond	30.3
La Salle	38.6	Calhoun	30.4
McHenry	38.4	Cass	35.4
Will	39.0	Christian	39.2
District 4:		Greene	34.1
Adams	31.5	Jersey	34.8
Brown	31.6	Macoupin	35.4
Fulton	33.9	Madison	32.8
Hancock	31.6	Montgomery	34.2
Henderson	33.6	Morgan	37.3
Knox	35.1	Pike	31.1
McDonough	34.2	Sangamon	39.0
Schuyler	34.0	Scott	33.8
Warren	36.6	District 6a:	
		Clark	35.0
		Clay	29.2

*Indicates counties having special wheat cultural practice yields. See attached tables.

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

County	Normal yield	County	Normal yield
District 6a—Con.		District 7—Con.	
Coles	38.8	Pulaski	28.4
Crawford	30.8	Randolph	29.6
Cumberland	34.1	St. Clair	32.8
Douglas	41.0	Union	29.6
Edgar	38.6	Washington	31.4
Effingham	33.8	Williamson	26.3
Fayette	32.2	District 9:	
Jasper	33.6	Edwards	28.0
Lawrence	32.4	Franklin	26.7
Marion	30.9	Gallatin	31.0
Moultrie	37.4	Hamilton	25.0
Richland	28.6	Hardin	24.1
Shelby	36.0	Jefferson	28.6
District 7:		Massac	28.4
Alexander	30.2	Pope	23.8
Clinton	30.0	Saline	26.7
Jackson	29.2	Wabash	31.8
Johnson	23.8	Wayne	26.7
Monroe	34.2	White	29.2
Perry	27.6		

INDIANA

District 1:		District 5—Con.	
Benton	42.0	Madison	41.7
Jasper	37.9	Marion	36.8
Lake	40.5	Morgan	34.7
La Porte	34.6	Rush	30.6
Newton	40.9	Shelby	33.6
Porter	39.4	Tipton	45.6
Pulaski	34.2	District 6:	
Starke	31.2	Blackford	37.6
White	41.7	Delaware	38.8
District 2:		Fayette	33.2
Carroll	41.2	Henry	36.6
Cass	38.5	Jay	33.8
Elkhart	31.7	Randolph	37.9
Fulton	33.8	Union	32.8
Kosciusko	32.0	Wayne	32.8
Marshall	33.2	District 7:	
Miami	39.9	Daviess	35.3
St. Joseph	33.0	Dubois	29.1
Wabash	37.5	Gibson	33.6
District 3:		Greene	32.4
Adams	38.4	Knox	38.4
Allen	38.4	Martin	31.3
De Kalb	34.6	Pike	31.6
Huntington	39.6	Posey	31.8
Lagrange	32.3	Spencer	29.8
Noble	32.3	Sullivan	34.8
Steuben	34.3	Vanderburgh	31.7
Wells	39.8	Warrick	30.6
Whitley	38.5	District 8:	
District 4:		Brown	24.6
Clay	35.6	Crawford	23.7
Fountain	38.6	Floyd	27.3
Montgomery	41.2	Harrison	27.2
Owen	27.1	Jackson	29.8
Parke	38.6	Lawrence	28.0
Putnam	35.4	Monroe	26.1
Tippecanoe	40.0	Orange	30.0
Vermillion	37.8	Perry	24.0
Vigo	35.5	Washington	28.4
Warren	39.8	District 9:	
District 5:		Clark	30.7
Bartholomew	33.8	Dearborn	25.2
Boone	41.1	Franklin	26.6
Clinton	41.9	Jefferson	29.3
Decatur	31.2	Jennings	27.1
Grant	40.9	Ohio	25.6
Hamilton	42.2	Ripley	27.7
Hancock	40.0	Scott	27.2
Hendricks	40.0	Switzerland	27.0
Howard	43.2		
Johnson	39.5		

IOWA

District 1:		District 1—Con.	
Buena Vista	25.7	O'Brien	25.3
Cherokee	33.0	Osceola	23.8
Clay	28.9	Palo Alto	27.8
Dickinson	20.3	Plymouth	24.6
Emmet	25.9	Pocahontas	25.3
Lyon	23.3	Sioux	27.3

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

IOWA—Continued

County	Normal yield	County	Normal yield
District 2:		District 5—Con.	
Butler	29.2	Webster	29.1
Cerro Gordo	28.4	District 6:	
Floyd	24.8	Benton	27.2
Franklin	30.3	Cedar	31.5
Hancock	27.4	Clinton	29.0
Humboldt	28.4	Iowa	27.7
Kussuth	30.6	Jackson	30.4
Mitchell	26.7	Johnson	25.4
Winnebago	26.5	Jones	29.4
Worth	25.5	Linn	26.9
Wright	26.7	Muscatine	27.6
District 3:		Scott	32.1
Allamakee	28.2	District 7:	
Black Hawk	31.4	Adair	24.7
Bremer	28.1	Adams	23.0
Buchanan	25.8	Cass	25.6
Chickasaw	29.7	Fremont	27.5
Clayton	28.1	Mills	27.0
Delaware	27.9	Montgomery	25.8
Dubuque	32.4	Page	23.9
Fayette	27.3	Pottawattamie	26.7
Howard	25.3	Taylor	20.2
Winneshiek	25.3	District 8:	
District 4:		Appanoose	25.0
Audubon	27.5	Clarke	23.0
Calhoun	27.3	Decatur	23.7
Carroll	28.8	Lucas	21.0
Crawford	27.2	Madison	24.3
Greene	24.8	Marion	25.0
Guthrie	23.5	Monroe	23.8
Harrison	27.8	Ringgold	20.8
Ida	27.5	Union	22.0
Monona	24.3	Warren	23.1
Sac	33.4	Wayne	23.5
Shelby	32.1	District 9:	
Woodbury	25.4	Davis	24.8
District 5:		Des Moines	33.0
Boone	28.1	Henry	27.3
Dallas	27.5	Jefferson	25.4
Grundy	28.2	Keokuk	24.9
Hamilton	29.8	Lee	30.4
Hardin	28.0	Louisa	31.6
Jasper	24.6	Mahaska	24.6
Marshall	30.0	Van Buren	25.8
Polk	26.9	Wapello	25.6
Poweshiek	25.9	Washington	28.0
Story	29.7		
Tama	26.5		

KANSAS

District 1:		District 2:	
Cheyenne*	28.9	Clay*	27.5
Decatur*	30.3	Cloud*	25.5
Graham*	24.3	Jewell*	24.3
Norton*	27.0	Mitchell*	23.3
Rawlins*	30.3	Osborne*	22.2
Sheridan*	30.7	Ottawa*	25.4
Sherman*	31.4	Phillips*	23.8
Thomas*	31.4	Republic*	25.5
District 4:		Rooks*	22.0
Gove*	30.1	Smith*	23.9
Greeley*	27.9	Washington*	27.5
Lane*	28.5	District 5:	
Logan*	30.0	Barton*	21.8
Ness*	23.0	Dickinson*	27.0
Scott*	33.1	Ellis*	20.6
Trego*	26.7	Ellsworth*	24.1
Wallace*	26.5	Lincoln*	25.6
Wichita*	30.6	McPherson*	25.2
District 7:		Marion*	25.3
Clark*	22.1	Rice*	24.1
Finney*	29.5	Rush*	22.3
Ford*	23.7	Russell*	20.0
Grant*	29.4	Saline*	26.9
Gray*	24.8	District 8:	
Hamilton*	28.1	Barber*	24.2
Haskell*	25.3	Comanche*	20.3
Hodgeman*	22.3	Edwards*	23.7
Kearny*	29.8	Harper*	25.1
Meade*	22.3	Harvey*	26.3
Morton*	23.0	Kingman*	20.8
Seward*	22.6	Kiowa*	22.8
Stanton*	28.5	Pawnee*	24.2
Stevens*	24.8		

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

KANSAS—Continued

County	Normal yield
District 8—Con.	
Pratt*	22.2
Reno*	24.3
Sedgwick*	26.1
Stafford*	23.1
Sumner*	27.3
District 3:	
Atchison	25.5
Brown	30.2
Doniphan	29.8
Jackson	26.6
Jefferson	25.5
Leavenworth	26.8
Marshall	27.4
Nemaha	27.9
Pottawatomie	26.6
Riley	29.0
Wyandotte	33.0
District 6:	
Anderson	27.1
Chase	27.2
Coffey	25.6
Douglas	28.2
Franklin	26.6
District 6—Con.	
Geary	30.2
Johnson	30.8
Linn	24.3
Lyon	25.9
Miami	27.0
Morris	25.2
Osage	26.0
Shawnee	27.5
Wabaunsee	27.0
District 9:	
Allen	26.2
Bourbon	23.0
Butler	25.4
Chautauqua	27.6
Cherokee	27.4
Cowley	28.0
Crawford	24.2
Elk	25.2
Greenwood	25.1
Labette	26.8
Montgomery	28.4
Neosho	25.8
Wilson	27.3
Woodson	23.8

KENTUCKY

County	Normal yield
District 1:	
Ballard	26.2
Calloway	25.8
Carlisle	24.8
Fulton	29.6
Graves	29.6
Hickman	30.2
Livingston	23.4
Lyon	24.4
McCracken	27.8
Marshall	22.6
Trigg	29.1
District 2:	
Caldwell	27.6
Christian	31.4
Crittenden	26.2
Daviess	28.4
Hancock	24.8
Henderson	32.0
Hopkins	26.8
Logan	31.5
McLean	24.8
Muhlenberg	24.0
Ohio	22.3
Simpson	31.1
Todd	31.4
Union	29.4
Webster	26.3
District 3:	
Adair	24.5
Allen	22.4
Barren	24.4
Breckinridge	23.4
Bullitt	23.6
Butler	22.6
Casey	21.6
Clinton	22.4
Cumberland	19.9
Edmonson	21.1
Grayson	21.4
Green	23.2
Hardin	25.2
Hart	24.2
Jefferson	29.8
Larue	25.3
Marion	24.2
Mead	24.9
Metcalfe	22.2
Monroe	21.2
Nelson	23.2
Russell	20.4
Taylor	24.9
Warren	27.8
District 4:	
Boone	22.8
District 4—Con.	
Bracken	26.8
Campbell	27.0
Carroll	22.9
Gallatin	25.0
Grant	26.2
Henry	27.4
Kenton	24.2
Oldham	28.8
Owen	24.6
Pendleton	22.4
Trimble	26.0
District 5:	
Anderson	20.7
Bath	22.6
Bourbon	26.0
Boyle	22.8
Clark	27.6
Fayette	28.2
Fleming	23.8
Franklin	24.0
Garrard	22.9
Harrison	25.8
Jessamine	22.8
Lincoln	21.4
Madison	24.2
Mason	24.4
Mercer	21.0
Montgomery	24.6
Nicholas	23.8
Robertson	22.5
Scott	24.3
Shelby	24.2
Spencer	21.2
Washington	21.7
Woodford	27.8
District 6:	
Boyd	22.9
Carter	24.2
Clay	20.6
Estill	22.3
Greenup	23.2
Jackson	22.4
Knox	22.0
Laurel	22.4
Lee	20.0
Lewis	23.5
Morgan	20.0
Powell	22.0
Pulaski	24.4
Rockcastle	24.7
Rowan	21.7
Wayne	25.1
Wolfe	18.3

*Indicates counties having special wheat cultural practice yields. See attached tables.

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

LOUISIANA

County	Normal yield
District 1:	
Bossier	24.4
Caddo	25.4
De Soto	17.0
Red River	24.0
Webster	19.5
District 2:	
Bienville	18.0
Caldwell	22.0
Claiborne	17.0
Jackson	18.0
Ouachita	24.9
District 3:	
East Carroll	24.9
Franklin	22.0
Madison	24.4
Morehouse	23.1
Richland	22.0
Tensas	24.1
West Carroll	23.3
District 4:	
Natchitoches	21.3
District 5:	
Avoyelles	23.0
Catahoula	23.5
Concordia	23.0
Evangeline	21.5
La Salle	21.5
Pointe Coupee	23.0
Rapides	21.8
St. Landry	18.4
District 6:	
East Baton Rouge	19.4
West Feliciana	23.4
District 7:	
Acadia	20.0
Jefferson Davis	17.6
Vermilion	16.5
District 8:	
Lafayette	20.0

MARYLAND

County	Normal yield
District 1:	
Allegany	22.7
Garrett	26.4
District 2:	
Washington	27.4
District 3:	
Baltimore	28.9
Carroll	27.8
Frederick	26.4
Harford	32.2
Howard	27.6
Montgomery	27.2
District 4:	
Cecil	30.8
Kent	30.2
District 4—Con.	
Queen Annes	28.0
Talbot	27.9
District 5:	
Anne Arundel	19.4
Calvert	21.8
Charles	20.2
Prince Georges	18.3
St. Marys	21.7
District 6:	
Caroline	27.8
Dorchester	28.7
Somerset	25.8
Wicomico	27.4
Worcester	25.6

MICHIGAN

County	Normal yield
District 1:	
Alger	23.4
Baraga	25.0
Chippewa	22.2
Delta	20.2
Dickinson	20.7
Gogebic	18.6
Houghton	23.6
Iron	20.0
Luce	16.7
Mackinac	25.2
Marquette	19.4
Menominee	25.8
Ontonagon	18.6
Schoolcraft	18.2
District 2:	
Antrim	26.7
Benzie	17.7
Charlevoix	23.4
Emmet	28.4
Grand Traverse	24.9
Kalkaska	17.0
Leelanau	23.0
Manistee	24.0
Missaukee	30.6
Wexford	22.2
District 3:	
Alcona	27.3
Alpena	30.4
Cheboygan	21.4
Crawford	21.2
Iosco	25.6
Montmorency	28.1
Ogemaw	29.8
Oscoda	29.2
Otsego	21.2
Presque Isle	25.6
Roscommon	28.5
District 4:	
Lake	28.3
Mason	32.4
Muskegon	33.8
Newaygo	31.6
Oceana	31.2
District 5:	
Clare	32.4
Gladwin	32.0
Gratiot	38.7
Isabella	33.2
Mecosta	33.8
Midland	36.9
Montcalm	31.8
Osceola	29.7
District 6:	
Arenac	32.0
Bay	37.2
Huron	38.5
Saginaw	38.4
Sanilac	34.8
Tuscola	37.7
District 7:	
Allegan	32.7
Berrien	32.8
Cass	31.6
Kalamazoo	34.2
Kent	32.0
Ottawa	33.0
Van Buren	33.0
District 8:	
Barry	33.5
Branch	30.8
Calhoun	33.3
Clinton	35.4
Eaton	37.5
Hillsdale	32.2
Ingham	35.6
Ionia	38.0
Jackson	32.4

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

MICHIGAN—Continued

County	Normal yield
District 8—Con.	
St. Joseph	32.2
Shiawassee	36.1
District 9:	
Genesee	33.4
Lapeer	35.9
Lenawee	36.0
Livingston	33.6
District 9—Con.	
Macomb	32.0
Monroe	33.2
Oakland	32.7
St. Clair	32.4
Washtenaw	35.0
Wayne	28.3

MINNESOTA

County	Normal yield
District 1:	
Becker	25.5
Clay	27.0
Clearwater	23.7
Kittson	24.1
Mahnomen	25.6
Marshall	27.1
Norman	26.0
Pennington	25.3
Polk	26.6
Red Lake	25.3
Roseau	22.2
District 2:	
Beltrami	21.3
Cass	20.0
Hubbard	20.5
Itasca	22.0
Koochiching	22.2
Lake of the Woods	23.2
District 3:	
St. Louis	24.5
District 4:	
Bigstone	22.6
Chippewa	21.8
Douglas	23.6
Grant	24.3
Lac Qui Parle	20.4
Otter Tail	25.2
Pope	21.8
Stevens	23.9
Swift	21.8
Traverse	23.8
Wilkin	25.1
Yellow Medicine	21.5
District 5:	
Benton	21.1
Carver	27.3
Kandiyohi	25.4
McLeod	26.5
Meeker	25.4
Morrison	21.2
Renville	25.2
Scott	26.9
Sherburne	21.6
Sibley	26.1
Stearns	22.9
District 5—Con.	
Todd	21.8
Wadena	19.7
Wright	26.3
District 6:	
Aitkin	19.5
Anoka	22.5
Carlton	20.9
Chisago	22.7
Crow Wing	20.2
Hennepin	24.0
Isanti	22.5
Kanabec	23.7
Mille Lacs	21.6
Pine	20.4
Ramsey	23.8
Washington	27.0
District 7:	
Cottonwood	22.4
Jackson	22.2
Lincoln	22.1
Lyon	22.2
Murray	21.4
Nobles	22.0
Pipestone	22.1
Redwood	22.2
Rock	22.4
District 8:	
Blue Earth	27.9
Brown	23.2
Faribault	29.0
Freeborn	29.1
Le Sueur	28.2
Martin	25.1
Nicollet	26.1
Rice	27.2
Steele	29.4
Waseca	29.7
Watonwan	22.2
District 9:	
Dakota	26.4
Dodge	27.0
Fillmore	26.8
Goodhue	26.8
Houston	27.8
Mower	26.3
Olmsted	28.4
Wabasha	29.2
Winona	28.0

MISSISSIPPI

County	Normal yield
District 1:	
Bolivar	29.0
Coahoma	29.4
Quitman	28.0
Tallahatchie	27.3
Tunica	28.5
District 2:	
Benton	22.5
Calhoun	22.8
De Soto	30.0
Grenada	23.7
Lafayette	21.2
Marshall	24.2
Panola	27.5
Tate	29.6
Yalobusha	22.0
District 3:	
Alcorn	23.8
Itawamba	24.0
Lee	24.6
Pontotoc	23.5
Prentiss	24.6
Tippah	21.6
District 3—Con.	
Tishomingo	21.8
Union	23.6
District 4:	
Humphreys	29.7
Issaquena	30.6
Leflore	29.8
Sharkey	30.6
Sunflower	30.0
Washington	30.1
Yazoo	30.0
District 5:	
Attala	20.8
Carroll	25.0
Choctaw	19.2
Holmes	26.2
Leake	23.0
Madison	24.3
Montgomery	23.6
Rankin	20.0
Scott	20.2
Webster	24.6

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

MISSISSIPPI—Continued

County	Normal yield
District 6:	
Chickasaw	22.0
Clay	22.2
Kemper	21.7
Lowndes	22.2
Monroe	21.8
Neshoba	19.6
Noxubee	23.8
Oktibbeha	20.8
Winston	20.5
District 7:	
Adams	22.6
Amite	19.6
Claiborne	24.0
Copiah	20.8
Franklin	18.0
Hinds	24.4
Jefferson	23.8
Lincoln	21.0
Warren	28.6
Wilkinson	19.2
District 8:	
Covington	21.8
Jefferson Davis	20.7
Lawrence	20.0
Marion	20.2
Pike	21.2
Smith	19.9
Walthall	21.4
District 9:	
Clarke	23.6
Forrest	21.2
George	21.2
Jackson	19.0
Jasper	19.2
Jones	20.2
Lauderdale	18.9
Newton	21.6
Pearl River	18.0
Perry	18.6
Wayne	19.0

MISSOURI

County	Normal yield
District 1:	
Andrew	26.3
Atchison	24.5
Buchanan	28.2
Caldwell	28.8
Clay	29.2
Clinton	28.9
Daviess	26.5
De Kalb	28.2
Gentry	27.8
Harrison	27.1
Holt	28.2
Nodaway	27.9
Platte	29.2
Ray	30.4
Worth	24.7
District 2:	
Adair	28.6
Carroll	30.0
Chariton	31.4
Grundy	25.5
Linn	29.3
Livingston	28.1
Macon	28.4
Mercer	28.1
Putnam	25.5
Randolph	30.9
Schuyler	28.7
Sullivan	26.1
District 3:	
Audrain	32.9
Clark	28.2
Knox	30.8
Lewis	29.7
Marion	30.4
Monroe	29.6
Pike	27.8
Ralls	29.8
Scotland	26.3
Shelby	29.4
District 4:	
Bates	25.6
Cass	26.0
Cedar	23.7
Henry	27.0
Jackson	31.0
Johnson	25.5
Lafayette	30.0
St. Clair	22.6
Vernon	24.7
District 5:	
Benton	25.4
Boone	30.2
Callaway	34.0
Camden	25.4
Cole	29.4
Cooper	31.8
Dallas	23.9
Hickory	24.3
Howard	29.7
Laclede	27.6
Maries	26.2
District 5—Con.	
Miller	27.1
Moniteau	29.2
Morgan	28.2
Osage	30.2
Pettis	28.8
Phelps	28.2
Polk	26.7
Pulaski	21.7
Saline	28.8
District 6:	
Crawford	26.6
Franklin	31.1
Gasconade	28.7
Jefferson	27.4
Lincoln	31.9
Montgomery	33.8
Perry	33.9
St. Charles	35.1
St. Francois	29.3
Ste. Genevieve	32.3
St. Louis	34.6
Warren	33.8
Washington	30.5
District 7:	
Barry	26.1
Barton	24.7
Christian	23.2
Dade	26.5
Greene	25.0
Jasper	26.8
Lawrence	24.9
McDonald	23.8
Newton	24.5
Stone	23.0
District 8:	
Bollinger	29.0
Carter	27.3
Dent	22.3
Douglas	20.2
Howell	19.4
Iron	19.6
Madison	22.5
Oregon	25.3
Ozark	23.0
Reynolds	25.0
Ripley	21.0
Shannon	23.5
Taney	20.6
Texas	22.0
Wayne	24.5
Webster	20.6
Wright	22.7
District 9:	
Butler	31.9
Cape Girardeau	34.6
Dunklin	32.7
Mississippi	38.2

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

MISSOURI—Continued

County	Normal yield
District 9—Con.	
New Madrid	36.7
Pemiscot	40.8
Scott	35.1
Stoddard	34.8

MONTANA

County	Normal yield
District 1:	
Deer Lodge*	31.0
Flathead*	34.2
Granite*	31.3
Lake*	27.0
Lincoln*	25.0
Mineral*	29.2
Missoula*	28.9
Powell*	27.0
Ravalli*	33.4
Sanders*	24.7
District 2:	
Blaine*	19.9
Chouteau*	24.5
Glacier*	22.2
Hill*	20.5
Liberty*	21.9
Phillips*	19.0
Pondera*	24.0
Teton*	24.4
Toole*	21.3
District 3:	
Daniels*	21.1
Dawson*	17.0
Garfield*	16.0
McCone*	17.1
Richland*	20.2
Roosevelt*	20.8
Sheridan*	24.3
Valley*	19.6
District 5:	
Broadwater*	27.9
Cascade*	24.7
Fergus*	27.7
Golden Valley*	23.4
District 5—Con.	
Judith Basin*	24.8
Lewis and Clark*	21.6
Meagher*	24.5
Musselshell*	20.2
Petroleum*	20.7
Wheatland*	21.8
District 7:	
Beaverhead*	22.9
Gallatin*	31.9
Jefferson*	23.3
Madison*	26.8
Silver Bow*	21.1
District 8:	
Big Horn*	26.7
Carbon*	27.3
Park*	26.2
Stillwater*	25.4
Sweet Grass*	22.8
Treasure*	24.3
Yellowstone*	27.4
District 9:	
Carter*	16.5
Custer*	21.2
Fallon*	15.1
Powder River*	20.7
Prairie*	17.7
Rosebud*	22.3
Wilbaux*	17.8

NEBRASKA

County	Normal yield
District 1:	
Banner*	27.1
Box Butte*	27.9
Cheyenne*	27.2
Dawes*	26.1
Deuel*	27.9
Garden*	26.8
Kimball*	24.3
Morrill*	25.1
Scotts Bluff*	27.0
Sheridan*	25.4
Sioux*	23.2
District 2:	
Arthur	18.7
Boyd*	19.2
Brown*	23.8
Cherry*	23.5
Garfield*	23.0
Holt*	19.0
Keya Paha*	21.4
Logan*	24.4
Loup	27.6
McPherson*	20.6
Rock	19.2
Thomas	14.6
Wheeler	20.7
District 3:	
Antelope*	27.6
Boone*	28.8
Burt*	30.7
Cedar	21.7
Cuming*	30.7
Dakota	28.4
Dixon	26.3
Knox	25.7
Madison*	29.2
Pierce	28.5
Stanton	28.7
Thurston	27.6
Wayne	28.1
District 5:	
Buffalo*	26.6
Custer*	26.7
Dawson*	25.8
Greeley*	27.5
Hall*	26.0
Howard*	26.6
Sherman*	27.5
Valley*	29.1
District 6:	
Butler*	30.6
Cass*	31.4
Colfax*	31.2
Dodge*	30.1
Douglas*	30.0
Hamilton*	25.6
Lancaster*	26.3
Merrick*	25.3
Nance*	28.5
Platte*	29.6
Polk*	30.1
Sarpy*	29.8
Saunders*	28.3
Seward*	26.4
Washington*	29.6
York*	24.3
District 7:	
Chase*	25.4
Dundy*	26.6
Frontier*	24.1
Hayes*	26.1
Hitchcock*	26.2
Keith*	26.5
Lincoln*	23.9
Perkins*	25.3
Red Willow*	29.2
District 8:	
Adams*	24.2
Franklin*	22.9

*Indicates counties having special wheat cultural practice yields. See attached tables.

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

NEBRASKA—Continued

County	Normal yield
District 8—Con.	
Furnas*	26.6
Gosper*	26.1
Harlan*	27.8
Kearney*	23.8
Phelps*	27.5
Webster*	22.2
District 9:	
Clay*	22.8
Fillmore*	22.6
Gage*	24.7
Jefferson*	22.8
Johnson*	24.6
Nemaha*	26.6
Nuckolls*	23.2
Otoe*	27.9
Pawnee*	25.3
Richardson*	27.9
Saline*	24.9
Thayer*	22.7

NEVADA

County	Normal yield
District 1:	
Churchill	38.4
Douglas	30.5
Humboldt	37.4
Lyon	41.4
Ormsby	33.8
Pershing	42.4
Storey	33.8
Washoe	33.7
District 3:	
Elko	34.0
District 3—Con.	
Eureka	21.8
Lander	24.0
White Pine	29.1
District 8:	
Clark	28.3
Esmeralda	33.8
Lincoln	20.0
Mineral	28.0
Nye	30.4

New England States

MAINE

County	Normal yield
District 1:	
Aroostook	29.4
District 2:	
Penobscot	29.6
Somerset	29.2
Waldo	26.8
Washington	28.4
District 3:	
Androscoggin	28.4
Cumberland	25.6
Franklin	22.0
Kennebec	28.4
York	28.4

VERMONT

All counties	30.0

MASSACHUSETTS

Berkshire	31.9	Hampshire	32.2
Bristol	27.9	Middlesex	26.5
Essex	30.6	Plymouth	25.6
Franklin	32.2	Worcester	28.2
Hampden	33.3		

RHODE ISLAND

All counties	28.5

CONNECTICUT

All counties	30.0

NEW JERSEY

District 2:		District 5—Con.	
Bergen	29.6	Mercer	31.8
Essex	29.8	Middlesex	32.0
Hunterdon	29.3	Monmouth	32.6
Morris	30.0	Ocean	30.0
Passaic	29.8	District 8:	
Somerset	28.6	Atlantic	26.6
Sussex	28.8	Camden	27.4
Union	28.8	Cape May	26.2
Warren	33.2	Cumberland	30.6
District 5:		Gloucester	27.8
Burlington	32.0	Salem	33.8

NEW MEXICO

County	Normal yield
District 1:	
Bernalillo*	17.3
McKinley*	10.5
Rio Arriba*	13.5
Sandoval*	16.6
San Juan*	27.6
Santa Fe*	20.0
Taos*	19.0
Valencia*	24.9
District 3	
Colfax*	18.8
Curry*	25.3
De Baca*	31.6
Guadalupe*	17.0
Harding*	13.1
Mora*	19.0
Quay*	16.0
Roosevelt*	18.1
District 3—Con.	
San Miguel*	18.5
Torrance*	15.0
Union*	16.0
District 7:	
Catron*	19.0
Grant*	29.9
Hidalgo*	33.9
Luna	30.0
Sierra*	29.6
Socorro*	16.5
District 9:	
Chaves*	34.4
Dona Ana	34.2
Eddy*	33.6
Lea*	17.3
Lincoln*	18.0
Otero*	28.2

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

NEW YORK

County	Normal yield
District 2:	
Jefferson	28.8
Lewis	29.2
St. Lawrence	29.6
District 3:	
Clinton	26.0
Essex	31.1
Franklin	26.0
District 4:	
Erie	31.0
Genesee	35.0
Livingston	33.2
Monroe	34.7
Niagara	32.8
Ontario	35.0
Orleans	35.5
Seneca	34.8
Wayne	32.8
Wyoming	32.4
Yates	35.1
District 5:	
Cayuga	36.8
Chenango	35.7
Cortland	35.7
Herkimer	31.2
Madison	33.8
Oneida	33.4
Onondaga	36.4
Oswego	29.2
Otsego	31.6
District 6:	
Albany	27.5
District 6—Con.	
Fulton	27.2
Montgomery	31.6
Rensselaer	29.9
Saratoga	31.4
Schenectady	26.1
Schoharie	28.8
Washington	31.1
District 7:	
Allegany	29.4
Cattaraugus	30.7
Chautauqua	32.0
Steuben	30.6
District 8:	
Broome	31.5
Chemung	29.4
Schuyler	30.2
Tioga	29.7
Tompkins	34.4
District 9:	
Columbia	28.2
Delaware	30.2
Dutchess	29.0
Greene	30.3
Orange	28.6
Rockland	27.5
Ulster	29.3
Sullivan	26.8
Westchester	30.2
District 9A:	
Nassau	29.1
Suffolk	32.4

NORTH CAROLINA

County	Normal yield
District 1:	
Alleghany	25.2
Ashe	25.0
Avery	23.6
Caldwell	24.4
Surry	25.2
Watauga	24.4
Wilkes	24.2
Yadkin	23.2
District 2:	
Alamance	24.3
Caswell	22.6
Durham	23.9
Forsyth	23.5
Franklin	23.9
Granville	22.0
Guilford	23.7
Orange	22.8
Person	21.8
Rockingham	24.1
Stokes	23.2
Vance	22.7
Warren	21.7
District 4:	
Buncombe	24.4
Burke	23.5
Cherokee	21.8
Clay	21.7
Graham	18.1
Haywood	22.5
Henderson	24.4
Jackson	21.8
McDowell	22.5
Macon	23.4
Madison	21.9
Mitchell	19.0
Polk	22.2
Rutherford	25.8
Swain	20.0
Transylvania	23.0
Yancey	22.6
District 5:	
Alexander	23.2
Catawba	24.5
Chatham	22.6
Davidson	22.8
Davie	25.0
Iredell	23.7
District 5—Con.	
Lee	25.3
Randolph	23.8
Rowan	26.2
Wake	26.7
District 8:	
Anson	22.4
Cabarrus	21.4
Cleveland	23.3
Gaston	22.2
Lincoln	24.4
Mecklenburg	22.6
Montgomery	19.2
Moore	20.2
Richmond	18.4
Stanly	22.2
Union	24.2
District 3:	
Bertie	32.4
Camden	33.8
Chowan	33.6
Currituck	32.6
Edgecombe	31.5
Gates	26.8
Halifax	29.0
Hertford	26.9
Martin	30.7
Nash	30.6
Northampton	28.0
Pasquotank	34.6
Perquimans	33.7
Tyrrell	29.4
Washington	32.0
District 6:	
Beaufort	31.6
Carteret	31.1
Craven	30.2
Greene	33.8
Hyde	32.5
Johnston	30.5
Jones	28.2
Lenoir	30.9
Pamlico	33.4
Pitt	31.8
Wayne	31.9
Wilson	34.3
District 9:	
Bladen	27.8

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

NORTH CAROLINA—Continued

County	Normal yield
District 9—Con.	
Brunswick	28.0
Columbus	28.9
Cumberland	25.5
Duplin	27.5
Harnett	27.9
Hoke	24.8
New Hanover	27.6
Onslow	25.0
Pender	26.4
Robeson	26.4
Sampson	28.6
Scotland	28.3

NORTH DAKOTA

County	Normal yield
District 1:	
Burke*	22.9
Divide*	20.6
Mountrail*	20.8
Renville*	22.9
Ward*	24.2
Williams*	20.2
District 2:	
Benson*	22.2
Bottineau*	23.2
McHenry*	19.7
Pierce*	20.3
Rolette*	24.4
District 3:	
Cavalier*	25.4
Grand Forks*	28.2
Nelson*	27.5
Pembina*	26.1
Ramsey*	25.6
Towner*	25.4
Walsh*	27.4
District 4:	
Dunn*	19.7
McKenzie*	18.7
McLean*	21.1
Mercer*	20.1
Oliver*	15.4
District 5:	
Eddy*	20.5
Foster*	23.8
Kidder*	15.8
District 5—Con.	
Sheridan*	19.5
Stutsman*	20.3
Wells*	22.4
District 6:	
Barnes*	23.6
Cass*	25.9
Griggs*	25.0
Steele*	29.0
Traill*	29.1
District 7:	
Adams*	18.4
Billings*	17.7
Bowman*	18.7
Golden Valley*	17.3
Hettinger*	19.0
Slope*	19.0
Stark*	19.8
District 8:	
Burleigh*	16.9
Emmons*	15.4
Grant*	16.0
Morton*	17.9
Sioux*	16.0
District 9:	
Dickey*	20.0
La Moure*	20.0
Logan*	15.9
McIntosh*	15.0
Ranson*	19.5
Richland*	23.6
Sargent*	21.8

OHIO

County	Normal yield
District 1:	
Allen	35.2
Defiance	33.2
Fulton	36.8
Hancock	34.8
Henry	36.6
Lucas	36.4
Paulding	33.0
Putnam	34.9
Van Wert	37.3
Williams	34.0
Wood	35.9
District 2:	
Ashland	30.4
Crawford	33.0
Erie	34.4
Huron	32.7
Lorain	30.1
Ottawa	33.8
Richland	31.8
Sandusky	34.6
Seneca	34.2
Wyandot	34.4
District 3:	
Ashtabula	30.5
Columbiana	32.2
Cuyahoga	29.0
Geauga	30.3
Lake	29.0
Mahoning	33.0
Medina	30.7
Portage	30.8
Stark	33.2
Summit	30.2
Trumbull	30.6
Wayne	34.4
District 4:	
Auglaize	37.0
Champaign	37.6
Clark	37.8
Darke	37.4
Hardin	35.2
Logan	36.0
Mercer	37.2
Miami	37.4
Shelby	36.3
District 5:	
Delaware	32.1
Fairfield	30.0
Fayette	35.5
Franklin	32.5
Knox	29.2
Licking	28.8
Madison	36.4
Marion	35.1
Morrow	30.8
Pickaway	31.4
Ross	28.6
Union	33.6
District 6:	
Belmont	30.3
Carroll	30.2
Coshocton	28.2
Harrison	28.4
Holmes	30.4
Jefferson	30.5
Tuscarawas	30.5
District 7:	
Butler	29.2
Clermont	26.6
Clinton	31.8
Greene	33.4

*Indicates counties having special wheat cultural practice yields. See attached tables.

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

OHIO—Continued

County	Normal yield
District 7—Con.	
Hamilton	29.4
Montgomery	32.6
Preble	33.2
Warren	29.2
District 8:	
Adams	22.6
Brown	22.6
Gallia	25.6
Highland	26.2
Jackson	25.1
Lawrence	29.4
Pike	26.4
District 8—Con.	
Scioto	28.4
District 9:	
Athens	26.2
Guernsey	27.9
Hocking	26.7
Meigs	25.6
Monroe	26.1
Morgan	26.0
Muskingum	27.4
Noble	28.6
Perry	27.6
Vinton	26.2
Washington	26.1

OKLAHOMA

County	Normal yield
District 1:	
Beaver*	18.0
Cimarron*	17.8
Ellis*	17.1
Harper*	17.1
Texas*	18.4
District 2:	
Alfalfa*	25.5
Garfield*	24.8
Grant*	24.7
Kay	28.0
Major*	22.9
Noble*	25.6
Woods*	22.7
Woodward*	18.3
District 3:	
Craig	21.9
Delaware	23.2
Mayes	23.2
Nowata	23.4
Osage	25.9
Ottawa	23.2
Pawnee	25.6
Rogers	22.1
Tulsa	27.2
Wagoner	23.8
Washington	26.4
District 4:	
Beckham*	21.6
Blaine*	23.3
Custer*	22.4
Dewey*	19.6
Roger Mills*	18.2
Washita*	23.1
District 5:	
Canadian*	26.6
Cleveland	22.4
Creek	18.4
Grady*	28.0
Kingfisher*	23.1
Lincoln	19.6
Logan	25.6
McClain	27.4
Okfuskee	21.3
District 5—Con.	
Oklahoma	26.8
Payne	24.4
Pottawatomie	27.3
Seminole	22.7
District 6:	
Adair	23.5
Cherokee	22.7
Haskell	25.9
Hughes	23.6
McIntosh	23.5
Muskogee	25.5
Okmulgee	22.4
Pittsburg	19.7
Sequoyah	24.7
District 7:	
Caddo*	24.9
Comanche*	20.6
Cotton*	23.6
Greer*	23.4
Harmon*	23.6
Jackson*	24.8
Kiowa*	24.3
Tillman*	24.8
District 8:	
Atoka	22.6
Bryan	23.1
Carter	22.3
Coal	21.9
Garvin	25.8
Jefferson	24.6
Johnston	26.6
Love	19.6
Marshall	20.7
Murray	26.8
Pontotoc	23.3
Stephens	23.8
District 9:	
Choctaw	26.2
Latimer	24.3
Le Flore	29.9
McCurtain	27.2
Pushmataha	25.1

OREGON

County	Normal yield
District 1:	
Benton*	43.2
Clackamas*	40.5
Columbia*	38.4
Lane*	40.8
Linn*	35.9
Marion*	46.5
Multnomah	40.8
Polk*	47.1
Washington*	46.1
Yamhill*	45.0
District 2:	
Gilliam*	31.8
Hood River	23.9
Morrow*	29.0
Sherman*	35.8
Wasco*	35.6
District 3:	
Baker*	34.8
Umatilla*	36.9
Union*	42.1
Wallowa*	33.8
District 7:	
Douglas	22.2
Jackson*	33.2
Josephine	28.7
District 8:	
Crook*	46.1
Deschutes*	41.3
Grant*	25.5
Harney*	19.0
Jefferson*	45.2
Klamath*	39.7
Lake*	24.7
Malheur*	49.7
Wheeler*	28.0

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

PENNSYLVANIA

County	Normal yield
District 1:	
Crawford	27.8
Erie	26.9
Forest	24.0
Mercer	30.4
Venango	27.8
Warren	26.4
District 2:	
Bradford	28.4
Cameron	21.1
Clinton	29.3
Elk	27.3
Lycoming	27.7
McKean	31.6
Potter	27.5
Sullivan	24.4
Tioga	30.5
District 3:	
Lackawanna	28.9
Susquehanna	31.8
Wayne	32.7
Wyoming	26.0
District 4:	
Armstrong	26.0
Beaver	29.0
Butler	29.0
Clarion	25.4
Indiana	25.8
Jefferson	24.0
Lawerence	31.4
District 5:	
Blair	31.4
Cambria	25.2
Centre	28.2
Clearfield	25.0
Columbia	29.0
Dauphin	28.8
Huntingdon	26.6
Juniata	28.1
Mifflin	29.7
District 5—Con.	
Montour	25.6
Northumberland	27.1
Perry	27.2
Snyder	26.4
Union	27.0
District 6:	
Carbon	28.6
Lehigh	31.3
Luzerne	25.9
Monroe	27.6
Northampton	33.8
Pike	26.0
Schuylkill	26.6
District 7:	
Allegheny	27.2
Fayette	27.9
Greene	28.8
Somerset	27.5
Washington	28.6
Westmoreland	27.7
District 8:	
Adams	26.9
Bedford	27.4
Cumberland	27.0
Franklin	27.0
Fulton	23.7
York	30.0
District 9:	
Berks	28.6
Bucks	29.4
Chester	33.5
Delaware	30.4
Lancaster	34.4
Lebanon	31.2
Montgomery	28.7
Philadelphia	29.0

SOUTH CAROLINA

District 1:	
Anderson	24.3
Cherokee	23.2
Greenville	21.7
Laurens	25.2
Oconee	19.9
Pickens	20.4
Spartanburg	22.2
Union	19.5
District 2:	
Chester	22.5
Fairfield	25.0
Kershaw	26.0
Lancaster	25.2
York	21.6
District 3:	
Chesterfield	25.0
Darlington	27.0
Dillon	25.8
Florence	26.2
Georgetown	21.2
Horry	27.6
Marion	24.7
Marlboro	25.7
Williamsburg	26.6
District 4:	
Abbeville	24.0
Aiken	22.3
Edgefield	26.1
Greenwood	23.8
McCormick	26.6
Newberry	28.7
Saluda	25.9
District 5:	
Calhoun	30.2
Clarendon	24.9
Lee	27.3
Lexington	20.7
Orangeburg	24.9
Richland	26.8
Sumter	25.1
District 8:	
Allendale	26.2
Bamberg	26.8
Barnwell	24.2
Beaufort	26.8
Berkeley	27.2
Charleston	28.3
Colleton	24.8
Dorchester	25.2
Hampton	27.8
Jasper	27.4

SOUTH DAKOTA

District 1:	
Butte*	19.0
Corson*	15.1
Dewey*	15.1
Harding*	15.9
Perkins*	15.1
Ziebach*	15.1
District 2:	
Brown*	17.0
Campbell*	15.6
Edmunds*	15.8
Faulk*	17.1
McPherson*	15.0
Potter*	18.1

*Indicates counties having special wheat cultural practice yields. See attached tables.

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

SOUTH DAKOTA—Continued

County	Normal yield
District 2—Con.	
Spink*	16.3
Walworth*	17.6
District 3:	
Clark*	16.3
Codington*	17.0
Day*	18.0
Deuel*	18.4
Grant*	18.5
Hamlin*	18.0
Marshall*	18.6
Roberts*	19.0
District 4:	
Haakon*	26.1
Jackson*	26.6
Lawrence*	20.0
Meade*	18.0
Pennington*	20.9
Stanley*	24.8
District 5:	
Aurora*	19.2
Beadle*	15.7
Brule*	22.0
Buffalo*	20.0
Hand*	18.7
Hughes*	19.7
Hyde*	18.7
Jerauld*	16.0
Sully*	20.2
District 6:	
Brookings*	18.6
Davison	19.6
District 6—Con.	
Hanson	19.5
Kingsbury*	17.6
Lake	19.0
McCook	19.5
Miner	16.7
Minnehaha	19.0
Moody	20.7
Sanborn	15.7
District 7:	
Bennett*	29.8
Custer*	17.7
Fall River*	23.7
Shannon*	27.5
Washabaugh*	28.7
District 8:	
Gregory*	23.2
Jones*	24.4
Lyman*	26.0
Mellette*	24.4
Todd*	25.2
Tripp*	27.0
District 9:	
Bon Homme	17.9
Charles Mix*	19.9
Clay	21.3
Douglas*	19.9
Hutchinson	17.9
Lincoln	18.9
Turner	19.5
Union*	20.9
Yankton	18.8

TENNESSEE

District 1:	
Dyer	28.0
Lake	36.1
Lauderdale	30.0
Obion	28.0
Shelby	24.4
Tipton	27.0
District 2:	
Carroll	21.8
Chester	23.0
Crockett	24.1
Fayette	24.5
Gibson	22.0
Hardeman	28.0
Haywood	24.0
Henderson	23.4
Henry	25.2
McNairy	22.4
Madison	25.2
Weakley	22.8
District 3:	
Benton	21.6
Cheatham	24.8
Decatur	16.0
Dickson	21.0
Hardin	19.4
Hickman	19.8
Houston	19.9
Humphreys	20.8
Lawrence	23.4
Lewis	17.2
Montgomery	30.3
Perry	15.8
Robertson	27.4
Stewart	21.5
Wayne	20.2
District 4:	
Bedford	20.4
Cannon	20.2
Clay	21.2
Davidson	22.4
De Kalb	21.5
Giles	21.9
Jackson	17.0
Lincoln	20.6
Macon	20.1
Marshall	19.2
Maury	24.2
Moore	21.2
Rutherford	22.6
District 4—Con.	
Smith	17.6
Sumner	23.0
Trousdale	19.3
Williamson	22.8
Wilson	18.3
District 5:	
Bledsoe	21.1
Coffee	25.7
Cumberland	19.4
Fentress	19.4
Franklin	29.3
Grundy	27.6
Marion	23.8
Morgan	20.4
Overton	21.8
Pickett	21.2
Putnam	21.5
Sequatchie	21.6
Van Buren	23.0
Warren	23.8
White	24.6
District 6:	
Anderson	20.8
Blount	23.4
Bradley	21.4
Campbell	22.1
Carter	22.0
Claiborne	22.2
Cocke	23.0
Grainger	23.0
Greene	21.6
Hamblen	26.4
Hamilton	21.2
Hancock	20.6
Hawkins	23.8
Jefferson	24.6
Johnson	24.3
Knox	23.2
Loudon	22.4
McMinn	21.0
Meigs	21.0
Monroe	22.9
Polk	20.8
Rhea	17.8
Roane	19.8
Sevier	22.3
Sullivan	22.1
Unicoi	24.0

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

TENNESSEE—Continued

County	Normal yield
District 6—Con.	
Union	21.4
District 6—Con.	
Washington	24.2

TEXAS

District 1–N:	
Armstrong*	19.9
Briscoe*	19.1
Carson*	19.9
Castro*	27.5
Dallam*	15.7
Deaf Smith*	26.1
Floyd*	23.7
Gray*	20.1
Hale*	30.9
Hansford*	18.5
Hartley*	16.9
Hemphill*	16.3
Hutchinson*	21.0
Lipscomb*	18.8
Moore*	21.2
Ochiltree*	20.1
Oldham*	17.7
Parmer*	32.6
Potter*	19.2
Randall*	21.1
Roberts*	18.9
Sherman*	17.5
Swisher*	24.9
District 1–S:	
Bailey*	26.0
Cochran*	20.7
Crosby*	23.6
Dawson*	16.9
Gaines*	17.3
Glasscock	16.3
Hockley*	21.3
Howard	16.2
Lamb*	25.6
Lubbock*	25.6
Lynn	20.4
Martin	17.0
Midland	16.6
Terry*	20.6
Yoakum*	17.9
District 2–N:	
Borden	14.5
Childress	19.0
Collingsworth	18.6
Cottle	18.0
Dickens	17.2
Donley*	18.4
Foard	17.6
Garza	16.1
Hall	18.2
Hardeman	20.0
Kent	15.4
King	17.1
Motley	18.2
Wheeler*	17.0
Wichita	19.4
Wilbarger	19.4
District 2–S:	
Baylor	18.3
Coleman	14.6
Fisher	15.4
Haskell	17.1
Jones	17.2
Knox	18.6
Mitchell	14.0
Nolan	15.3
Runnels	14.4
Scurry	14.0
Stonewall	15.7
Taylor	15.5
District 3:	
Archer	17.0
Brown	14.2
Callahan	15.0
Clay	17.9
Comanche	14.4
Eastland	14.1
Erath	14.5
Hood	18.9
District 3—Con.	
Jack	16.1
Mills	14.3
Montague	17.7
Palo Pinto	15.6
Parker	15.7
Sharckelford	17.0
Somervell	15.1
Stephens	15.3
Throckmorton	17.5
Wise	19.0
Young	17.4
District 4:	
Bell	16.9
Bosque	17.6
Collins	21.5
Cooke	21.2
Coryell	16.6
Dallas	20.1
Delta	19.6
Denton	20.2
Ellis	19.2
Falls	16.0
Fannin	21.6
Grayson	21.3
Hamilton	15.3
Hill	18.0
Hunt	20.0
Johnson	18.3
Kaufman	19.2
Lamar	21.0
Limestone	15.6
McLennan	17.1
Milam	15.9
Navarro	18.2
Rockwall	20.6
Tarrant	20.6
Williamson	15.8
District 5–N:	
Bowie	24.9
Cherokee	15.0
Henderson	16.8
Hopkins	21.1
Houston	15.0
Rains	19.5
Red River	18.0
Van Zandt	17.7
District 5–S:	
Brazos	21.0
Leon	16.0
Madison	15.8
Walker	14.5
Waller	17.0
District 6:	
Culberson	20.0
Hudspeth	20.0
Pecos	20.0
Presidio	25.0
Reeves	20.0
Ward	15.0
District 7:	
Bandera	17.1
Blanco	15.6
Burnet	15.9
Coke	16.2
Concho	15.3
Edwards	15.0
Gillespie	16.6
Irion	15.0
Kendall	17.0
Kerr	15.4
Kimble	14.5
Lampasas	16.2
Llano	14.9
McCulloch	15.8
Mason	16.2
Menard	14.9
Reagan	15.0
San Saba	15.6
Schleicher	15.1
Sterling	14.8

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

TEXAS—Continued

County	Normal yield	County	Normal yield
District 7—Con.		District 8-N—Con.	
Tom Green	15.4	Medina	17.3
Uvalde	15.2	Travis	16.9
District 8-N:		Washington	15.0
Bastrop	15.0	Wilson	18.1
Bee	14.9	District 9:	
Bexar	17.0	Jackson	15.2
Caldwell	17.5	Victoria	14.2
Colorado	18.2	Wharton	17.2
Comal	15.8	District 10-N:	
DeWitt	15.0	Atascosa	15.8
Gonzales	17.0	Dimmit	15.0
Guadalupe	17.4	Frio	15.9
Hays	16.2	Live Oak	15.8
Karnes	15.5	Maverick	15.0
Lavaca	15.0	Zavala	15.4

UTAH

District 1:		District 6—Con.	
Box Elder*	25.6	Daggett*	35.0
Cache*	30.8	Duchesne*	41.0
Davis*	56.1	Emery*	33.9
Morgan*	37.5	Grand	25.0
Rich*	22.0	San Juan*	16.3
Salt Lake*	30.3	Summit*	36.0
Tooele*	16.2	Uintah*	30.6
Weber*	47.7	Wasatch*	51.0
District 5:		District 7:	
Juab*	20.7	Beaver*	44.0
Millard*	22.3	Garfield*	35.4
Sanpete*	27.3	Iron*	30.0
Sevier*	56.8	Kane*	36.0
Utah*	36.7	Piute*	48.4
District 6:		Washington*	24.7
Carbon*	38.1	Wayne*	44.9

VIRGINIA

District 2:		District 5—Con.	
Clarke	24.1	Nelson	20.7
Culpeper	25.4	Orange	24.3
Fairfax	26.2	Powhatan	24.9
Fauquier	25.3	Prince Edward	24.7
Frederick	24.1	Spotsylvania	22.5
Loudoun	25.8	District 6:	
Madison	23.9	Accomac	28.1
Page	24.8	Charles City	27.9
Prince William	23.7	Hampton	25.0
Rappahannock	24.3	Essex	25.0
Rockingham	26.3	Gloucester	23.4
Shenandoah	25.0	James City	29.3
Stafford	25.8	King and Queen	23.8
Warren	23.4	King George	25.8
District 4:		King William	26.5
Alleghany	21.6	Lancaster	26.5
Augusta	25.5	Mathews	24.8
Bath	21.7	Middlesex	25.5
Botecourt	25.7	New Kent	24.4
Craig	24.9	Newport News	25.0
Highland	24.4	Northampton	28.3
Roanoke	25.8	Northumberland	26.8
Rockbridge	23.0	Richmond	26.6
District 5:		Westmoreland	26.9
Albemarle	23.8	York	25.7
Amelia	25.9	District 7:	
Amherst	21.5	Bland	23.6
Appomattox	23.5	Buchanan	22.9
Bedford	23.9	Carroll	24.3
Buckingham	23.6	Dickenson	22.5
Campbell	23.2	Floyd	26.2
Caroline	24.2	Giles	23.5
Chesterfield	23.5	Grayson	24.4
Cumberland	24.7	Lee	24.4
Fluvanna	24.1	Montgomery	25.5
Goochland	23.1		
Greene	21.6		
Hanover	23.8		
Henrico	24.3		
Louisa	24.0		

*Indicates counties having special wheat cultural practice yields. See attached tables.

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

VIRGINIA—Continued

County	Normal yield	County	Normal yield
District 7—Con.		District 9:	
Pulaski	23.9	Brunswick	24.3
Russell	22.4	Chesapeake	27.9
Scott	21.5	Dinwiddie	25.3
Smyth	23.9	Greensville	23.9
Tazewell	23.7	Isle of Wight	26.0
Washington	23.3	Mecklenburg	23.1
Wise	22.5	Nansemond	25.5
Wythe	25.3	Prince George	25.6
District 8:		Southampton	24.6
Charlotte	24.6	Surry	24.7
Franklin	23.8	Sussex	23.6
Halifax	22.8	Virginia Beach	30.1
Henry	21.3		
Lunenburg	24.1		
Nottoway	25.5		
Patrick	23.3		
Pittsylvania	22.7		

WASHINGTON

District 1:		District 2—Con.	
Clallam	45.0	Okanogan*	23.2
Clark	33.8	Yakima*	39.5
Cowlitz	32.2	District 3:	
Grays Harbor	34.8	Ferry*	36.8
Island	54.6	Pend Orielle*	26.3
Jefferson	40.2	Spokane*	39.4
King	36.4	Stevens*	36.6
Lewis	37.2	District 5:	
Pacific	34.0	Adams*	33.8
Pierce	31.4	Douglas*	24.9
San Juan	42.0	Franklin*	36.4
Skagit	57.7	Grant*	30.7
Skamania	22.0	Lincoln*	35.6
Snohomish	39.2	District 9:	
Thurston	33.1	Asotin*	32.5
Whatcom	36.7	Columbia*	47.1
District 2:		Garfield*	44.2
Benton*	26.3	Walla Walla*	46.5
Chelan*	23.5	Whitman*	44.7
Kittitas*	39.4		
Klickitat*	32.5		

WEST VIRGINIA

District 2:		District 4—Con.	
Barbour	23.5	Kanawha	23.1
Brooke	27.8	Lincoln	21.8
Doddridge	23.2	Mason	23.7
Hancock	25.3	Mercer	25.5
Harrison	24.3	Mingo	22.0
Lewis	23.6	Nicholas	24.8
Marion	23.7	Putnam	20.9
Marshall	24.1	Raleigh	19.9
Monongalia	23.8	Roane	20.0
Ohio	27.4	Wayne	21.0
Pleasants	24.4	Webster	21.4
Preston	26.9	Wirt	23.8
Ritchie	23.5	Wyoming	20.2
Taylor	24.4	District 6:	
Tyler	24.1	Berkeley	28.2
Upshur	22.6	Grant	26.7
Wetzel	24.2	Greenbrier	25.4
Wood	22.4	Hampshire	26.4
District 4:		Hardy	26.6
Boone	21.8	Jefferson	23.7
Braxton	23.9	Mineral	25.6
Cabell	24.8	Monroe	26.6
Calhoun	24.1	Morgan	19.2
Clay	23.0	Pendleton	26.0
Fayette	23.8	Pocahontas	29.0
Gilmer	24.0	Randolph	27.2
Jackson	20.5	Summers	25.8
		Tucker	22.7

WISCONSIN

District 1:		District 1—Con.	
Barron	25.8	Washburn	23.4
Bayfield	24.5	District 2:	
Burnett	22.4	Ashland	22.0
Chippewa	24.7	Clark	25.4
Douglas	22.2	Iron	21.4
Polk	25.6	Lincoln	26.4
Rusk	24.4	Marathon	26.9
Sawyer	22.3	Oneida	22.8

Wheat: County Normal Yields for Use Under the 1965 Wheat Program—Continued

WISCONSIN—Continued

County	Normal yield	County	Normal yield
District 2—Con.		District 6:	
Price	22.5	Brown	32.2
Taylor	23.2	Calumet	34.8
Vilas	22.0	Door	29.0
District 3:		Fon du Lac	34.6
Florence	22.3	Kewaunee	33.8
Forest	22.6	Manitowoc	35.2
Langlade	26.4	Outagamie	33.6
Marinette	25.2	Sheboygan	36.0
Menominee	28.0	Winnebago	34.8
Oconto	27.0	District 7:	
Shawano	27.9	Crawford	37.0
District 4:		Grant	36.8
Buffalo	28.0	Iowa	35.2
Dunn	26.2	Lafayette	33.6
Eau Claire	24.9	Richland	31.2
Jackson	24.9	Sauk	32.7
La Crosse	27.0	Vernon	35.2
Monroe	26.8	District 8:	
Pepin	27.6	Columbia	34.4
Pierce	24.9	Dane	37.1
St. Croix	26.0	Dodge	36.2
Trempealeau	28.0	Green	34.6
District 5:		Jefferson	37.5
Adams	22.3	Rock	36.8
Green Lake	27.2	District 9:	
Juneau	24.4	Kenosha	38.6
Marquette	22.7	Milwaukee	35.4
Portage	22.1	Ozaukee	35.2
Waupaca	24.4	Racine	38.9
Waushara	23.0	Walworth	38.2
Wood	24.9	Washington	37.8
		Waukesha	36.5

WYOMING

District 1:		District 3—Con.	
Big Horn*	39.0	Teton*	37.3
Fremont*	39.0	Uinta*	24.7
Hot Springs*	37.5	District 4:	
Park*	41.6	Albany*	16.6
Washakie*	40.0	Carbon*	13.8
District 2:		Natrona*	22.2
Campbell*	20.2	Sweetwater*	22.6
Crook*	21.8	District 5:	
Johnson*	20.9	Converse*	18.5
Sheridan*	25.0	Goshen*	22.2
Weston*	21.1	Laramie*	24.1
District 3:		Niobrara*	19.0
Lincoln*	20.4	Platte*	22.8

(Secs. 301, 375, 52 Stat. 38, as amended, 66, as amended; 7 U.S.C. 1301, 1375)

Effective date: Upon filing with the Director, Office of the Federal Register.

Signed at Washington, D.C., on August 10, 1964.

H. D. GODFREY,
Administrator, Agricultural Stabilization and Conservation Service.

Normal Yield of Wheat for Special Cultural Practices

ARIZONA

County	Irrigated	Summer fallow	Continuous cropping
District 2:			
Mohave	27.1		
Yavapai	29.1		
District 5:			
Maricopa	46.8		
Pinal	42.1		
District 7:			
Yuma	41.7		
District 9:			
Cochise	34.0		
Gila	32.4		
Graham	31.4		
Greenlee	33.5		
Pima	34.7		
Santa Cruz	34.6		

Normal Yield of Wheat for Special Cultural Practices—Continued

CALIFORNIA

County	Irrigated	Summer fallow	Continuous cropping
District 2:			
Siskiyou	59.5	25.0	27.0
District 3:			
Lassen	30.0	24.4	24.1
Modoc	58.6	21.8	16.4
District 4:			
Monterey		23.7	20.2
San Luis Obispo		15.7	15.6
District 5:			
Butte		38.0	32.4
Colusa		36.2	30.6
Glenn	42.8	29.1	24.8
Sacramento	52.5	32.2	38.8
Solano	57.6	30.4	43.8
Sutter	51.0	25.0	43.8
Tehama		25.4	18.2
Yolo	46.6	37.7	47.2
District 5a:			
Fresno	50.8	23.8	20.8
Kern	44.9	14.1	15.0
Kings	51.4		
Madera	36.6	19.4	15.2
Merced	49.3	26.8	23.6
San Joaquin	59.0	43.6	47.6
Tulare	40.8	17.5	15.3
District 6:			
Placer		28.6	22.4
District 8:			
Imperial	60.0		
Los Angeles	29.2	10.1	7.5
Riverside	31.2	14.4	10.2
Santa Barbara		16.4	13.4

COLORADO

District 1:			
Grand	32.0	16.8	14.9
Jackson		19.0	16.0
Moffat	33.9	18.0	15.9
Rio Blanco	33.2	22.2	18.6
Routt	32.0	23.2	18.4
District 2:			
Boulder	33.8	27.7	22.9
Jefferson	33.8	28.4	21.6
Larimer	34.8	24.1	20.7
Logan	29.4	21.2	16.6
Morgan	36.0	22.7	19.6
Sedgwick	33.4	24.8	21.2
Weld	32.7	23.0	18.4
District 3:			
Delta	38.0	18.0	14.4
Garfield	36.3	16.4	15.2
Mesa	33.1	14.2	12.0
Montrose	39.7	16.5	15.0
District 4:			
Chaffee	27.4		
Eagle	40.9		
Pitkin	35.5		15.5
Teller	33.0	20.0	
District 5:			
Adams	34.4	24.6	22.6
Arapahoe	34.6	24.9	21.7
Cheyenne	34.1	20.3	16.4
Douglas	32.4	22.7	18.6
Elbert	31.2	20.4	17.0
El Paso	28.7	16.9	12.6
Kiowa	30.4	18.6	16.4
Kit Carson	33.6	20.3	16.3
Lincoln	29.4	19.0	15.0
Phillips		23.9	17.8
Washington	33.2	20.7	15.5
Yuma	33.0	21.9	15.5
District 6:			
Dolores	35.0	15.6	12.8
Montezuma	32.0	19.8	16.0
Ouray	35.1	17.0	14.7
San Miguel	32.1	14.5	13.2
District 7:			
Alamosa	33.0		
Archuleta	32.5	20.0	17.0
Conejos	30.2		
Costilla	29.0		
La Plata	30.4	16.9	15.2
Rio Grande	37.6		
Saquache	34.2		
District 8:			
Bent	34.1	14.9	12.3
Crowley	30.7	13.6	10.7
Custer	30.3	13.6	12.2
Fremont	29.6	14.2	10.1
Otero	37.2	15.9	
Prowers	33.6	17.8	14.3
Pueblo	32.2	18.0	13.4
District 9:			
Baca	30.4	17.3	13.2
Huerfano	26.6	17.1	12.8
Las Animas	27.9	14.0	11.3

Normal Yield of Wheat for Special Cultural Practices—Continued

IDAHO

County	Irrigated	Summer fallow	Continuous cropping
District 1:			
Benewah		40.3	30.1
Bonner	40.5	31.2	23.4
Boundary		49.4	41.9
Clearwater		42.0	29.6
Idaho		39.0	29.3
Kootenai	34.8	33.4	24.7
Latah		45.2	36.5
Lewis		46.4	36.2
Nez Perce	46.2	43.0	37.8
District 7:			
Ada	55.4	25.0	22.6
Adams	47.3		27.1
Boise	36.3		24.7
Canyon	64.8		20.8
Elmore	51.4	22.0	16.7
Gem	53.7		24.8
Owyhee	64.9		18.0
Payette	54.3		18.4
Valley	34.2		19.6
Washington	51.5	30.6	23.9
District 8:			
Blaine	38.6	20.6	19.4
Camas	33.3	22.0	19.1
Cassia	55.9	22.6	20.6
Gooding	54.4	21.6	15.5
Jerome	61.5		16.8
Lincoln	51.1		16.8
Minidoka	54.2	10.0	8.9
Twin Falls	66.1	17.5	16.9
District 9:			
Bannock	47.5	23.6	22.3
Bear Lake	38.0	22.5	20.0
Bingham	54.1	18.2	17.3
Bonneville	51.7	21.3	22.6
Butte	48.2	11.6	10.0
Caribou	45.1	25.6	23.8
Clark	48.6	21.9	19.8
Custer	50.2		16.1
Franklin	48.7	28.4	25.4
Fremont	45.8	28.5	22.6
Jefferson	50.8	18.4	16.4
Lemhi	46.3		
Madison	50.7	27.6	26.4
Oneida	43.3	23.8	22.5
Power	46.9	20.4	18.8
Teton	41.9	27.8	26.9

KANSAS

District 1:			
Cheyenne		26.9	19.8
Decatur		27.2	21.0
Graham	25.8	22.2	15.8
Norton		25.7	19.6
Rawlins		28.1	20.9
Sheridan	28.0	28.1	20.5
Sherman	33.6	26.9	18.7
Thomas	30.0	28.2	18.3
District 4:			
Gove	36.0	28.6	19.4
Greeley	31.2	23.7	17.4
Lane	34.4	27.3	19.6
Logan		27.5	20.0
Ness	30.3	22.7	16.3
Scott	37.6	30.4	20.4
Trego		23.7	16.8
Wallace	33.7	23.2	16.6
Wichita	39.9	26.9	20.1
District 7:			K
Clark		22.8	16.2
Finney	35.8	26.5	19.2
Ford	27.5	24.2	17.0
Grant	35.4	24.7	18.2
Gray	28.9	24.4	14.8
Hamilton	32.6	23.9	14.8
Haskell	31.0	23.5	16.2
Hodgeman	29.2	24.6	15.4
Kearny	36.6	30.0	19.9
Meade	27.7	21.1	14.3
Morton	32.8	20.9	14.3
Seward	31.0	20.2	15.0
Stanton	38.6	26.6	17.9
Stevens	35.2	23.7	15.1
District 2:			
Clay		30.6	26.8
Cloud	28.8	29.7	24.2
Jewell		27.6	22.1
Mitchell		26.6	21.2
Osborne	38.0	24.4	19.6
Ottawa		28.7	24.8
Phillips		24.2	18.5
Republic		28.3	24.4
Rooks		22.8	18.2
Smith		24.7	19.5
Washington		32.6	26.0

Normal Yield of Wheat for Special Cultural Practices—Continued

KANSAS—Continued

County	Irrigated	Summer fallow	Continuous cropping
District 5:			
Barton	35.6	23.4	19.2
Dickinson		28.9	26.8
Ellis		21.0	15.6
Ellsworth		26.9	22.0
Lincoln		27.4	24.8
McPherson		29.6	24.4
Marion		28.8	25.0
Rice	28.7	26.9	22.6
Rush	31.8	23.1	17.4
Russell		22.8	17.0
Saline		30.0	26.3
District 8:			
Barber		25.7	22.5
Comanche		22.3	15.4
Edwards	29.4	23.7	18.8
Harper	35.0	29.6	23.9
Harvey	30.2	30.2	25.8
Kingman		26.2	19.9
Kiowa	30.2	22.7	16.8
Pawnee	28.4	25.1	18.9
Pratt	27.6	22.4	17.3
Reno	31.0	27.1	23.6
Sedgwick		29.5	25.8
Stafford	31.0	23.5	19.4
Sumner		30.7	26.5

MONTANA

District 1:			
Deerlodge	33.7	19.1	
Flathead	39.1	33.4	
Granite	40.1	24.7	
Lake	31.0	25.3	
Lincoln	28.0	22.0	
Mineral	35.2	23.1	
Missoula	38.4	27.3	
Powell	33.7	23.2	
Ravalli	45.2	22.4	
Sanders	33.6	23.2	
District 2:			
Blaine	29.8	19.5	
Chouteau	30.8	24.1	
Glacier	35.3	21.0	
Hill	30.4	18.8	
Liberty		15.0	
Phillips	30.3	18.7	
Pondera	33.2	20.9	
Teton	35.8	22.5	
Toole		15.0	
District 3:			
Daniels		21.1	
Dawson	29.5	16.9	
Garfield	29.0	16.0	
McCone	31.5	17.0	
Richland	36.8	19.6	
Roosevelt	28.6	20.8	
Sheridan	30.0	24.3	
Valley	28.1	19.5	
District 5:			
Broadwater	38.9	22.8	
Cascade	36.4	24.5	
Fergus	31.3	27.7	
Golden Valley	28.4	23.3	
Judith Basin	31.4	24.8	
Lewis and Clark	27.2	21.0	
Meagher	28.4	23.5	
Musselshell	27.6	20.1	
Petroleum	31.8	20.0	
Wheatland	27.4	21.5	
District 7:			
Beaverhead	33.4	19.8	
Gallatin	42.3	29.3	
Jefferson	33.3	22.8	
Madison	33.2	23.2	
Silver Bow	24.6	17.6	
District 8:			
Big Horn	33.4	25.8	
Carbon	35.3	25.8	
Park	30.6	25.7	
Stillwater	39.1	25.1	
Sweet Grass	31.8	22.0	
Treasure	36.3	22.3	
Yellowstone	40.4	26.0	
District 9:			
Carter		16.5	
Custer	36.7	18.9	
Fallon	32.0	15.0	
Powder River	26.4	20.6	
Prairie	32.4	17.5	
Rosebud	32.0	21.2	
Wibaux		17.8	

Normal Yield of Wheat for Special Cultural Practices—Continued

NEBRASKA

County	Irrigated	Summer fallow	Continuous cropping
District 1:			
Banner	32.5	24.7	12.6
Box Butte	25.0	23.3	11.4
Cheyenne	24.1	23.7	12.6
Dawes	26.1	24.1	12.3
Deuel	27.6	27.0	14.4
Garden	28.1	26.5	15.7
Kimball	30.4	22.1	12.9
Morrill	25.4	23.1	11.2
Scotts Bluff	34.2	25.0	11.9
Sheridan	32.4	23.4	12.7
Sioux	27.2	23.4	12.9
District 2:			
Boyd		25.0	13.9
Brown	25.6	18.3	16.6
Cherry		27.0	14.9
Garfield	30.0	23.0	14.2
Holt	24.8	20.0	13.1
Keya Paga		25.0	16.3
Logan	24.1	19.0	17.3
McPherson		22.0	14.9
District 3:			
Antelope	30.0	30.0	17.5
Boone	32.0	30.0	18.7
Burt		30.0	24.0
Cuming		30.0	22.8
Madison		30.0	20.4
District 5:			
Buffalo	29.2	20.8	16.8
Custer	26.7	23.7	18.4
Dawson	27.8	22.9	16.8
Greeley		19.8	17.0
Hall	26.0	21.8	18.8
Howard	26.9	21.9	18.8
Sherman	26.0	19.4	15.7
Valley	26.7	21.6	18.3
District 6:			
Butler	31.2	28.2	26.3
Cass		26.6	26.3
Colfax	27.8	25.8	23.9
Dodge	30.0	24.9	25.6
Douglas		30.4	27.5
Hamilton	27.4	24.5	21.3
Lancaster		25.8	25.8
Merrick	30.0	21.3	19.9
Nance	28.9	24.8	20.5
Platte	32.4	26.2	23.2
Polk	29.2	29.7	26.0
Sarpy		26.4	26.9
Saunders	35.3	27.6	26.6
Seward	28.8	26.6	24.5
Washington		27.8	26.0
York	31.9	26.5	22.6
District 7:			
Chase	27.5	23.5	15.5
Dundy	32.8	25.3	13.4
Frontier	28.4	23.4	17.8
Hayes	29.9	25.9	17.6
Hitchcock	26.4	24.9	20.6
Keith	28.4	25.2	17.5
Lincoln	24.2	20.4	15.7
Perkins	30.0	23.9	16.0
Red Willow	30.8	25.6	19.9
District 8:			
Adams	30.2	24.0	20.5
Franklin	35.0	20.4	16.6
Furnas	27.0	22.7	18.3
Gosper	30.3	21.4	16.9
Harlan	35.0	23.6	19.3
Kearney	28.6	22.8	17.6
Phelps	32.1	23.7	17.5
Webster	25.6	21.0	19.2
District 9:			
Clay	31.0	25.0	21.2
Fillmore	35.0	24.4	20.6
Gage		28.4	24.2
Jefferson		24.4	21.2
Johnson		25.3	24.6
Nemaha		27.0	26.6
Nuckolls	34.3	24.2	22.1
Otoe		27.6	26.0
Pawnee		25.6	25.0
Richardson		25.4	27.2
Saline	30.6	26.0	22.2
Thayer	28.8	25.2	21.1

NEW MEXICO

District 1:			
Bernalillo	29.6		10.0
McKinley	17.6		7.0
Rio Arriba	18.5	10.5	9.2
Sandoval	18.8		10.0
San Juan	30.2		12.0
Sante Fe	26.9		12.0
Taos	18.8		8.0
Valencia	26.0		8.0

Normal Yield of Wheat for Special Cultural Practices—Continued

NEW MEXICO—Continued

County	Irrigated	Summer fallow	Continuous cropping
District 3:			
Colfax	30.0	15.0	11.5
Curry	38.5	19.0	15.5
De Baca	31.6		
Guadalupe	17.0		
Harding	31.5	13.9	11.1
Mora	24.2		10.0
Quay	31.2	17.2	13.4
Roosevelt	32.9	17.8	14.2
San Miguel	24.8		11.3
Torrance	26.9	13.5	11.3
Union	31.6	15.2	12.6
District 7:			
Catron	28.2		14.0
Grant	30.8		14.0
Hidalgo	33.9		
Sierra	29.6		
Socorro	25.4		14.0
District 9:			
Chaves	33.5		
Eddy	32.0		
Lea	29.4		13.8
Lincoln	31.4		
Otero	33.0		15.0

NORTH DAKOTA

District 1:			
Burke		23.0	16.0
Divide		20.6	15.2
Mountrail		21.0	15.0
Renville		23.0	16.1
Ward		24.5	19.0
Williams	37.8	20.1	15.2
District 2:			
Benson		23.2	16.4
Bottineau		23.4	17.4
McHenry		21.0	14.4
Pierce		21.4	15.1
Rolette		24.8	17.8
District 3:			
Cavalier		25.6	21.4
Grand Forks		29.2	24.6
Nelson		28.1	20.6
Pembina		26.0	25.9
Ramsey		26.1	17.6
Towner		27.0	20.8
Walsh		27.7	25.5
District 4:			
Dunn		21.2	15.0
McKenzie	38.4	18.2	14.7
McLean		21.6	16.6
Mercer		21.2	17.8
Oliver		18.8	13.2
District 5:			
Eddy		21.5	14.8
Foster		24.5	20.0
Kidder		19.0	11.5
Sheridan		20.1	15.2
Stutsman		20.8	14.8
Wells		23.4	17.0
District 6:			
Barnes		23.4	18.8
Cass		27.0	22.8
Griggs		25.1	18.6
Steele		30.2	24.6
Traill		30.0	25.7
District 7:			
Adams		19.6	13.4
Billings		19.4	13.7
Bowman		19.6	15.2
Golden Valley		17.6	14.4
Hettinger		19.3	13.6
Slope		19.6	15.2
Stark		20.4	15.9
District 8:			
Burleigh		20.2	14.2
Emmons		15.5	12.0
Grant		16.4	12.6
Morton		19.8	15.1
Sioux		19.4	12.1
District 9:			
Dickey		21.2	15.1
La Moure		21.3	14.7
Logan		18.2	11.9
McIntosh		18.8	12.5
Ranson		20.5	17.8
Richland		24.1	20.7
Sargent		22.7	18.4

OKLAHOMA

District 1:			
Beaver	28.1	18.6	13.3
Cimarron	35.4	15.7	11.2
Ellis		20.1	13.9
Harper	25.1	20.3	15.1
Texas	30.9	16.1	13.2

Normal Yield of Wheat for Special Cultural Practices—Continued

OKLAHOMA—Continued

County	Irrigated	Summer fallow	Continuous cropping
District 2:			
Alfalfa		30.5	24.2
Garfield		28.7	24.7
Grant		26.9	24.6
Major		27.8	22.3
Woods		29.2	21.1
Woodward	30.0	24.1	17.5
District 4:			
Beckham		20.5	19.4
Blaine		28.1	23.1
Custer	31.1	25.8	21.6
Dewey	27.8	23.2	18.5
Roger Mills		20.1	17.6
Washita	32.9	24.9	21.1
District 5:			
Canadian		26.8	26.6
Grady		28.1	28.0
Kingfisher		24.9	22.5
District 7:			
Caddo	32.7	25.8	24.9
Comanche		19.9	19.6
Cotton		27.9	23.4
Greer	33.4	23.3	18.7
Harmon	29.2	22.6	17.2
Jackson	29.5	23.2	20.3
Kiowa		25.8	20.6
Tillman	35.0	28.6	22.9

OREGON

County	Irrigated	Summer fallow	Continuous cropping	Seeded after legumes
District 1:				
Benton	46.2		42.0	49.2
Clackamas	35.0		38.8	45.0
Columbia	47.2		38.4	
Lane	52.6		40.2	46.6
Linn	51.4		35.1	37.8
Marion	55.1		44.0	51.0
Polk	51.7		43.4	52.4
Washington	52.6		44.0	51.5
Yamhill	53.7		43.4	47.8
District 2:				
Gilliam	44.7	31.8	20.0	
Morrow	33.9	29.1	23.5	
Sherman		35.8	24.2	
Wasco	41.5	35.6	27.4	
District 3:				
Baker	39.9	22.4	15.4	
Umatilla	47.5	35.4	26.9	42.1
Union	43.6	42.0	34.0	44.8
Wallowa	41.6	31.0	22.0	32.6
District 7:				
Jackson	41.8		30.4	
District 8:				
Crook	54.8	21.5	20.8	
Deschutes	42.5	28.6	21.5	
Grant		25.5	20.0	
Harney	16.4	25.6	17.4	
Jefferson	60.4	33.8	16.8	
Klamath	46.4	25.4	17.2	
Lake	30.0	24.6	17.0	
Malheur	54.4	26.0	18.7	
Wheeler	39.2	28.0	19.3	

SOUTH DAKOTA

County	Irrigated	Summer fallow	Continuous cropping
District 1:			
Butte		15.7	18.6
Corson		15.5	11.4
Dewey		14.5	11.2
Harding		16.6	13.3
Perkins		15.8	12.0
Ziebach		13.0	10.0
District 2:			
Brown		17.2	14.3
Campbell		16.8	11.9
Edmunds		15.8	12.0
Faulk		16.0	13.0
McPherson		16.1	11.2
Potter		17.3	13.6
Spink		16.6	12.8
Walworth		19.4	13.2
District 3:			
Clark		16.9	13.9
Codington		18.0	14.4
Day		19.3	15.0
Deuel		20.3	17.0
Grant		18.9	16.4
Hamlin		20.5	15.1
Marshall		19.4	14.8
Roberts		19.6	15.6

Normal Yield of Wheat for Special Cultural Practices—Continued

SOUTH DAKOTA—Continued

County	Irrigated	Summer fallow	Continuous cropping
District 4:			
Haakon		19.5	14.2
Jackson		18.8	11.9
Lawrence		20.8	13.6
Meade		18.9	12.4
Pennington		19.4	12.6
Stanley		19.1	12.4
District 5:			
Aurora		17.1	13.6
Beadle		17.3	13.4
Brule		18.2	13.8
Buffalo		16.9	14.2
Hand		18.8	13.0
Hughes		15.8	12.4
Hyde		16.6	13.1
Jerauld		17.1	13.8
Sully		17.8	14.6
District 6:			
Brookings		21.5	15.2
Kingsbury		19.0	14.1
District 7:			
Bennett		23.9	14.7
Custer		14.6	16.2
Fall River		17.4	13.0
Shannon		20.3	11.8
Washabaugh		23.8	14.1
District 8:			
Gregory		19.0	14.2
Jones		17.8	11.9
Lyman		16.6	12.3
Mellette		20.4	13.9
Todd		19.0	12.8
Tripp		18.7	13.4
District 9:			
Charles Mix		17.9	13.8
Douglas		17.1	13.1
Union		20.0	16.8

TEXAS

District 1-N:			
Armstrong	25.8	14.7	13.2
Briscoe	26.3	14.6	12.5
Carson	25.6	16.4	14.1
Castro	32.1	15.2	12.6
Dallam	23.2	14.3	11.9
Deaf Smith	31.1	15.0	13.3
Floyd	29.5	15.1	12.3
Gray	25.8	17.7	16.7
Hale	32.1	14.5	12.4
Hansford	25.3	13.7	11.8
Hartley	27.3	15.4	12.5
Hemphill	24.6	14.7	13.3
Hutchinson	25.9	15.4	12.6
Lipscomb	27.8	15.0	12.8
Moore	28.2	14.1	12.5
Ochiltree	29.5	15.8	13.8
Oldham	29.2	13.3	11.5
Parmer	33.1	16.2	14.4
Potter	26.8	14.0	12.5
Randall	27.8	14.2	12.3
Roberts	24.6	15.8	14.6
Sherman	27.9	13.3	11.9
Swisher	29.0	13.5	11.8
District 1-S:			
Bailey	29.4	13.9	11.3
Cochran	25.0	----------	17.9
Crosby	28.0	16.2	13.5
Dawson	25.0	----------	15.4
Gaines	25.0	----------	16.2
Hockley	25.0	----------	18.0
Lamb	29.1	17.8	15.9
Lubbock	31.2	17.8	15.9
Terry	24.3	15.1	13.5
Yoakum	24.5	----------	16.8
District 2-N:			
Donley	25.0	16.2	14.4
Wheeler	----------	16.8	14.9

UTAH

District 1:			
Box Elder	50.7	20.5	19.4
Cache	52.0	21.8	21.2
Davis	61.0	28.4	28.9
Morgan	38.5	----------	32.0
Rich	33.3	20.0	19.0
Salt Lake	53.4	18.4	17.4
Tooele	39.1	14.4	15.0
Weber	53.4	29.3	30.6
District 5:			
Juab	38.4	17.5	16.5
Millard	42.0	15.5	14.6
Sanpete	40.2	17.6	13.9
Sevier	57.4	----------	23.0
Utah	55.4	20.0	19.5

Normal Yield of Wheat for Special Cultural Practices—Continued

UTAH—Continued

County	Irrigated	Summer fallow	Continuous cropping
District 6:			
Carbon	39.2	----------	26.5
Daggett	35.0	----------	----------
Duchesne	43.2	----------	30.0
Emery	36.5	----------	30.0
San Juan	22.2	15.2	13.6
Summit	41.6	----------	30.1
Uintah	30.6	----------	----------
Wasatch	51.0	----------	----------
District 7:			
Beaver	44.0	----------	----------
Garfield	47.4	----------	----------
Iron	45.4	24.8	23.4
Kane	46.8	----------	33.7
Piute	48.4	----------	----------
Washington	36.0	22.8	22.0
Wayne	44.9	----------	----------

WASHINGTON

County	Irrigated	Summer fallow	Continuous cropping	Seeded after peas
District 2:				
Benton	49.2	24.8	22.4	----------
Chelan	39.2	21.0	20.4	20.0
Kittitas	49.9	30.7	30.8	20.0
Klickitat	49.0	32.6	29.1	21.2
Okanogan	33.9	20.4	15.6	----------
Yakima	51.0	32.4	25.9	----------
District 3:				
Ferry	40.0	38.8	18.9	----------
Pend Oreille	----------	26.3	26.9	----------
Spokane	49.3	40.0	34.0	37.8
Stevens	50.0	37.0	27.0	27.4
District 5:				
Adams	56.4	32.1	27.4	----------
Douglas	38.5	24.8	22.0	22.0
Franklin	54.4	31.4	19.6	----------
Grant	51.2	25.7	20.4	----------
Lincoln	50.5	35.4	31.0	25.2
District 9:				
Asotin	----------	32.5	26.6	----------
Columbia	49.4	46.6	34.7	51.2
Garfield	54.3	44.2	33.4	42.5
Walla Walla	54.3	45.2	30.2	56.2
Whitman	50.6	45.0	38.0	44.7

WYOMING

County	Irrigated	Summer fallow	Continuous cropping
District 1:			
Big Horn	39.0	----------	----------
Fremont	39.0	----------	----------
Hot Springs	37.5	----------	----------
Park	41.6	----------	----------
Washakie	40.0	----------	----------
District 2:			
Campbell	----------	21.2	11.8
Crook	28.1	22.5	14.8
Johnson	28.4	18.2	13.8
Sheridan	33.2	22.9	15.8
Weston	----------	20.4	12.3
District 3:			
Lincoln	29.1	18.8	12.8
Teton	37.3	----------	----------
Uinta	24.7	----------	----------
District 4:			
Albany	----------	16.6	----------
Carbon	25.7	13.0	----------
Natrona	22.2	----------	----------
Sweetwater	22.6	----------	----------
District 5:			
Converse	23.6	19.0	11.7
Goshen	30.5	21.3	12.8
Laramie	32.3	23.4	14.4
Niobrara	25.9	19.0	12.2
Platte	28.2	22.2	12.4

[F.R. Doc. 64-8189; Filed, Aug. 14, 1964; 8:45 a.m.]

Chapter VIII—Agricultural Stabilization and Conservation Service (Sugar), Department of Agriculture

SUBCHAPTER B—SUGAR REQUIREMENTS AND QUOTAS

[Sugar Reg. 811, Amdt. 2]

PART 811—CONTINENTAL SUGAR REQUIREMENTS AND AREA QUOTAS

Requirements, Quotas and Quota Deficits for 1964

Basis and purpose and bases and considerations. This amendment is issued pursuant to the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, as amended (61 Stat. 922, as amended), hereinafter referred to as the "Act". The purpose of this amendment is to establish the import fee applicable to sugar imported from foreign countries as provided for by section 213 of the Act. Section 213 of the Act requires that the Secretary establish an import fee on sugar imported into the United States, whenever he determines that the currently prevailing price for raw sugar for the United States market exceeds the prevailing world market price of sugar (adjusted for freight to New York and most-favored-nation tariff), in such amount as he determines from time to time will approximate the amount by which the domestic price for raw sugar, at a level that will fulfill the domestic price objective set forth in section 201 of the Act, exceeds the prevailing world market price for raw sugar, adjusted for tariff and freight.

Sugar Regulation 811 for 1964 (28 F.R. 13923) issued December 18, 1963, establishing sugar quotas for the calendar year 1964, included a finding by the Secretary that in view of the then existing price relationships an import fee would not be established at that time under the provisions of section 213 of the Act. Until June 10 of this year the price of sugar for delivery to destinations other than the United States (when adjusted for freight to New York and most-favored-nation tariff) as reflected by the spot price for world market sugar established by the New York Coffee and Sugar Exchange, exceeded the duty paid price for sugar delivered to New York as reflected by the spot price for such sugar established by such Exchange. Since then the spot price for world market sugar has been the lesser of the two. Until the middle of July the difference in the spot quotations was relatively slight and the volume of spot sales for delivery to destinations other than the United States was not great. Since that time, the differential between the two prices has fluctuated between 0.5 and 1.0 cent per pound.

On August 10 the spot price for world market sugar, when adjusted for freight to New York and most-favored-nation tariff, was .65 cent per pound below the corresponding price for sugar delivered to the United States. On the same date,

the price for futures contracts for the remaining months of 1964 indicated a somewhat greater premium on sugar for delivery to the United States. In addition, the domestic price for sugar was approximately 0.4 cent per pound less than the price level that would fulfill the domestic price objective set forth in section 201 of the Act.

Based on currently prevailing and expected price relationships, it is hereby found that a fee of 1.00 cent per pound, raw value, will approximate the difference between the market price for raw sugar (adjusted for freight to New York and most-favored-nation tariff) eligible for importation into the United States from foreign countries within the quantity provided pursuant to section 202(c)(4) of the Act and the price for raw sugar at a level that will fulfill the domestic price objective set forth in section 201. Accordingly, as a condition for the importation of sugar within the quantities and quota prorations established in this regulation, fees are provided of 1.00 cent per pound for the quantity authorized for importation from foreign countries as a group pursuant to section 202(c)(4) of the Act; 0.30 cent per pound for raw sugar authorized for importation from individual foreign countries within quota prorations established pursuant to section 202(c)(3) of the Act, and deficit prorations pursuant to section 204(a) of the Act, and 0.60 cent per pound for direct-consumption sugar authorized for importation within the limitations established pursuant to section 207(e)(2) of the Act.

The procedures for payment of such fees are established by this amendment. The initial amount of fee to be paid shall be determined on raw sugar, by multiplying the actual pounds to be imported by 1.05 and then by the fee per pound, and on direct-consumption sugar, by multiplying the actual pounds by 1.07 and then by the fee per pound. Thus, consideration is given to the fact that the raw value equivalent weight of sugar customarily exceeds the actual weight. Provision is made for final settlement on the basis of the pounds of sugar, raw value, imported multiplied by the fee.

The initial payment of fee must be submitted when an importer makes application for the release of sugar which may be made any time between five days before the expected date of departure of the sugar from the area of origin and the time of its arrival for Customs clearance. To accommodate a variety of sales and shipment agreements provision is made in Part 817 of this chapter for approval of set-aside of quota and fixing the rate of fee as much as 95 days before the departure of the sugar from the area of origin and 140 days before arrival of the sugar in the continental United States.

Approval of applications for set-aside of quota is subject to a letter of credit to assure the subsequent payment of fees that become due when an application for entry of sugar is made for the failure to import sugar. On all sugar imported subject to a fee, an applicant is obligated to make payment of the fee at the rate per pound established as applicable at the time (1) an application for set-aside of quota was approved, or (2) in the absence of an approved set-aside application, an authorization for the release of sugar was issued. Subject to tolerances to cover normal loading variations and shipping losses, an importer is obligated to pay the applicable fee on sugar authorized for entry or approved for set-aside but not imported, except when the importation of the sugar is prevented by unforeseeable circumstances or other enumerated reasons.

Effective date. In order to carry out the provisions of the statute which require the Secretary to determine the relationship between the price for raw sugar for the United States market and for the world market and establish an import fee in an amount as he determines from time to time will approximate the amount by which a domestic price for raw sugar, at a level that will fulfill the domestic price objective, would exceed the world market price, it is essential that this amendment be made effective at the earliest possible date. Therefore, it is hereby determined and found that compliance with the notice, procedures and effective date requirements of the Administrative Procedure Act is unnecessary, impracticable and contrary to the public interest and the amendment herein shall become effective when filed for public inspection in the Office of the Federal Register.

By virtue of the authority vested in the Secretary of Agriculture by the Act, Part 811 of this chapter is hereby amended by adding § 811.24 as follows:

§ 811.24 Import fee.

(a) As a condition for the importation of any quantity of sugar within the quantity established for foreign countries as a group in paragraph (e) of § 811.23, a fee of 1.00 cent per pound, raw value, shall be paid as provided in paragraphs (d) and (e) of this section.

(b) As a condition for the importation of any quantity of raw sugar within (1) the quota prorations established for individual foreign countries in paragraph (c) of § 811.23, (2) the quantity identified for the Republic of the Philippines in paragraph (b)(2) of § 811.23, and (3) the quantities prorated as provided in § 811.22, a fee of 0.30 cent per pound, raw value, shall be paid as provided in paragraphs (d) and (e) of this section.

(c) As a condition for the importation of any quantity of direct-consumption sugar within the limitations provided for in paragraph (d) of § 811.23, a fee of 0.60 cent per pound, raw value, shall be paid as provided in paragraphs (d) and (e) of this section.

(d) The fee per pound as established in paragraphs (a), (b) and (c) of this section shall be subject to change by amendment of the regulations in this part effective when filed for public inspection in the Office of the Federal Register. Payment as provided in paragraphs (e) and (f) of this section with respect to an application for release of sugar shall be based upon the fee per pound effective at the time such application first becomes eligible for authorization as provided in § 817.6(b) of this chapter: *Provided*, That, if the application for authorization for release of sugar is applicable to sugar being imported, under an application for set-aside approved pursuant to § 817.4(e) of this chapter, the payment as provided in paragraphs (e) and (f) of this section with respect to such application for authorization for release of sugar shall be based upon the fee per pound effective at the time such application for set-aside became eligible for approval as provided in § 817.6(b) of this chapter.

(e) The applicable fee established in paragraph (a), (b) or (c) of this section shall be paid by the person applying to the Secretary for authorization for release of sugar consumption in the continental United States. With each application submitted as provided in § 817.4 of Part 817 of this chapter covering sugar to be imported within the quota prorations and quantity established in paragraphs (b)(2), (c) and (e) of § 811.23 and in § 811.22, the applicant shall make an initial payment in an amount determined by multiplying the quantity of sugar stated in pounds as shown on the application by 1.05 and multiplying the result by the applicable fee per pound as established in paragraph (b) or (a) of this section. With each application submitted as provided in § 817.4 of this chapter covering direct-consumption sugar to be imported within the direct-consumption limitation established in paragraph (d) of § 811.23, the applicant shall make an initial payment in an amount determined by multiplying the quantity of sugar stated in pounds as shown in the application by 1.07 and multiplying the result by the applicable fee per pound as established in paragraph (c) of this section. Upon receipt of such an application and initial payment, the Secretary may issue an authorization for release by a Collector as provided in § 817.6 of this chapter of the quantity of sugar covered by the application. The payment required under this paragraph shall be made in the form of a certified check payable to the Agricultural Stabilization and Conservation Service and submitted to the Sugar Quota Group, Policy and Program Appraisal Division of such Service. Any application submitted for the purpose of changing the date of departure to a subsequent date of not more than fifteen days after the date stated on the application, the port of departure or the port of arrival in the continental United States, the identity of the vessel or carrier, or the identity of the receiver as shown on the original application shall be considered as an amendment to the original application and no initial payment is required to accompany the amendatory application.

(f) In making final settlement with respect to the initial payment provided for under paragraph (e) of this section, a determination will be made of the quantity of sugar in terms of raw value as provided in § 817.7(c)(2) of this chapter with respect to the quantity imported pursuant to each application for the purpose of ascertaining whether any further payment by the applicant or any refund to the applicant is required. Upon such determination further payment shall be

made by the applicant in the amount by which the product of the quantity of sugar, raw value, imported multiplied by the applicable fee per pound provided for in paragraph (a), (b), or (c) and in paragraph (d) of this section, exceeds the amount of the initial payment made pursuant to paragraph (e) of this section. Refund to the applicant shall be made in the amount by which the product of the raw value equivalent of the actual quantity imported multiplied by the applicable fee per pound provided for in paragraph (a), (b), or (c) and in paragraph (d) of this section is less than the amount of the initial payment made pursuant to paragraph (e) of this section: *Provided, however,* That, if all or any part of the quantity of sugar which has been authorized for release is not imported into the United States other than for reasons of disasters at sea, acts of God, strikes so extensive and of such duration as to prevent such importation, or the occurrence of an insuperable and extraordinary interference which could not have been foreseen or prevented by the applicant's exercise of prudence, diligence, and care as to prevent such importation, no refund will be made of the amount of the initial payment applicable to the quantity not imported as represented by the difference between the authorized quantity and the quantity imported (commercial weight) increased by 11 per centum (to cover normal shipping losses and normal loading variations):

Provided further, That, upon submission of evidence satisfactory to the Secretary that due to acts of God, strikes so extensive and of such duration, as to prevent such importation or the occurance of an insuperable and extraordinary interference which could not have been foreseen or prevented by the applicant's exercise of prudence, diligence, and care as to prevent such importation, departure of the shipment or cargo of sugar has been delayed more than 15 days beyond the date of departure stated on the application for authorization for release of sugar, the authorization will be canceled and the initial payment made pursuant to paragraph (e) of this section with respect to the application will be refunded to the applicant.

(Sec. 403, 61 Stat. 932, 7 U.S.C. 1153. Interprets or applies secs. 202 and 213, 61 Stat. 923 as amended, sec. 213 as added by Pub. Law 87-535; 7 U.S.C. 1112, 1123)

Done at Washington, D.C., this 12th day of August 1964.

CHARLES S. MURPHY,
Under Secretary.

[F.R. Doc. 64-8277; Filed, Aug. 13, 1964; 3:00 p.m.]

SUBCHAPTER G—DETERMINATION OF PROPORTIONATE SHARES

[Sugar Determination 849.2, Rev., Supp. 5]

PART 849—DETERMINATION OF PREVENTED ACREAGE CREDIT

APPROVED LOCAL AREAS FOR THE 1963 CROP OF SUGARBEETS

§ 849.7 Approved local areas for the 1963 crop of sugarbeets.

For purposes of considering eligibility for prevented acreage credit, the respective Agricultural Stabilization and Conservation County Committees have determined with respect to the local producing areas listed herein that on ten percent or more of the sugarbeet farms in each area, or on an acreage equal to ten percent or more of the number of acres planted to sugarbeets on farms in each area, the planting of sugarbeets was prevented because of drought, flood, storm, freeze, disease or insects, or the planting or harvesting was prevented by other similar abnormal and uncontrollable conditions determined by the Deputy Administrator, State and County Operations, in accordance with § 849.2.

(a) *California.*

COUNTY AND AREAS

Colusa: T. 18 N., R. 2 W.
Sacramento: T. 2 N., R. 2 E.; T. 3 N., R. 2 E; T. 4 N., R. 3 E.; T. 4 N., R. 4 E.; T. 5 N., R. 4 E.; T. 5 N., R. 5 E.; T. 6 N., R. 4 E.; T. 6 N., R. 6 E.; T. 7 N., R. 4 E.; T. 7 N., R. 6 E.; T. 8 N., R. 4 E.; T. 9 N., R. 3 E.; T. 10 N., R. 3 E.; T. 10 N., R. 4 E.
Solano: T. 4 N., R. 3 E.; T. 5 N., R. 2 E.; T. 5 N., R. 3 E.; T. 6 N., R. 1 E.; T. 7 N., R. 2 E.
Sutter: T. 15 N., R. 1 E.
Yolo: T. 6 N., R. 3 E., T. 6 N., R. 4 E.; T. 7 N., R. 3 E.; T. 7 N., R. 4 E.; T. 9 N., R. 3 E.; T. 11 N., R. 2 E.

(b) *Colorado.*

COUNTY AND AREAS

Bent: T. 23, R. 51.
Las Animas: T. 32, R. 63; T. 32, R. 62; T. 33, R. 63.
Prowers: T. 22, R. 42; T. 22, R. 43; T. 22, R. 44; T. 23, R. 42; T. 23, R. 43.

(c) *Idaho.*

COUNTY AND AREAS

Franklin: T. 16 S., R. 39 E.; T. 16 S., R. 38 E.

(d) *Michigan.*

COUNTY AND AREAS

Bay: Gibson.
Huron: Lake, McKinley, Chandler, Meade, Bloomfield, Rubicon, Sigel, Sand Beach, Grant.
Monroe: Berlin.
Saginaw: Thomas, Brant.
Sanilac: Delaware, Marlette, Watertown, Elk, Lexington.
Tuscola: Indianfields, Koylton.
St. Clair: Mussey, Berlin.

(e) *Minnesota.*

COUNTY AND AREAS

Kandiyohi: Lake Lillian.
Renville: Osceola, Kingman, Troy, Boon Lake, Ericson.

(f) *Oregon.*

COUNTY AND AREAS

Malheur: T. 19 S., R. 44 E.

(g) *Utah.*

COUNTY AND AREAS

Carbon: Carbon.
Millard: B, D, F, G, H.
Salt Lake: A, B, C, D, E, F, G.
Sanpete: F, J, K, L, M, N.
Sevier: A, B, C.
Utah: A, F, G, H, I.

(h) *Wyoming.*

COUNTY AND AREAS

Washakie: T46N, R92W; T46N, R93W; T47N, R92W; T47N, R93W; T48N, R92W.

STATEMENT OF BASES AND CONSIDERATIONS

One of the conditions of eligibility of a sugarbeet producer for prevented acreage credit, as provided in § 849.2 of this chapter is that the farm of such producer be located in a local producing area for which the Agricultural Stabilization and Conservation County Committee determines that the planting or harvesting of sugarbeets was adversely, seriously and generally affected by certain uncontrollable natural conditions on ten percent or more of the sugarbeet farms in the area or on an acreage equal to ten percent or more of the number of acres planted to sugarbeets on farms in the area.

The purpose of this supplement is to give notice that specific local producing areas have qualified under the requirements of § 849.2 with respect to the 1963 crop of sugarbeets.

(Sec. 403, 61 Stat. 932; 7 U.S.C. 1153, Sec. 302, 61 Stat. 930, as amended; 7 U.S.C. 1132)

Effective date: Date of publication.

Signed at Washington, D.C., on August 10, 1964.

RAY FITZGERALD,
Deputy Administrator,
State and County Operations.

[F.R. Doc. 64-8256; Filed, Aug. 14, 1964; 8:47 a.m.]

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

[Valencia Orange Reg. 97]

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

Limitation of Handling

§ 908.397 Valencia Orange Regulation 97.

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

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001-1011) because the time intervening between the date when information upon which this section is based be-

came available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for Valencia oranges and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such Valencia oranges; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on August 13, 1964.

(b) *Order.* (1) The respective quantities of Valencia oranges grown in Arizona and designated part of California which may be handled during the period beginning at 12:01 a.m., P.s.t., August 16, 1964, and ending at 12:01 a.m., P.s.t., August 23, 1964, are hereby fixed as follows:

(i) District 1: Unlimited movement;

(ii) District 2: 450,000 cartons;

(iii) District 3: Unlimited movement.

(2) As used in this section, "handled," "handler," "District 1," "District 2," and "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: August 14, 1964.

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

[F.R. Doc. 64–8348; Filed, Aug. 14, 1964; 11:26 a.m.]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 910.424 Lemon Regulation 124.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910; 27 F.R. 8346), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this section until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) because the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this section, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this section effective during the period herein specified; and compliance with this section will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on August 11, 1964.

(b) *Order.* (1) The respective quantities of lemons grown in California and Arizona which may be handled during the period beginning at 12:01 a.m., P.s.t., August 16, 1964, and ending at 12:01 a.m., P.s.t., August 23, 1964, are hereby fixed as follows:

(i) District 1: Unlimited movement;

(ii) District 2: 279,000 cartons;

(iii) District 3: Unlimited movement.

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

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

Dated: August 13, 1964.

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

[F.R. Doc. 64–8314; Filed, Aug. 14, 1964; 8:50 a.m.]

PART 911—LIMES GROWN IN FLORIDA

Expenses and Fixing of Rate of Assessment for 1964–65 Fiscal Year

Notice was published in the July 31, 1964, issue of the FEDERAL REGISTER (29 F.R. 11130), that consideration was being given to proposals regarding the expenses and the fixing of the rate of assessment for the 1964–65 fiscal year under the marketing agreement, as amended, and Order No. 911, as amended (7 CFR Part 911), regulating the handling of limes grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674).

After consideration of all relevant matters presented, including the proposals set forth in such notice which were submitted by the Florida Lime Administrative Committee, established pursuant to the aforesaid amended marketing agreement and order, it is hereby found and determined that:

§ 911.203 Expenses and rate of assessment for the 1964–65 fiscal year.

(a) *Expenses.* The expenses that are reasonable and likely to be incurred by the Florida Lime Administrative Committee, established pursuant to the provisions of the aforesaid amended marketing agreement and order, for the maintenance and functioning of such committee, in accordance with the provisions thereof, during the fiscal year beginning April 1, 1964, and ending March 31, 1965, will amount to $9,247.

(b) *Rate of assessment.* The rate of assessment which each handler who first handles limes shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said amended marketing agreement and order is hereby fixed at two cents ($0.02) per bushel, or equivalent quantity of limes handled by such handler during the 1964–65 fiscal year.

(c) Terms used in the said amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

It is hereby found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001–1011) in that: (1) The relevant provisions of said amended marketing agreement and this part require that the rate of assessment fixed for a particular fiscal year shall be applicable to all assessable limes from the beginning of such year; and (2) the current fiscal year began April 1, 1964, and the rate of assessment herein fixed will automatically apply to all assessable limes beginning with such date.

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

Dated: August 11, 1964.

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

[F.R. Doc. 64–8257; Filed, Aug. 14, 1964; 8:47 a.m.]

[Lime Reg. 11]

PART 911—LIMES GROWN IN FLORIDA

Quality and Size Regulation

§ 911.313 Lime Regulation 11.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 911, as amended (7 CFR Part 911), regulating the handling of limes grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the Florida Lime Administrative Committee, established under the aforesaid amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of limes, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this section until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 1001–1011) in that, as hereinafter set forth, the time intervening between the date when information upon which this section is based became available and the time when this section must become effective in order to effectuate the declared policy of the act is insufficient; a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective not later than August 17, 1964.

Determinations as to the need for, and extent of, regulation of Florida lime shipments must await the development of the crop and the availability of information on the demand for such fruit; the recommendations and supporting information for regulation of lime shipments subsequent to August 17, 1964, and in the manner herein provided, were promptly submitted to the Department after an open meeting of the Florida Lime Administrative Committee on August 11, 1964, held to consider recommendations for regulation; the provisions of this section are identical with the aforesaid recommendations of the committee, and information concerning such provisions has been disseminated among handlers of Florida limes; it is necessary, in order to effectuate the declared policy of the act, to make this section effective as hereinafter set forth; and compliance with this section will not require any special preparation on the part of the persons subject thereto which cannot be completed by the effective time hereof.

(b) *Order.* (1) Lime Regulation 10 (§ 911.312, 29 F.R. 9777) is hereby terminated at 12:01 a.m., e.s.t., August 17, 1964.

(2) During the period beginning at 12:01 a.m., e.s.t., August 17, 1964, and ending at 12:01 a.m., e.s.t., September 22, 1964, no handler shall handle:

(i) Any limes of the group known as true limes (also known as Mexican, West Indian, and Key limes and by other synonyms), grown in the production area, which do not meet the requirements of at least U.S. No. 2 grade for Persian (Tahiti) limes, except as to color;

(ii) Any limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties), grown in the production area, which do not grade at least U.S. Combination, Mixed Color, with not less than 60 percent, by count, of such limes in each container thereof grading at least U.S. No. 1, Mixed Color, and the remainder thereof grading at least U.S. No. 2, Mixed Color; or

(iii) Any limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties) which are of a size smaller than 1⅞ inches in diameter: *Provided,* That not to exceed 10 percent, by count, of the limes in any container may fail to meet this requirement.

(3) Terms used in the amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective terms in said amended marketing agreement and order; and terms relating to grade and diameter, as used herein, shall have the same meaning as is given to the respective term in the United States Standards for Persian (Tahiti) Limes (§§ 51.1000–51.1016 of this title).

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

Dated: August 13, 1964.

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

[F.R. Doc. 64–8315; Filed, Aug. 14, 1964; 8:50 a.m.]

PART 915—AVOCADOS GROWN IN SOUTH FLORIDA

Expenses and Fixing of Rate of Assessment for 1964–65 Fiscal Year

Notice was published in the July 30, 1964, issue of the FEDERAL REGISTER (29 F.R. 10616) that consideration was being given to proposals regarding the expenses and the fixing of the rate of assessment for the fiscal year (April 1, 1964, through March 31, 1965) under the marketing agreement, as amended, and Order No. 915, as amended (7 CFR Part 915), regulating the handling of avocados grown in south Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-et seq).

After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice which were submitted by the Avocado Administrative Committee (established pursuant to the said amended marketing agreement and order), it is hereby found and determined that:

§ 915.203 Expenses and rate of assessment for the 1964–65 fiscal year.

(a) *Expenses.* The expenses that are reasonable and likely to be incurred by the Avocado Administrative Committee, established pursuant to the provisions of the aforesaid amended marketing agreement and order, for the maintenance and functioning of such committee, in accordance with the provisions thereof, during the said fiscal year beginning April 1, 1964, and ending March 31, 1965, will amount to $9,949.

(b) *Rate of assessment.* The rate of assessment which each handler who first handles avocados shall pay as his pro rata share of the aforesaid expenses in accordance with the applicable provisions of said amended marketing agreement and order is hereby fixed at two cents ($0.02) per bushel, or equivalent quantity of avocados handled by such handler during the 1964–65 fiscal year.

(c) Terms used in said amended marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said amended marketing agreement and order.

It is hereby found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001–1011) in that (1) the relevant provisions of said amended marketing agreement and this part require that the rate of assessment fixed for a particular fiscal year shall be applicable to all assessable avocados from the beginning of such year; and (2) the current fiscal year began on April 1, 1964, and the rate of assessment herein fixed will automatically apply to all assessable avocados beginning with such date.

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

Dated: August 11, 1964.

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

[F.R. Doc. 64–8258; Filed, Aug. 14, 1964; 8:47 a.m.]

[Avocado Order 4, Amdt. 1]

PART 915—AVOCADOS GROWN IN SOUTH FLORIDA

Limitation of Shipments

Findings. 1. Pursuant to the marketing agreement, as amended, and Order No. 915, as amended (7 CFR Part 915), regulating the handling of avocados grown in south Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), and upon the basis of the recommendations of the Avocado Administrative Committee, established under the aforesaid marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of avocados, as hereinafter provided, will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the

FEDERAL REGISTER (5 U.S.C. 1001–1011) in that the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective, as hereinafter set forth, in order to effectuate the declared policy of the act is insufficient; contrary to previous estimates, avocados of the Nadir variety are maturing earlier and not sizing as anticipated; this amendment relieves restrictions on the handling of the Nadir variety of avocados so as to permit the earlier shipment of smaller mature sizes thereof beginning August 17, 1964. A reasonable time is permitted, under the circumstances, for preparation of such effective time.

It is therefore ordered, That the provisions of paragraph (b) of § 915.304 (29 F.R. 8462) are hereby amended as follows:

I. In Table I, certain of the dates and minimum weights and diameters applicable to the Nadir variety of avocados are revised so that after such revision the relevant portion of such Table I reads as follows:

Variety	Date	Minimum weight or diameter	Date	Minimum weight or diameter	Date
(1)	(2)	(3)	(4)	(5)	(6)
Nadir	7-20-64	14 oz. $3\frac{5}{16}$ in	8-17-64	9 oz. $2\frac{13}{16}$ in	8-24-64

The provisions of this amendment shall become effective at 12:01 a.m., e.s.t., August 17, 1964.

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

Dated: August 13, 1964.

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

[F.R. Doc. 64-8316; Filed, Aug. 14, 1964; 8:50 a.m.]

PART 924—FRESH PRUNES GROWN IN DESIGNATED COUNTIES IN WASHINGTON AND IN UMATILLA COUNTY, OREGON

Expenses and Fixing of Rate of Assessment for 1964–65 Fiscal Period

Notice was published in the July 30, 1964, issue of the FEDERAL REGISTER (29 F.R. 10616) that consideration was being given to proposals regarding the expenses and the fixing of the rate of assessment for the fiscal period ending March 31, 1965, under the marketing agreement and Order No. 924 (7 CFR Part 924) regulating the handling of fresh prunes grown in designated counties in Washington and in Umatilla County, Oregon, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674). After consideration of all relevant matters presented, including the proposals set forth in such notice which were submitted by the Washington-Oregon Fresh Prune Marketing Committee (established pursuant to said marketing agreement and order), it is hereby found and determined that:

§ 921.204 Expenses and rate of assessment for the 1964–65 fiscal period.

(a) *Expenses.* The expenses that are reasonable and likely to be incurred by the Washington-Oregon Prune Marketing Committee, established pursuant to the provisions of the aforesaid marketing agreement and order, to enable such committee to perform its functions, in accordance with the provisions thereof, during the fiscal period beginning April 1, 1964, and ending March 31, 1965, will amount to $8,697.

(b) *Rate of assessment.* The rate of assessment, which each handler who first handles fresh prunes shall pay as his pro rata share of the aforementioned expenses in accordance with the applicable provisions of said marketing agreement and order, is hereby fixed at fifty cents ($0.50) per ton of fresh prunes so handled by such handler during such fiscal period.

(c) Terms used in the marketing agreement and order shall, when used herein, have the same meaning as is given to the respective term in said marketing agreement and order.

It is hereby found that good cause exists for not postponing the effective time of this action until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001–1011) in that (1) the relevant provisions of said marketing agreement and this part require that the rate of assessment fixed for a particular fiscal period shall be applicable to all assessable fresh peaches from the beginning of such period; and (2) the current fiscal period began on April 1, 1964, and the rate of assessment herein fixed will automatically apply to all assessable fresh prunes beginning with such date.

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

Dated: August 12, 1964.

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

[F.R. Doc. 64-8274; Filed, Aug. 14, 1964; 8:49 a.m.]

[Avocado Reg. 12, Amdt. 1]

PART 944—FRUITS; IMPORT REGULATIONS

Avocados

Pursuant to the provisions of section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), the provisions of paragraph (a) of § 944.4 (Avocado Regulation 12; 29 F.R. 9526) are hereby amended to read as follows:

§ 944.4 Avocado Regulation 12.

(a) On and after the effective time of this section, the importation into the United States of any avocados is prohibited unless such avocados are inspected and meet the following requirements:

(1) All avocados imported during the period beginning at 12:01 a.m., e.s.t, July 20, 1964, and ending at 12:01 a.m., e.s.t., April 30, 1965, shall grade not less than U.S. No. 2.

(2) Avocados of the Pollock variety shall not be imported (i) during the period beginning at 12:01 a.m., e.s.t., July 20, 1964, and ending at 12:01 a.m., e.s.t., August 3, 1964, unless the individual fruit in each lot of such avocados weighs at least 18 ounces or measures at least $3\frac{11}{16}$ inches in diameter; and (ii) during the period beginning at 12:01 a.m., e.s.t., August 3, 1964, and ending at 12:01 a.m., e.s.t., August 17, 1964, unless the individual fruit in each lot of such avocados weighs at least 16 ounces or measures at least $3\frac{8}{16}$ inches in diameter.

(3) Avocados of the Catalina variety shall not be imported (i) prior to October 26, 1964; and (ii) during the period beginning at 12:01 a.m., e.s.t., October 26, 1964, and ending at 12:01 a.m., e.s.t., November 16, 1964, unless the individual fruit in each lot of such avocados weighs at least 18 ounces.

(4) Avocados of the Trapp variety shall not be imported (i) prior to August 17, 1964; and (ii) during the period beginning at 12:01 a.m., e.s.t., August 17, 1964, and ending at 12:01 a.m., e.s.t., September 14, 1964, unless the individual fruit in each lot of such avocados weighs at least 12 ounces or measures at least $3\frac{7}{16}$ inches in diameter.

(5) Avocados of the Nadir variety shall not be imported during the period beginning at 12:01 a.m., e.s.t., August 17, 1964, and ending at 12:01 a.m., e.s.t., August 24, 1964, unless the individual fruit in each lot of such avocados weighs at least 9 ounces or measures at least $2\frac{13}{16}$ inches in diameter.

(6) Avocados of any variety other than Pollock, Catalina, Trapp, and Nadir shall not be imported (i) during the period beginning at 12:01 a.m., e.s.t., July 20, 1964, and ending at 12:01 a.m., e.s.t., August 3, 1964, unless the individual fruit in each lot of such avocados weighs at least 14 ounces; and (ii) during the period beginning at 12:01 a.m., e.s.t., August 3, 1964, and ending at 12:01 a.m., e.s.t., September 21, 1964, unless the individual fruit in each lot of such avocados weighs at least 12 ounces: *Provided*, That any lot of such avocados may be imported without regard to the minimum weight requirements of this paragraph if such avocados, when mature, normally change color to any shade of red or purple and any portion of the skin of the individual fruit has changed to the color normal for that fruit when mature.

(7) Notwithstanding the provisions of subparagraphs (2) through (6) of this paragraph regarding the minimum weight or diameter for individual fruit, not to exceed 10 percent, by count, of the individual fruit contained in each lot may weigh less than the minimum spec-

ified weight and be less than the minimum specified diameter: *Provided*, That such avocados weigh not more than 2 ounces less than the applicable specified weight for the particular variety specified in such subparagraphs. Such tolerances shall be on a lot basis, but not to exceed double such tolerances shall be permitted for an individual container in a lot.

* * * * *

Nothing contained herein shall be construed (i) as affecting or waiving any right, duty, obligation, or liability which has arisen or which, prior to the effective time of the provisions hereof, may arise in connection with any provision of said Avocado Regulation 12; or (2) as releasing or extinguishing any violation of Avocado Regulation 12 which has occurred or which, prior to the effective time of the provisions hereof, may occur.

It is hereby determined, on the basis of the information which is now available, that the requirements set forth in this amendment are comparable to the maturity and quality regulations that are being made applicable, at the effective time hereof, to shipments of avocados grown in south Florida.

It is hereby found that it is impracticable, unnecessary, and contrary to the public interest to postpone the effective time of this amendment beyond that hereinafter specified (5 U.S.C. 1001–1011) in that (i) the requirements of this amended import regulation are imposed pursuant to section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), which makes such regulation mandatory; (ii) revised quality requirements are being imposed on avocados grown in south Florida under Amendment 1 to Avocado Order 4 (29 F.R. 8462) issued to become effective August 17, 1964; (iii) compliance with this amended import regulation will not require any special preparation which cannot be completed by the effective time hereof; and (iv) this amendment relieves restrictions on imports of avocados.

Effective time. The provisions of this amendment shall become effective at 12:01 a.m., e.s.t., August 17, 1964.

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

Dated: August 13, 1964.

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

[F.R. Doc. 64–8318; Filed, Aug. 14, 1964; 8:50 a.m.]

[Lime Reg. 2, Amdt. 2]

PART 944—FRUITS; IMPORT REGULATIONS

Limes

Pursuant to the provisions of section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), the provisions of paragraph (a) of § 944.201 (Lime Regulation 2; 29 F.R. 8160, 29 F.R. 9320) are hereby amended to read as follows:

§ 944.201 Lime Regulation 2.

(a) On and after 12:01 a.m., e.s.t., August 17, 1964, the importation into the United States of any limes is prohibited unless such limes are inspected and meet the following requirements:

(1) Such limes of the group known as true limes (also known as Mexican, West Indian, and Key limes and by other synonyms), meet the requirements of at least U.S. No. 2 grade for Persian (Tahiti) limes, except as to color;

(2) Such limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties) grade at least U.S. Combination, Mixed Color, with not less than 60 percent, by count, of the limes in each container thereof grading not less than U.S. No. 1 Mixed Color, and the remainder thereof grading not less than U.S. No. 2, Mixed Color; and

(3) Such limes of the group known as large fruited or Persian limes (including Tahiti, Bearss, and similar varieties) are of a size not smaller than 1⅞ inches in diameter: *Provided*, That not to exceed 10 percent, by count, of the limes in any container may fail to meet this requirement.

* * * * *

It is hereby found that it is impracticable, unnecessary, and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective time of this amendment beyond that hereinafter specified (5 U.S.C. 1001–1011) in that (a) the requirements of this amended import regulation are imposed pursuant to section 8e of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601–674), which makes such regulation mandatory; (b) such regulation imposes the same restrictions being made applicable to domestic shipments of limes under Lime Regulation 11 (§ 911.313), which becomes effective August 17, 1964; (c) compliance with this amended import regulation will not require any special preparation which cannot be completed by the effective time hereof; and (d) this regulation relieves restrictions on the importation of Persian limes.

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

Dated: August 13, 1964.

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

[F.R. Doc. 64–8317; Filed, Aug. 14, 1964; 8:50 a.m.]

PART 945—IRISH POTATOES GROWN IN CERTAIN DESIGNATED COUNTIES IN IDAHO AND MALHEUR COUNTY, OREGON

Approval of Expenses and Rate of Assessment

Notice of rule making regarding proposed expenses and a proposed rate of assessment, to be effective under Marketing Agreement No. 98 and Order No. 945, both as amended (7 CFR Part 945), regulating the handling of Irish potatoes grown in certain designated counties in Idaho and Malheur County, Oreg., was published in the FEDERAL REGISTER, July 25, 1964 (29 F.R. 10398). This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.). The notice afforded interested persons an opportunity to submit written data, views or arguments pertaining thereto not later than 15 days following publication in the FEDERAL REGISTER. None was filed.

After consideration of all relevant matters presented, including the proposals set forth in the aforesaid notice which were recommended by the Idaho-Eastern Oregon Potato Committee, established pursuant to said amended marketing agreement and order, it is hereby found and determined that:

§ 945.217 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred during the fiscal period beginning June 1, 1964, and ending May 31, 1965, by the Idaho-Eastern Oregon Potato Committee, established pursuant to Marketing Agreement No. 98, as amended, and this part, for its maintenance and functioning and for such purposes as the Secretary determines to be appropriate, will amount to $30,000.00.

(b) The rate of assessment to be paid by each handler, in accordance with the amended marketing agreement and this part, shall be seventy cents per carload or fraction thereof, or per truckload of 5,000 pounds or more, of potatoes handled by him as the first handler thereof during said fiscal period.

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

It is hereby found that good cause exists for not postponing the effective time of this section until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1003) in that: (1) The relevant provisions of said marketing agreement and this part require that rates of assessment fixed for a particular fiscal period shall be applicable to all assessable potatoes from the beginning of such period, and (2) the current fiscal period began on June 1, 1964, and the rate of assessment herein fixed will automatically apply to all assessable potatoes beginning with such date.

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

Dated: August 12, 1964.

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

[F.R. Doc. 64–8275; Filed, Aug. 14, 1964; 8:50 a.m.]

Title 13—BUSINESS CREDIT AND ASSISTANCE

Chapter I—Small Business Administration

[Amdt. 6 (Rev. 4)]

PART 121—SMALL BUSINESS SIZE STANDARDS

Definition of Small Business for Motion Picture Production and Motion Picture Service Industries

On March 20, 1964, there was published in the FEDERAL REGISTER (29 F.R. 3584) a notice that the Administrator of the Small Business Administration proposed to establish specific definitions of a small business concern in the motion picture production (SIC 7811) and motion picture services (SIC 7821) industries and amend the current one million dollar annual sales or receipts definition applicable to SIC 7821 and SIC 7811 as being too low for procurement purposes.

After due consideration of all relevant matters, written statements of fact, opinions, and arguments from interested parties concerning the proposed change, the amendment set forth below is hereby adopted. In order to allow Government agencies ample time to implement this amendment in their procurement procedures, an effective date of sixty days after publication is set with an accelerating provision permitting implementation as soon as procurement procedures throughout the Government can so provide.

The Small Business Size Standards (Revision 4) (29 F.R. 86), as amended (29 F.R. 2998, 3222, 6945, 7312), is hereby further amended by:

1. Adding subparagraph (2) to paragraph (e) of § 121.3–8 to read as follows:

§ 121.3–8 Definition of small business for Government procurement.

* * * * *

(e) *Services.* * * *

(2) Any concern bidding on a contract for motion picture production or motion picture services is classified as small if its average annual sales or receipts for its preceding three fiscal years do not exceed $5 million.

* * * * *

2. Adding subparagraphs (8) and (9) to paragraph (d) of § 121.3–10 to read as follows:

§ 121.3–10 Definition of small business for SBA Business Loans.

* * * * *

(d) *Services.* * * *

(8) As small if it is engaged in the motion picture production industry and its annual receipts do not exceed $5 million.

(9) As small if it is engaged in the picture services industry and its annual receipts do not exceed $5 million.

* * * * *

Effective date: Sixty days after publication, with authority hereby granted to contracting officers of Government procurement agencies to accelerate this effective date within their procurement activities.

Dated: August 13, 1964.

EUGENE P. FOLEY,
Administator.

[F.R. Doc. 64–8311; Filed, Aug. 14, 1964; 8:50 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Airspace Docket No. 64–WA–48]

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

Alteration of Federal Airways

The upper limits of low altitude Federal airways presently extend to the base of any overlying controlled airspace, but offshore airway segments extend upward indefinitely in the absence of any designated overlying controlled airspace. In an amendment to Federal Aviation Regulations, Part 71 [New] published as Airspace Docket No. 63–WA–74 (29 F.R. 8471) the vertical limits of low altitude VOR Federal airways were designated by definition up to but not including 18,000 feet MSL. Subsequent to the publication of this amendment, the Agency has determined that there is a continued requirement for designated airways above 18,000 feet MSL for air traffic control purposes on certain offshore airways segments. Accordingly, action is taken herein to retain the present unlimited upward extent for the offshore segments of VOR Federal airways Nos. 3, 7, 35, 51, 97, 157, 225, 295, and 437. Executive Order 10854 coordination is not necessary since the actions involve merely retaining the identity of the controlled airspace with no change in the overall extent thereof.

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

In consideration of the foregoing, § 71.123 (28 F.R. 11185, 12925, 29 F.R. 1009, 1561, 2692, 2934, 4671, 5456, 6246, 6436, 6437, 6945, 7818, 9529, 9821) is amended as follows:

In V–3, V–7, V–35, V–51, V–97, V–157, V–225, V–295, and V–437 "The portion outside the United States has no upper limit." is added at the end of text.

This amendment shall become effective 0001 e.s.t., September 17, 1964.

(Secs. 307(a), 1110, Federal Aviation Act of 1958; 49 U.S.C. 1348(a) and 1510)

Issued in Washington, D.C., on August 7, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64–8234; Filed, Aug. 14, 1964; 8:45 a.m.]

[Airspace Docket No. 64–WA–50]

PART 75—ESTABLISHMENT OF JET ROUTES

Designation of Jet Routes and Jet Advisory Areas

The purpose of these amendments to §§ 75.100 and 75.200 is to designate jet route segments from the Seattle, Wash., VORTAC, the Spokane, Wash., VORTAC, the Great Falls, Mont., VORTAC, the Duluth, Minn., VORTAC, the Presque Isle, Maine, VOR, the Bangor, Maine, VORTAC, and the Buffalo, N.Y., VORTAC to the United States/Canadian border; and to designate jet advisory areas from the Great Falls VORTAC, the Duluth VORTAC, the Presque Isle VOR and the Bangor VORTAC to the United States/Canadian border.

The Canadian Department of Transport plans to designate high altitude airways in Canadian airspace to the United States/Canadian border from: Kimberley, British Columbia, toward Seattle, Wash., and Spokane, Wash.; Swift Current, Saskatchewan, toward Great Falls, Mont.; Lethbridge, Alberta, toward Great Falls, Mont.; Kenora, Ontario, toward Duluth, Minn., Port Menier, Quebec, toward Presque Isle, Maine; Fredericton, New Brunswick, toward Bangor, Maine; and Kleinburg, Ontario, toward Buffalo, N.Y. The Canadian Department of Transport has requested that these airways be continued from the border to the appropriate U.S. facilities as jet routes. The Federal Aviation Agency concurs in this suggestion and action pertaining to U.S. territory is taken herein.

All of the new jet routes and jet advisory areas will coincide with existing jet routes and jet advisory areas, except that a slight modification of J–95/J–531 is required in compliance with the Canadian request to realign these routes from Buffalo to Kleinburg in lieu of Buffalo to Toronto. This modification is minor in nature. Therefore, compliance with the notice and public procedure requirements of section 4 of the Administrative Procedure Act is unnecessary. However, to allow sufficient time for appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, the following actions are taken:

1. In § 75.100 (29 F.R. 1287) the following is added:

Jet Route No. 517 (Spokane, Wash., to the United States/Canadian border); (joins Canadian high level airway No. 517). From Spokane, Wash., to Kimberley, British Columbia, Canada, RR, excluding the portion which lies over Canadian territory.

Jet Route No. 530 (Great Falls, Mont., to the United States/Canadian border); (joins Canadian high level airway No. 530). From Great Falls, Mont., via the Great Falls 040° radial to the United States/Canadian border.

Jet Route No. 516 (Great Falls, Mont., to the United States/Canadian border); (joins Canadian high level airway No. 516). From Great Falls, Mont., via the Great Falls 339° radial to the United States/Canadian border.

Jet Route No. 538 (Duluth, Minn., to the United States/Canadian border); (joins Canadian high level airway No. 538). From the INT of the United States/Canadian border and the direct radial between Duluth, Minn., and Kenora, Ont., to Duluth.

Jet Route No. 564 (Presque Isle, Maine, to the United States/Canadian border); (joins Canadian high level airway No. 564). From Presque Isle, Maine, to INT of the Presque Isle 038° radial and the United States/Canadian border.

Jet Route No. 581 (Bangor, Maine, to the United States/Canadian border); (joins Canadian high level airway No. 581). From Bangor, Maine, to the INT of the Bangor 058° radial and the United States/Canadian border.

Jet Route No. 531 (Buffalo, N.Y., to the United States/Canadian border); (joins Canadian high level airway No. 581). From Buffalo, N.Y., to Kleinburg, Ont., Canada, excluding the portion which lies over Canadian territory.

Jet Route No. 505 (Seattle, Wash., to the United States/Canadian border); (joins Canadian high level airway No. 505). From Seattle, Wash., via the Seattle 061° radial to the United States/Canadian border.

2. In § 75.100 (29 F.R. 1287) the following change is made:

In the text of Jet Route No. 95 "to the INT of the Buffalo 312° radial and the United States/Canadian Border." is deleted and "to Kleinburg, Ontario Canada, excluding the portion which lies over Canadian territory." is substituted therefor.

3. In § 75.200 (29 F.R. 1300, 7018) the following is added:

Jet Route No. 530 jet advisory area.
Radar: From Great Falls, Mont., to the United States/Canadian border.

Jet Route No. 516 jet advisory area.
Radar: From Great Falls, Mont., to the United States/Canadian border.

Jet Route No. 538 jet advisory area.
Nonradar: From the United States/Canadian border to the positive control area boundary NW of Duluth, Minn., at FL 310 and from FL 370 to FL 410, inclusive.

Jet Route No. 564 jet advisory area.
Radar: From Presque Isle, Maine, to the United States/Canadian border.

Jet Route No. 581 jet advisory area.
Radar: From Bangor, Maine, to the United States/Canadian border.

These amendments shall become effective 0001 e.s.t., September 17, 1964.

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

Issued in Washington, D.C., on August 7, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-8235; Filed, Aug. 14, 1964; 8:45 a.m.]

[Reg. Docket No. 5032]

PART 127—CERTIFICATION AND OPERATIONS OF SCHEDULED AIR CARRIERS WITH HELICOPTERS [NEW]

This amendment adds Part 127 "Certification and Operations of Scheduled Air Carriers with Helicopters" [New] to the Federal Aviation Regulations to replace the requirements contained in Part 46 of the Civil Air Regulations and is part of the Agency recodification program. Part 127 [New] was published as a notice of proposed rule making in the FEDERAL REGISTER on May 7, 1964 (29 F.R. 6047).

A number of changes have been made in the proposal, both as a result of comments received and as a result of further review by the Agency. Some of the comments received recommended substantive changes of the regulations. Although some of these recommendations might, upon further study, appear to be meritorious, they cannot be adopted as a part of the recodification program. However, all comments of this nature will be preserved and considered in any later substantive revision of this part.

One comment indicated, correctly, that the word "unless" should be added to paragraph (a) of § 127.73(a) to be consistent with the present requirements of § 46.63. This correction has been made.

Another comment indicated that the word "approved" should be deleted from § 127.151(a) since present § 46.280 does not require formal approval of the training program required by this part. This deletion has been made.

As indicated in the preamble to the notice of proposed rule making § 127.27 was revised to include certain provisions giving an air carrier certain rights not presently contained in Part 46 of this chapter relating to the amendment of operations specifications. This section has been further revised to make it more consistent with comparable provisions in present Parts 40, 41, and 42, concerning amendments to air carrier operations specifications. While these changes are mainly procedural in nature, they have some substantive effect in that they give the carriers additional rights and privileges.

Section 127.93 has been amended to make it clear that an air carrier may carry cargo in the passenger compartment, in accordance with the limitations stated therein, whenever the cargo cannot be loaded in approved cargo racks, bins, or compartments that are separate from passenger compartments. Section 46.153 presently states that an air carrier may exercise this privilege only whenever operating conditions require the carriage of cargo outside of the specified approved cargo racks, bins, or compartments. The Agency feels that rarely could it be shown that operating conditions "require" the carriage of cargo that cannot be loaded in the approved locations and that this limitation should therefore be removed. As revised this section is more consistent with comparable provisions of present Parts 40, 41, and 42.

Section 127.107 has been expanded to make clear that the word "approved" is not limited to approval of fire extinguishers by the Administrator. This expansion of the word "approved" has been carried as a note in Part 41 of the Civil Air Regulations and as CAM material in Part 40. Since the additional language is relaxatory in nature it can be added as a part of the recodification program.

Section 127.191 has been revised to eliminate the term "duty aloft" and substitute "flight time". As presently defined in Part 46 "duty aloft" means "flight time". Since "flight time" is defined in Part 1 [New] the term "duty aloft" is unnecessary.

Subpart I "Maintenance, Preventive Maintenance, and Alterations" has been revised to reflect Amendment 46-9 published in the FEDERAL REGISTER on May 20, 1964 (29 F.R. 6522).

As stated in the notice of proposed rule making, Part 1 [New] includes "inspection" within the definition of the term "maintenance". Consistent with this definition, the term "maintenance" as used in this Part includes "required inspections" performed by a separate inspection organization under Amendment 46-9. Whenever a rule is directed to all maintenance functions except required inspections, the term "maintenance" is modified by specifically excluding "required inspections".

Special Civil Air Regulation SR 443A and SR 455 and § 14 of SR 425C, as applicable to operations under Part 127 [New] have been included as §§ 127.227, 127.212, and 127.85, respectively.

Other minor changes of a technical nature have been made. They are not substantive and do not impose any burden on regulated persons.

The definitions, abbreviations, and rules of construction contained in Part 1 [New] of the Federal Aviation Regulations apply to Part 127 [New].

In consideration of the foregoing, Chapter I of Title 14 of the Code of Federal Regulations is amended, effective November 2, 1964, by deleting Part 46 and by adding Part 127 [New] reading as hereinafter set forth.

Issued in Washington, D.C., on August 11, 1964.

N. E. HALABY,
Administrator.

Subpart A—General

Subpart B—Certification: Operations Specifications

Subpart C—Requirements for Services and Facilities

Subpart D—Air Carrier Manuals

Subpart E—Helicopter Requirements

AUTHORITY: The provisions of this Part 127 issued under sec. 313(a), 601, 604, and 605 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1424, and 1425).

Subpart A—General

§ 127.1 Applicability.

This part prescribes rules governing each air carrier holding a certificate of public convenience and necessity issued by the Civil Aeronautics Board when that air carrier engages in scheduled interstate air transportation using helicopters within the 48 contiguous States and the District of Columbia.

§ 127.3 Rules applicable to operations subject to this part.

Unless otherwise specified in this part, each air carrier shall comply with Part 91 [New] of this chapter.

Subpart B—Certification: Operations Specifications

§ 127.11 Certificate and operations specifications required.

No air carrier may operate a helicopter in operations to which this Part applies without, or in violation of, an air carrier operating certificate and separate appropriate operations specifications issued under this part.

§ 127.13 Contents of certificate and operations specifications.

(a) Each air carrier operating certificate contains the points between which, and the routes over which, the air carrier may operate.

(b) An air carrier's operations specifications contain the following:

(1) The kinds of operations authorized.

(2) A current list of all helicopters authorized for use.

(3) En route authorizations.

(4) En route limitations.

(5) Heliport authorizations.

(6) Heliport limitations.

(7) Time limitations, or standards for determining time limitations, for overhauls, parts retirement, inspections, replacements, and checks of airframes, engines, rotors, and appliances.

(8) Procedures for control of weight and balance of helicopters.

(9) Pages of the air carrier's operations manual that have been specifically designated and approved by the Administrator.

(10) Any other item that the Administrator determines is necessary to cover a particular situation.

§ 127.17 Issue of certificates.

(a) An applicant is entitled to an air carrier operating certificate if—

(1) The applicant hold a certificate of public convenience and necessity issued by the Civil Aeronautics Board; and

(2) The Administrator, after investigation, finds that the applicant is properly and adequately equipped and able to conduct a safe operation under this part and operations specifications provided for in this part.

(b) Whenever, after investigation, the Administrator determines that the general standards of safety for air carrier operations require or allow a deviation from any requirement of this part for a particular operation or class of operations, he issues operations specifications prescribing appropriate requirements that deviate from the requirements of this part.

§ 127.19 Availability of certificate.

Each air carrier shall make its operating certificate available for inspection by the Administrator, or an authorized representative of the Civil Aeronautics Board, at its principal operations base.

§ 127.21 Duration of certificate.

(a) An air carrier operating certificate is effective until termination of the economic authority issued by the Civil Aeronautics Board to the air carrier, or until it is surrendered or the Administrator suspends, revokes, or otherwise terminates it.

(b) If the Administrator suspends or revokes an air carrier operating certificate, the holder of that certificate shall return it to the Administrator.

§ 127.23 Use of operations specifications.

(a) Each air carrier shall keep each of its employees informed of the pro-

visions of its operations specifications that apply to the employee's duties and responsibilities.

(b) Each air carrier shall maintain a complete and separate set of its operations specifications. In addition, each air carrier shall insert pertinent provisions of its operations specifications in its air carrier manual in such a manner that they retain their identity as operations specifications.

§ 127.25 Amendment of certificate.

(a) After notice and opportunity of hearing to the carrier concerned, the Administrator may amend an air carrier operating certificate if he finds that the amendment is reasonably required in the interests of safety.

(b) Upon application by an air carrier, the Administrator amends an air carrier operating certificate if he finds that general standards of safety allow the amendment.

§ 127.27 Amendment of operations specifications.

(a) The Administrator may amend any operations specifications issued under this part, except those pertaining to heliport and route authorizations—

(1) Upon application by the air carrier, if the Administrator determines that safety in air transportation and the public interest allows the amendment; or

(2) If the Administrator determines that safety in air transportation and the public interest requires the amendment.

(b) In the case of an amendment under paragraph (a) (2) of this section, the Administrator notifies the air carrier, in writing, of the proposed amendment, fixing a reasonable period (but not less than seven days) within which the air carrier may submit written information, views, and arguments on the amendment. After considering all relevant material presented, the Administrator notifies the air carrier of any amendment adopted, or rescinds the notice. The amendment becomes effective not less than 30 days after the air carrier receives notice of it, unless the air carrier petitions the Administrator personally to reconsider the amendment, in which case its effective date is stayed pending a decision by the Administrator. If the Administrator finds that there is an emergency requiring immediate action with respect to safety in air transportation, that makes the procedure in this paragraph impracticable or contrary to the public interest, he may issue an amendment, effective without stay, on the date the air carrier receives notice of it. In such a case, the Administrator incorporates the finding, and a brief statement of the reasons for it, in the notice of the amended operations specifications to be adopted.

(c) An applicant must file his application for an amendment of operations specifications with the FAA District Office charged with the overall inspection of its operations at least 15 days before the date that he proposes for the amendment to become effective, unless a shorter filing period is allowed by that office.

(d) Within 30 days after receiving from the District Office a notice of refusal to approve an air carrier's application for amendment, the air carrier may petition the Administrator personally to reconsider the refusal to amend.

§ 127.29 Inspection authority.

Each air carrier shall allow the Administrator to make any inspections or examinations that he considers necessary to determine the air carrier's compliance with the Federal Aviation Act of 1958, the Federal Aviation Regulations, and its operating certificate and operations specifications.

§ 127.31 Change of address.

Each air carrier shall notify the FAA Air Carrier District Office charged with the overall inspection of its operations, in writing, at least 30 days in advance, of any change in the address of its principal business office, its principal operations base, or its principal maintenance base.

Subpart C—Requirements for Services and Facilities

§ 127.41 Route requirements.

(a) Each air carrier seeking a route approval must show that—

(1) It is able to conduct scheduled operations between heliports over that route or route segment; and

(2) The facilities and services available are adequate for the kind of operation proposed.

(b) Paragraph (a) of this section does not require actual flight over a route or route segment if the air carrier shows that the flight is not essential to safety.

§ 127.43 Route width.

The Administrator designates the width of routes or route segments submitted to him for approval, consistent with—

(a) Terrain;
(b) Available navigation aids;
(c) Air traffic density; and
(d) ATC procedures.

§ 127.45 Heliports.

Each air carrier must show that each route it submits for approval has enough heliports that are properly equipped and adequate for the proposed operation, considering such items as size, surface, obstructions, facilities, public protection, lighting, navigational and communications aids, and ATC.

§ 127.47 Communications facilities.

(a) Each air carrier must show that a two-way air/ground radio communication system is available at points that will insure reliable and rapid communications, under normal operating conditions over the entire route (either direct or by approved point to point circuits) for the following purposes:

(1) Communications between the helicopter and the appropriate air carrier operational control office, at the minimum flight altitudes specified in its operations specifications, and independent of systems operated by the United States.

(2) Communications between the helicopter and the appropriate ATC unit.

In case of communications under subparagraph (2) of this paragraph, the Administrator may allow the use of communication systems operated by the United States.

(b) If the Administrator finds that compliance with subparagraph (1) of paragraph (a) of this section is not practicable because of terrain conditions, he may allow an exception to that subparagraph over specified segments of the route.

§ 127.49 Weather reporting facilities.

(a) Each air carrier must show that enough weather reporting services are available along each proposed route to insure weather reports (prepared and released by the U.S. Weather Bureau or a source approved by the Weather Bureau or prepared from in-flight pilot reports) and forecasts necessary for the operation.

(b) Each air carrier that uses forecasts to control flight movements shall prepare each forecast from weather reports specified in paragraph (a) of this section.

§ 127.51 Servicing and maintenance facilities.

Each air carrier must show that competent personnel and adequate facilities and equipment are available for servicing helicopters.

Subpart D—Air Carrier Manuals

§ 127.61 Preparation.

Each air carrier shall prepare and keep current an air carrier manual for the use and guidance of flight and ground operations personnel in conducting its operations.

§ 127.63 Contents.

(a) Each air carrier manual must—

(1) Include instructions and information necessary to allow the personnel concerned to perform their duties and responsibilities with a high degree of safety;

(2) Be in a form that is easy to revise;

(3) Have the date of last revision on each page concerned; and

(4) Not be contrary to the provisions of any applicable federal regulation or the air carrier's operations specifications or operating certificate.

(b) Copies of the manual may be divided into two or more parts to facilitate use by personnel concerned. However, each part must contain that part of the following information that is appropriate for each group of personnel:

(1) General policies.

(2) Duties and responsibilities of each crewmember and appropriate members of the ground organization.

(3) Reference to appropriate Federal Aviation Regulations.

(4) Operational flight control.

(5) En route flight, navigation, and communication procedures, including procedures for initiating or continuing a flight if any item of equipment required for the particular kind of operation becomes inoperative or unserviceable en route.

(6) Appropriate information from the en route operations specifications, including for each approved route the types of helicopters authorized, their crew complement, the kind of operation

such as VFR, day, night, etc., and any other pertinent information.

(7) Appropriate information from the heliport operations specifications including for each heliport—

(i) Its location;

(ii) Its designation (regular, alternate, provisional, etc.);

(iii) The types of helicopters authorized;

(iv) Landing and takeoff minimums;

(v) A diagram showing access and egress routes, restricted areas, prominent obstructions, usable dimensions; and

(vi) Any other pertinent information that may assist the pilot.

(8) Takeoff, en route, and landing weight limitations.

(9) Procedures for familiarizing passengers with the use of emergency equipment during flight.

(10) Emergency equipment and procedures.

(11) Procedures for determining the usability of landing and takeoff areas.

(12) Procedures for disseminating pertinent information to operations personnel.

(13) Procedures for operating in periods of ice, hail, thunderstorms, turbulence, or any potentially hazardous meteorological condition.

(14) Airman training programs, including appropriate ground, flight, and emergency phases.

(15) Instructions and procedures for maintenance, preventive maintenance, and servicing.

(16) Time limitations, or standards for determining time limitations, for overhauls, parts retirement, inspections, replacements, and checks of airframes, engines, rotors, and appliances.

(17) Procedures for refueling helicopters, eliminating fuel contamination, protection from fire (including electrostatic protection), and supervising and protecting passengers during refueling.

(18) Airworthiness inspections, including instructions covering procedures, standards, responsibilities, and authority of inspection personnel.

(19) Methods and procedures for maintaining the helicopter weight and center of gravity within approved limits.

(20) Pilot route and heliport qualification procedures.

(21) Accident notification procedures.

(22) Pertinent information on helicopter performance taken from the approved flight manual for each type of helicopter used.

(23) Other information or instructions relating to safety.

(c) Each air-carrier shall maintain at least one complete master copy of the air carrier manual at its principal operations base.

§ 127.65 Distribution.

(a) Each air carrier shall furnish current copies (and the changes and additions thereto) of the air carrier manual or appropriate parts of it to—

(1) Appropriate ground operations and maintenance personnel of the air carrier;

(2) Crewmembers; and

(3) Representatives of the Administrator assigned to the air carrier.

(b) Each person to whom a manual, or appropriate parts of it, is furnished under paragraph (a) of this section shall keep it up to date with the changes and additions furnished to him.

Subpart E—Helicopter Requirements

§ 127.71 General.

No air carrier may operate a helicopter unless that helicopter meets the applicable airworthiness requirements of this chapter.

§ 127.73 Proving tests.

(a) No air carrier may operate a helicopter not before proved for use in air carrier operations, unless a helicopter of that type has had, in addition to the helicopter certification tests, at least 100 hours of proving tests under the Administrator's supervision, at least 50 hours of which must have been flown over authorized routes and at least 10 hours of which must have been flown at night, if night operations are authorized.

(b) An air carrier may not operate a helicopter of a type that has been proved in commercial or extensive military service, if it has not previously used that type, or if that helicopter has been materially altered in design unless—

(1) The helicopter has been tested for at least 50 hours, of which at least 25 hours must have been over authorized routes; or

(2) The Administrator specifically authorizes deviations because special circumstances of the particular case make a literal observance of the requirements of this paragraph unnecessary.

(c) During proving tests, no air carrier may operate a helicopter to carry persons other than those needed to make the tests and those designated by the Administrator, but may carry mail, express, or other cargo, when approved.

Subpart F—Operating Limitations

§ 127.81 General.

Each air carrier shall operate each of its helicopters in accordance with operating limitations prescribed by the Administrator in the interests of safety, considering the performance of the helicopter, the areas traversed, heliports used, engine failure in flight, and temperature operating correction factors set forth in the Helicopter Flight Manual.

§ 127.83 Operation of helicopters other than transport Category A.

Each air carrier shall show, for operations with helicopters certificated under Part ____ [present Part 6], or the transport Category B provisions of Part ____ [present Part 7], that adequate areas are available for a safe autorotative or one engine inoperative landing from any point along the route to be used and that those areas are readily identifiable in both day and night operations.

§ 127.85 Provisionally certificated helicopters.

In addition to the limitations in § 91.41 of this chapter, the following limitations apply to the operation of provisionally certificated helicoptrs:

(a) In addition to crewmembers, each air carrier may carry on board such a helicopter only those persons who are listed in § 127.211(c) or who are specifically authorized by both the air carrier and the Administrator.

(b) Each air carrier shall keep a log of each flight conducted under this section and shall keep accurate and complete records of each inspection made and all maintenance performed on the helicopter. The air carrier shall make the log and records made under this section available to the manufacturer and the Administrator.

Subpart G—Special Airworthiness Requirements

§ 127.91 Fire prevention.

No air carrier may use a helicopter in passenger service (for which application for type certification was made before May 16, 1953) unless that helicopter complies with the fire prevention provisions of Part 6 of the Civil Air Regulations as in effect on May 16, 1953.

§ 127.93 Carriage of cargo in passenger compartments.

Whenever cargo cannot be loaded in approved cargo racks, bins, or compartments that are separate from passenger compartments, that cargo may be carried in the passenger compartment in accordance with the following:

(a) It is properly secured by a safety belt or other tiedown having enough strength to eliminate the possibility of shifting under all normally anticipated flight and ground conditions.

(b) It is packaged or covered to avoid possible injury to passengers.

(c) It does not impose any load on seats or on the floor structure that exceeds the load limitation for those components.

(d) It is not located in a position that restricts the access to or use of any required emergency or regular exit, or the use of the aisle between the crew and the passenger compartments.

(e) It is not carried directly above seated passengers.

Subpart H—Instrument and Equipment Requirements

§ 127.101 General.

(a) Instruments and equipment required by §§ 127.103 through 127.125 must be approved and installed in accordance with the airworthiness requirements applicable to them.

(b) Except as provided in § 127.247(b), no person may take off any helicopter unless the following instruments and equipment are in operable condition:

(1) Instruments and equipment required to comply with airworthiness requirements under which the helicopter is type certificated and as required by § 127.91.

(2) Instruments and equipment specified in §§ 127.103 through 127.117 for all operations, and the instruments and equipment specified in §§ 127.119 through 127.125 for the kind of operation indicated, wherever these items are not already required by subparagraph (1) of this paragraph.

§ 127.103 Flight and navigational equipment.

No person may operate a helicopter unless it is equipped with the following flight and navigational instruments and equipment:

(a) An airspeed indicating system with heated pitot tube or equivalent means for preventing malfunctioning due to icing.

(b) A sensitive altimeter.

(c) A sweep-second clock.

(d) A free-air temperature indicator.

(e) A magnetic compass.

§ 127.105 Engine instruments and equipment.

No person may operate a helicopter unless it is equipped with the following engine instruments and equipment:

(a) A carburetor air temperature indicator for each engine.

(b) A cylinder head temperature indicator for each air-cooled engine.

(c) A fuel pressure indicator and warning light for each engine.

(d) A means for indicating fuel quantity in each fuel tank to be used, and for helicopters with more than one independent fuel tank, a warning device indicating when the fuel in any independent tank becomes low.

(e) A manifold pressure indicator for each engine.

(f) An oil pressure indicator and warning light for each engine.

(g) An oil-in temperature indicator for each engine.

(h) An oil temperature indicator or warning device to indicate when the oil temperature exceeds a safe value in each main rotor drive gearbox, including those gearboxes essential to rotor phasing, having an oil system independent of the engine oil system.

(i) An oil pressure indicator and warning light for each transmission using a separate oil pump.

(j) Carburetor heating or deicing equipment for each engine.

(k) If equipped with a rotor brake, a means to indicate full or partial engagement.

(l) A tachometer for the main rotor, or for each main rotor the speed of which may vary appreciably with respect to another main rotor.

(m) A tachometer for each engine.

The tachometers required by paragraphs (l) and (m) of this section may be combined in a single instrument, but that instrument must indicate rotor r.p.m. during autorotation.

§ 127.107 Emergency equipment.

(a) *General.* No person may operate a helicopter unless it is equipped with the emergency equipment listed in this section.

(b) Each item of emergency equipment. (1) Must be readily accessible to the crew;

(2) Must clearly indicate its method of operation; and

(3) When carried in a compartment or container, must have that compartment or container marked as to contents.

(c) *Hand fire extinguishers for crew, passenger, and cargo compartments.* Hand fire extinguishers of a type approved by the Underwriters' Laboratories, Inc., Factory Mutual Laboratories, Underwriters Laboratories of Canada, or any other person whose approval is acceptable to the FAA, or an extinguisher approved under § ____ [Present § 7.18] (and that are accessible in flight) must be provided for use in crew, passenger, and cargo compartments, in accordance with the following:

(1) The type and quantity of extinguishing agent must be suitable for the kinds of fires likely to occur in the compartment where the extinguisher is intended to be used.

(2) At least one hand fire extinguisher must be conveniently located on the flight deck for use by the flight crew.

(3) At least one hand fire extinguisher must be conveniently located in the passenger compartment of each helicopter accommodating more than six passengers.

(d) *First-aid equipment.* First-aid kits for treatment of injuries likely to occur in flight or in minor accidents must be provided in a quantity appropriate to the number of passengers and crew accommodated by the helicopter.

(e) *Interior emergency exit markings.* Each helicopter must have conspicuously marked emergency exits. Each emergency exit must have conspicuously marked means of access and means of opening. The identity and location of each emergency exit must be recognizable from a distance equal to the width of the cabin. The location of the emergency exit operating handle and the instructions for opening must be marked on or adjacent to the emergency exit and must be readable from at least 30 inches by a person with normal eyesight.

(f) *Lighting for interior emergency exit markings.* Each passenger-carrying helicopter must have a source or sources of light (with an energy supply that is independent of the main lighting system) for each passenger emergency exit marking. Each light must be designed to—

(1) Function automatically in a crash landing, to continue functioning thereafter, and to be manually operable; or

(2) Be manually operable only and to continue functioning after a crash landing.

If a light requires manual operation, it must be turned on before each takeoff and landing. If a light requires arming of the system to function automatically, the system must be armed before each takeoff and landing.

§ 127.109 Seats and safety belts.

No person may operate a helicopter unless there are available during the takeoff, en route flight, and landing—

(a) An approved seat for each person who is at least two years of age; and

(b) An approved safety belt for separate use for each person who is at least two years of age.

However, in the case of children who are at least two, but not more than 12, years of age, one safety belt may be used for two in a single seat if the strength requirements of the seat and the safety belt are not exceeded.

§ 127.111 Miscellaneous equipment.

No person may conduct any operation unless the following equipment is installed in the helicopter:

(a) A windshield wiper or equivalent for each pilot station.

(b) An alternate source of energy able to carry the necessary load for all instruments required by § 127.119 that require a power source.

(c) A means to indicate the adequacy of the power being supplied to required flight instruments.

§ 127.113 Cockpit check procedure.

(a) Each air carrier shall provide an approved cockpit check procedure for each type of helicopter.

(b) The approved procedures must include the items necessary for flight crewmembers to check for safety before starting engine(s), taking off, or landing, and in engine emergencies. The procedures must be designed so that a flight crewmember will not need to rely upon his memory for items to be checked.

(c) The approved procedures must be readily usable in the cockpit of each helicopter.

§ 127.115 Passenger information.

No person may operate a helicopter that has separate passenger and crew compartments unless it is equipped with signs that are visible to passengers and cabin attendants to notify them when smoking is prohibited and when safety belts should be fastened. The signs must be so constructed that the crew can turn them on and off. The "No smoking" sign must be left on unless a cabin attendant is carried in the passenger compartment. In single-engine helicopters, the seat belts must be fastened during the entire flight.

§ 127.117 Exterior exit and evacuation markings.

No person may operate a helicopter unless the exterior surfaces of the helicopter are marked to clearly identify each required emergency exit. If the exits are operable from the outside, the markings must consist of or include information indicating the method of opening.

§ 127.119 Instruments and equipment for operations at night.

No person may operate a helicopter at night unless it is equipped with the following instruments and equipment in addition to those required by §§ 127.103 through 127.117:

(a) Position lights.

(b) An anti-collision light.

(c) Two landing lights, at least one of which is controllable to light the area forward of and below the helicopter.

(d) Instrument lights providing enough light to make each required instrument or switch easily readable, and installed so that the direct rays are shielded from the flight crewmember's eyes and that no objectionable reflections are visible to them. There must be a means of controlling the intensity of illumination unless the operator shows that nondimming instrument lights are satisfactory.

(e) A generator of adequate capacity.

(f) A gyroscopic bank and pitch indicator (artificial horizon).
(g) A gyroscopic direction indicator (direction gyro).
(h) A gyroscopic rate-of-turn indicator with bank indicator.
(i) A vertical speed indicator (rate-of-climb indicator).

§ 127.121 Equipment for single engine helicopter overwater operations.

No person may operate a single-engine helicopter over water beyond autorotative gliding distance from the land unless it is equipped with the following equipment:
(a) Helicopter flotation devices.
(b) A life preserver (or other adequate individual flotation device) for each occupant.
(c) Any other equipment that the Administrator determines is necessary for safety for a particular operation.

§ 127.123 Radio equipment.

No person may operate a helicopter unless it is equipped with the approved radio equipment specified for the kind of operation being conducted.

§ 127.125 Radio equipment for operations over routes navigated by pilotage.

No person may operate a helicopter over a route that can be navigated by pilotage, unless the helicopter is equipped with the radio equipment needed to perform the following functions under normal operating conditions:
(a) Communicate with at least an appropriate ground station in the vicinity, as prescribed in § 127.47, and with other helicopters operated by the air carrier.
(b) Communicate with ATC towers from any point in the control zone within which flight is intended.
(c) Receive meteorological information at the minimum en route altitude specified in the air carrier's operations specification, either separately or by the means required to comply with paragraph (a) or (b) of this section.

Subpart I—Maintenance, Preventive Maintenance, and Alterations

§ 127.131 Responsibility for airworthiness.

(a) Each air carrier is primarily responsible for—
(1) The airworthiness of its helicopters, including airframes, aircraft engines, appliances, and parts thereof; and
(2) The performance of the maintenance, preventive maintenance, and alteration of its helicopters, including airframes, aircraft engines, appliances, and parts thereof, in accordance with its manual and the regulations of this chapter.
(b) An air carrier may make arrangements with another person for the performance of any maintenance, preventive maintenance, or alterations. However, this does not relieve the air carrier of the responsibility specified in paragraph (a) of this section.

§ 127.132 Maintenance, preventive maintenance, and alteration organization.

(a) Each air carrier that performs any of its maintenance (other than required inspections), preventive maintenance, or alterations, and each person with whom it arranges for the performance of that work must have an organization adequate to perform the work.
(b) Each air carrier that performs any inspections required by its manual (in this subpart referred to as "required inspections") and each person with whom it arranges for the performance of that work must have an organization adequate to perform that work.
(c) Each person performing required inspections in addition to other maintenance, preventive maintenance, or alterations, shall organize the performance of those functions so as to separate the required inspection functions from the other maintenance, preventive maintenance, and alteration functions. The separation shall be below the level of administrative control at which overall responsibility for the required inspection functions and other maintenance, preventive maintenance, and alteration functions are exercised.

§ 127.133 Maintenance, preventive maintenance, and alterations programs.

Each air carrier shall have an inspection program and a program covering other maintenance, preventive maintenance, and alterations that ensures that—
(a) Maintenance, preventive maintenance, and alterations performed by it, or by other persons, are performed in accordance with the air carrier's manual;
(b) Competent personnel and adequate facilities and equipment are provided for the proper performance of maintenance, preventive maintenance, alterations; and
(c) Each helicopter released to service is airworthy and has been properly maintained for operation in air transportation.

§ 127.134 Manual requirements.

(a) The air carrier shall put in its manual a chart or description of the air carrier's organization required by § 127.132 and a list of persons with whom it has arranged for the performance of any of its required inspections, other maintenance, preventive maintenance, or alterations, including a general description of that work.
(b) The air carrier's manual must contain the programs required by § 127.133 that must be followed in performing maintenance, preventive maintenance, and alterations of that air carrier's helicopters, including airframes, engines, rotors, appliances, and parts thereof, and must include at least the following:
(1) The method of performing routine and nonroutine maintenance (other than required inspections), preventive maintenance, and alterations.
(2) A designation of the items of maintenance, preventive maintenance, and alteration that must be inspected (required inspections), including at least those that could result in a failure, malfunction, or defect endangering the safe operation of the helicopter, if not performed properly or if improper parts or materials are used.
(3) The method of performing required inspections and a designation by occupational title of personnel authorized to perform each required inspection.
(4) Procedures for the reinspection of work performed pursuant to previous required inspection findings ("buy-back procedures").
(5) Procedures, standards, and limits necessary for required inspections and acceptance or rejection of the items required to be inspected and for periodic inspection and calibration of precision tools, measuring devices, and test equipment.
(6) Procedures to ensure that all required inspections are performed.
(7) Instructions to prevent any person who performs any item of work from performing any required inspection of that work.
(8) Instructions and procedures to prevent any decision of an inspector, regarding required inspection, from being countermanded by persons other than supervisory personnel of the inspection or a person at that level of administrative control that has overall responsibility for the management of both the required inspection functions and the other maintenance, preventive maintenance, and alterations functions.
(9) Procedures to ensure that required inspections, other maintenance, preventive maintenance, and alterations that are not completed as a result of shift changes or similar work interruptions are properly completed before the airplane is released to service.

§ 127.135 Required inspection personnel.

(a) No person may use any person to perform required inspections unless the person performing the inspection is appropriately certificated, properly trained, qualified, and authorized to do so.
(b) No person may allow any person to perfom a required inspection unless, at that time, the person performing that inspection is under the supervision and control of an inspection unit.
(c) No person may perform a required inspection if he performed the item of work required to be inspected.
(d) Each air carrier shall maintain, or shall determine that each person with whom it arranges to perform its required inspections maintains, a current listing of persons who have been trained, qualified, and authorized to conduct required inspections. The persons must be identified by name, occupational title, and the inspections that they are authorized to perform. The air carrier (or person with whom it arranges to perform its required inspections) shall give written information to each person so authorized describing the extent of his responsibilities, authorities, and inspectional limi-

tations. The list shall be made available for inspection by the Administrator upon request.

§ 127.136 Continuing analysis and surveillance.

(a) Each air carrier shall establish and maintain a system for the continuing analysis and surveillance of the performance and effectiveness of its inspection program and the program covering other maintenance, preventive maintenance, and alterations and for the correction of any deficiency in those programs, regardless of whether those programs are carried out by the air carrier or by another person.

(b) Whenever the Administrator finds that either or both of the programs described in paragraph (a) of this section does not contain adequate procedures and standards to meet the requirements of this part, the air carrier shall, after notification by the Administrator, make any changes in those programs that are necessary to meet those requirements.

(c) An air carrier may petition the Administrator to reconsider the notice to make a change in a program. The petition must be filed with the FAA Air Carrier District Office charged with the overall inspection of the air carrier's operations within 30 days after the air carrier receives the notice. Except in the case of an emergency requiring immediate action in the interest of safety, the filing of the petition stays the notice pending a decision by the Administrator.

§ 127.137 Maintenance and preventive maintenance training program.

Each air carrier or person performing maintenance or preventive maintenance functions for it shall have a training program to ensure that each person (including inspection personnel) who determines the adequacy of work done is fully informed about procedures and techniques and new equipment in use and is competent to perform his duties.

§ 127.138 Maintenance and preventive maintenance personnel duty time limitations.

Each air carrier (or person performing maintenance or preventive maintenance functions for it) shall relieve each person performing maintenance or preventive maintenance from duty for a period of at least 24 consecutive hours during any seven consecutive days, or the equivalent thereof within any one calendar month.

§ 127.139 Certificate requirements.

Each person who is directly in charge of maintenance, preventive maintenance, or alteration, and each person performing required inspections must hold an appropriate airman certificate.

§ 127.140 Authority to perform and approve maintenance, preventive maintenance, and alterations.

(a) An air carrier may perform maintenance, preventive maintenance, and alterations as provided in its continuous airworthiness maintenance program and its maintenance manual. In addition, an air carrier may perform these functions for another air carrier as provided in the continuous airworthiness maintenance program and maintenance manual of the other air carrier.

(b) An air carrier may approve any helicopter, airframe, aircraft engine, or appliance for return to service after maintenance, preventive maintenance, or alterations that it performed under paragraph (a) of this section. However, in the case of a major repair or major alteration, the work must have been done in accordance with technical data approved by the Administrator.

Subpart J—Airman and Crewmember Requirements

§ 127.141 Airmen: limitations on use of services.

No air carrier may use a person as an airman unless that person holds an appropriate and valid airman certificate issued under this chapter and is otherwise qualified for the operation for which he is to be used.

§ 127.143 Composition of flight crew.

(a) No air carrier may operate a helicopter with less than the minimum flight crew specified in the airworthiness certificate for the helicopter and required by the kind of operation being conducted.

(b) If the air carrier is authorized to operate IFR or operates large helicopters, the minimum pilot crew is two pilots.

§ 127.145 Flight attendant.

Each air carrier conducting a passenger operation shall provide at least one flight attendant for each flight in a helicopter of more than 19-passenger capacity.

Subpart K—Training Programs

§ 127.151 Establishment.

(a) Each air carrier shall have a training program that insures that each crewmember is adequately trained to perform his assigned duties. Before serving in scheduled operations, each crewmember must satisfactorily complete the initial training phases.

(b) Each air carrier shall provide adequate ground and flight training facilities and properly qualified instructors for the training required by this section, and enough approved check airmen to conduct the flight checks required by this part. The check airmen must hold the airman certificates and ratings that are required for the airmen being checked.

(c) The training program for each flight crewmember must consist of appropriate ground and flight training, including proper flight crew coordination. The air carrier shall standardize procedures for each flight crew function to the extent that each flight crewmember knows the functions for which he is responsible and the relation of those functions to the functions of other flight crewmembers. The initial program must include at least the requirements set forth in §§ 127.153 through 127.157.

(d) The crewmember emergency procedures training program must include at least the requirements set forth in § 127.157.

(e) Each instructor, supervisor, or check airman that is responsible for a particular training check or flight check shall certify as to the proficiency of the crewmember and person employed in operational control after he completes his initial training and after he completes his recurrent training. That certification shall be made a part of the record of the person being checked.

§ 127.153 Initial ground training: pilots.

Each air carrier shall provide at least the following initial ground training for each pilot before he serves as a pilot:

(a) Instruction in the appropriate provisions of the air carrier's operations specifications and of this chapter especially the operating and flight release rules and helicopter operating limitations.

(b) Operational control procedures and appropriate contents of the manuals.

(c) Duties and responsibilities of crewmembers.

(d) The type of helicopter to be flown, including a study of the helicopter, engines, major components and systems, performance limitations, standard and emergency operating procedures, and appropriate contents of the approved Helicopter Flight Manual.

(e) Principles and methods for determining weight and balance limitations for takeoff and landing.

(f) Navigation and the use of appropriate navigation aids.

(g) Airport, heliport, air traffic control systems and procedures, and ground control letdown procedures, if pertinent.

(h) Enough meteorology to insure a practical knowledge of the principles of icing, fog, thunderstorms, and frontal systems.

(i) Procedures for operating in turbulent air, icing, hail, thunderstorm, and other potentially hazardous meteorological conditions.

§ 127.155 Initial flight training: pilots.

The initial flight training that the air carrier must provide for each pilot must include at least—

(a) Takeoffs and landings;

(b) Normal and emergency flight maneuvers, including approaches and landings with simulated one engine inoperative in each type of helicopter to be flown by the pilot in scheduled operations; and

(c) If night operations are authorized, night takeoffs and landings.

§ 127.157 Crewmember emergency training.

Each air carrier shall design its training in emergency procedures to give each crewmember appropriate individual instruction in emergency procedures. The training must include at least procedures—

(a) To be followed in event of the failure of an engine or other component or system;

(b) To be followed in event of fire in the air or on the ground;

(c) To be followed in event of ditching;

(d) To be followed in event of evacuation;

(e) Pertaining to the location and operation of emergency equipment; and

(f) Pertaining to limitations maximum and minimum engine and rotor r.p.m.

§ 127.159 Operations personnel.

Each air carrier shall establish and maintain a training program to insure that operations personnel who perform duties involving operational control are adequately trained to perform those duties. The air carrier may not assign a person to perform duties involving operational control until he has passed a test on those duties and responsibilities.

§ 127.161 Recurrent training.

(a) Each air carrier shall provide the training necessary to insure the continued competence of each crewmember and each person engaged in operational control and to insure that each has adequate knowledge of, and familiarity with, any new equipment or new procedures to be used by him.

(b) Each air carrier shall, at intervals established in the training program, but not more than each 12 months, check the competence of each crewmember and each person engaged in operational control, with respect to procedures, techniques, and information essential to the satisfactory performance of his duties. If the check of a pilot in command requires actual flight, the check is met by a check made under § 127.177.

(c) The appropriate instructor, supervisor, or check airman shall certify as to the proficiency shown, and that certification becomes a part of the person's record. In the case of a pilot other than a pilot in command, a pilot in command may make that certification.

Subpart L—Flight Crewmember Qualification

§ 127.171 General.

(a) No air carrier may use a flight crewmember and no flight crewmember may perform duties under his airman certificate, unless he meets the appropriate requirements in §§ 127.151 or 127.161 and 127.175 through 127.181.

(b) When a pilot completes a check required by this subpart the check airman who is responsible for the particular check shall certify that the pilot is proficient. This certification shall be made a part of the pilot's record.

§ 127.173 Pilot qualification: certificates required.

(a) No pilot may act as pilot in command of a helicopter unless he holds an airline transport pilot certificate and an appropriate type rating for that helicopter.

(b) Each pilot who acts as a pilot in a capacity other than as pilot in command must hold at least a commercial pilot certificate and a helicopter rating.

§ 127.175 Pilot qualification: recent experience.

No air carrier may use a pilot in scheduled air transportation unless, within the preceding 90 days, he has made at least three takeoffs and three landings in a helicopter of the type in which he is to serve. At least two of the landings must have been from an approach with simulated one engine inoperative in multiengine helicopters or in autorotation in single engine helicopters. In addition, if the pilot is scheduled to serve in air transportation at night, at least one of the two simulated one-engine inoperative or autorotative landings must have been made at night.

§ 127.177 Pilot checks.

(a) *Line check.* No air carrier may use a pilot as pilot in command until he has passed a line check in one of the types of helicopters that he is to fly. Thereafter he may not serve as a pilot in command unless each 12 calendar months he passes a similar line check. The line check may be given at any time during the calendar month before or the month after the month in which it is due without affecting its effective date. The check must be given by a check pilot who is qualified on the route. The check must consist of at least one scheduled flight between terminals over a route to which the pilot is normally assigned. The check pilot must determine whether the pilot being checked satisfactorily performs the duties and responsibilities of a pilot in command.

(b) *Proficiency check.* No air carrier may use a pilot as a pilot in command unless he has satisfactorily shown to the Administrator or a check pilot that he is able to pilot and navigate helicopters that he is to fly. Thereafter he may not serve as a pilot in command unless each six calendar months he passes a similar pilot proficiency check. The check may be given at any time during the calendar month before or the calendar month after the calendar month in which it is due without affecting its effective date. If a pilot serves in more than one helicopter type, the check must be given alternately in a helicopter of each type in which he serves. The proficiency check must include the following:

(1) An oral equipment test covering the subjects tested in § 127.153(d), accomplished in the carrier's ground school or during a proficiency or line check.

(2) Approaches and landings with simulated one engine inoperative in multiengine helicopters, or autorotation in single engine helicopters.

(3) Normal takeoffs and landings.

(4) Crosswind landings.

(5) Climbs.

(6) Climbing turns.

(7) Steep turns.

(8) Maneuvering at minimum speeds.

(9) Rapid descents and quick stops.

(10) A review of the emergency procedures listed in § 127.157.

§ 127.179 Pilot route and heliport qualification requirements.

(a) No air carrier may use a pilot as pilot in command until he has qualified for the route on which he is to serve, in accordance with paragraphs (b) through (d) of this section, and the appropriate instructor or check pilot has so certified.

(b) Each qualifying pilot shall show that he has adequate knowledge of the following:

(1) Weather characteristics.

(2) Navigation facilities.

(3) Communication procedures.

(4) Types of terrain and obstruction hazards.

(5) Minimum safe flight levels.

(6) Position reporting points.

(7) Holding procedures.

(8) Pertinent ATC procedures.

(9) Congested areas, obstructions, physical layout, and approach procedures for each heliport approved for the route.

(c) Each pilot in command must have made an entry, as a member of a flight crew, into each heliport into which he is to fly. The entry must include a landing and takeoff under day VFR weather conditions to allow him to observe the heliport and surrounding terrain, and any obstructions to landing and takeoff. The qualifying pilot must occupy a seat in the pilot compartment and be accompanied by a pilot who is qualified at that heliport.

(d) Each pilot in command who is to be qualified for night passenger operations must be qualified in accordance with paragraphs (b) and (c) of this section. In addition, he must have made one trip over the route at night with a pilot who is qualified for night operations on the route.

§ 127.181 Maintenance and re-establishment of pilot qualifications.

(a) To maintain pilot route and heliport qualifications, each pilot in command must, within the preceding 90 days, have made at least one trip as pilot or other member of a flight crew between terminals into which he is scheduled to fly. To maintain those qualifications for night operations this trip must be made during daylight.

(b) To re-establish pilot route and heliport qualifications after absence from a route or a heliport on that route for more than 90 days, the pilot must comply with § 127.179.

Subpart M—Flight Time Limitations

§ 127.191 General.

(a) No air carrier may schedule any flight crewmembers for flight time in scheduled air transportation or in other commercial flying, if his total flight time in all commercial flying would be more than—

(1) 1000 hours in any calendar year;

(2) 100 hours in any calendar month; or

(3) 30 hours in any seven consecutive days.

(b) No air carrier may schedule a flight crewmember for flight time for more than eight hours during any 24 consecutive hours unless he is given an intervening rest period at or before the end of the eight scheduled hours aloft. The rest period must be at least twice the number of hours of flight time since the preceding rest period, but not less than eight hours.

(c) A flight crewmember who has had more than eight hours of flight time in any 24 consecutive hours must, upon completing his assigned flight or series of flights, be given at least 16 hours of rest before being assigned any further duty with the air carrier.

(d) Each air carrier shall relieve each flight crewmember engaged in scheduled air transportation from all duty for at

least 24 consecutive hours at least once during any seven consecutive days.

(e) No air carrier may assign a flight crewmember to any duty with it during a rest period prescribed in this section.

(f) A flight crewmember is not considered to be scheduled for duty in excess of any limitation in this section, if the flights to which he is assigned are scheduled and normally terminate within those limitations, but due to exigencies beyond the air carrier's control (such as adverse weather conditions) are not at the time of departure expected to reach their destination within the scheduled time.

Subpart N—Flight Operations

§ 127.201 Operational control.

(a) Each air carrier is responsible for operational control.

(b) Each air carrier is responsible for—

(1) The exercise of necessary authority for the initiation, continuation, diversion, or termination of a flight; and

(2) Monitoring the progress of each flight and providing the pilot with all information necessary for the safety of the flight.

(c) Each pilot in command of a helicopter is, during flight time, in command of the helicopter and crew and is responsible for the safety of the passengers, crewmembers, cargo, and aircraft.

(d) Each pilot in command of a helicopter is responsible for the preflight planning and the operation of the flight in compliance with this chapter and the operations specifications.

§ 127.203 Operations notices.

Each air carrier shall notify its appropriate operations personnel of each change in equipment and operating procedures, including each known change in the use of navigation aids, heliports, ATC procedures and regulations, local airport traffic control rules, and known hazards to flight, including icing and other potentially hazardous meteorological conditions and irregularities in ground and navigation facilities.

§ 127.205 Operations schedules.

In establishing flight operations schedules, each air carrier shall allow enough time for the proper servicing of helicopters with fuel and oil at intermediate stops. In addition, it shall consider the prevailing winds along the particular route and the cruising speed of the type of helicopter to be flown, and that speed may not be more than that achieved with the engines operating at specified cruising power.

§ 127.207 Flight crewmembers at controls.

Each required flight crewmember on flight deck duty shall remain at his station while the helicopter is taking off or landing, and while it is en route except when the absence of one member is necessary for performing his duties in connection with operating the helicopter. Each flight crewmember shall keep his seat belt fastened when at his station.

§ 127.209 Manipulation of controls.

No person may manipulate the flight controls of a helicopter during flight unless he is—

(a) A qualified pilot employed by the air carrier operating that helicopter;

(b) An authorized pilot safety representative of the Administrator or of the Civil Aeronautics Board who has the permission of the pilot in command, is qualified in the helicopter, and is checking flight operations; or

(c) A pilot employed by another air carrier who has the permission of the pilot in command, is qualified in the helicopter, and is authorized by the carrier operating the helicopter.

§ 127.211 Admission to flight deck.

(a) No person may admit any person to the flight deck of a helicopter unless the person being admitted is—

(1) A crewmember;

(2) An FAA air carrier inspector, or an authorized representative of the Civil Aeronautics Board, who is performing official duties;

(3) An employee of the United States, an air carrier, or an aeronautical enterprise who has the permission of the pilot in command and whose duties are such that admission to the flight deck is necessary or advantageous for safe operations; or

(4) Any person who has the permission of the pilot in command and is specifically authorized by the air carrier management and by the Administrator. Subparagraph (2) of this paragraph does not limit the emergency authority of the pilot in command to exclude any person from the flight deck in the interests of safety.

(b) For the purposes of paragraph (a)(3) of this section, employees of the United States who deal responsibly with matters relating to safety and employees of the air carrier whose efficiency would be increased by familiarity with flight conditions, may be admitted by the air carrier. However, the air carrier may not admit employees of traffic, sales, or other departments that are not directly related to flight operations, unless they are eligible under paragraph (a)(4) of this section.

(c) No person may admit any person to the flight deck unless there is a seat available in the passenger compartment for the use of the person admitted. This paragraph does not apply to—

(1) An FAA air carrier inspector or an authorized representative of the Administrator or Civil Aeronautics Board who is checking or observing flight operations;

(2) An air traffic controller who is authorized by the Administrator to observe ATC procedures;

(3) A certificated airman employed by the air carrier whose duties require an airman's certificate;

(4) A certificated airman employed by another air carrier whose duties with that carrier require an airman's certificate and who is authorized by the carrier operating the helicopter to make specific trips over a route;

(5) An employee of the air carrier operating the helicopter whose duty is directly related to the conduct or planning of flight operations, in-flight monitoring of aircraft equipment, or operating procedures, if his presence on the flight deck is necessary to perform his duties and he has been authorized in writing by a responsible supervisor, listed in the operations manual as having that authority; and

(6) A technical representative of the manufacturer of the helicopter or its components whose duties are directly related to the in-flight monitoring of aircraft equipment or operating procedures if his presence on the flight deck is necessary to perform his duties, and he has been authorized in writing by the Administrator and by a responsible supervisor of the operations department of the air carrier listed in the operations manual as having that authority.

§ 127.212 Air carrier inspector's credentials: admission to pilot's compartment.

Whenever, in performing his duties of conducting an inspection, an inspector of the Federal Aviation Agency presents his credential Form FAA–110A "Air Carrier's Credential" to the pilot in command of a helicopter operated by an air carrier, he must be given free and uninterrupted access to the pilot's compartment of that helicopter.

§ 127.213 Use of cockpit check procedure.

The flight crew shall use the cockpit check procedure for each procedure listed in § 127.113.

§ 127.215 Flying equipment.

(a) The pilot in command shall insure that appropriate aeronautical charts containing adequate information concerning navigation aids and instrument approach procedures are aboard the helicopter for each flight.

(b) The pilot in command shall insure that each crewmember, on each flight at night, has readily available for his use a flashlight that is in good working order.

§ 127.217 Restriction or suspension of operation.

When an air carrier knows of conditions, including heliport conditions, that are a hazard to safe operations, it shall restrict or suspend operations until those conditions are corrected.

[Revision note: Based on § 46.359]

§ 127.219 Emergencies.

(a) In an emergency situation that requires immediate decision and action, the pilot in command may take any action that he considers necessary under the circumstances. In such a case, he may deviate from prescribed operations procedures and methods, weather minimums, and this chapter, to the extent required in the interests of safety.

(b) Whenever emergency authority is exercised by the pilot in command, he shall keep the air carrier fully informed of the progress of the flight. The person declaring the emergency shall send

a written report of any deviation, through the operator's director of operations, to the Administrator within 10 days after the flight is completed.

(c) No pilot in command may deviate from an authorized route, except in accordance with ATC instructions issued by a control tower or center or when circumstances make the deviation necessary in the interests of safety. In the case of a deviation (based on safety) that is more than 10 miles off the authorized route, the pilot shall make a written report to the Administrator within 10 days after the deviation.

§ 127.221 Reporting potentially hazardous meteorological conditions and irregularities of ground and navigation facilities.

(a) Whenever he encounters, in flight, a meteorological condition or an irregularity in a ground or navigational facility, the knowledge of which he considers essential to the safety of other flights, the pilot in command shall notify an appropriate ground radio station as soon as practicable.

(b) The ground radio station that is notified under paragraph (a) of this section, shall report the information to the appropriate agency of the United States.

§ 127.223 Reporting mechanical irregularities.

The pilot in command shall enter or have entered in the maintenance log of the helicopter each mechanical irregularity met during flight time. Before each flight, he shall ascertain the status of each irregularity entered in the log at the end of the preceding flight.

§ 127.225 Weather minimums.

No person may start a flight, continue en route, or land at a destination heliport except in accordance with the weather requirements in the air carrier's operations specifications.

§ 127.227 Prohibition against interference with crewmembers.

(a) No person may assault, threaten, intimidate, or interfere with a crewmember in the performance of his duties on board a helicopter.

(b) No person may attempt to cause or cause the flight crew to divert a flight from its intended course or destination.

(c) No person may, while on board a helicopter being operated under this part, carry on or about his person a deadly or dangerous weapon, either concealed or unconcealed. This paragraph does not apply to—

(1) Officials or employees of a municipality or a State, or of the United States, who are authorized to carry arms; and

(2) Crewmembers and other persons authorized by the air carrier to carry arms.

Subpart O—Flight Release Rules

§ 127.231 Flight release.

No person may start a flight unless the pilot in command has executed a flight release form setting forth the conditions under which the flight will be conducted and certifying that it will be conducted in accordance with this chapter and the air carrier's operating specifications. If the flight originates at a place other than the normal operating base, the form may be executed orally to the operation control center, and be made a matter of record. A flight that stays at an intermediate heliport for more than 60 minutes requires a new flight release.

§ 127.233 Familiarity with weather conditions.

No pilot in command may execute a flight release unless he is thoroughly familiar with existing and anticipated weather conditions along the route to be flown.

§ 127.235 Facilities and services.

(a) Before beginning a flight, the operational control center shall furnish to the pilot in command all available current reports or information on heliport conditions and irregularities of navigation facilities that may affect the safety of the flight.

(b) During a flight, the operational control center shall furnish the pilot any additional information of meteorological conditions and irregularities of facilities and services that may affect the safety of the flight.

§ 127.237 Helicopter equipment.

No person may release a helicopter for operation unless it is airworthy and is equipped as prescribed in § 127.101.

§ 127.239 Communication and navigation facilities.

No person may release a helicopter for flight over any route or route segment unless the communication and navigation facilities required by § 127.47 are in satisfactory operating condition.

§ 127.241 Flight release under VFR.

No person may release a helicopter for VFR operation unless the ceiling and visibility en route, as indicated by appropriate weather reports or forecasts, or any combination thereof, are and will remain at or above VFR minimums until the helicopter arrives at the heliport or heliports of intended landing specified in the flight release.

§ 127.243 IFR operations.

The Administrator may authorize an air carrier to conduct IFR operations if upon its application, he finds that the helicopter is properly certificated for instrument flight and the pilots are capable of instrument flight in helicopters. If the authority is granted, complete procedures are specified in the air carrier's operations specifications.

§ 127.245 Visual ground reference requirements.

Except when authorized under § 127.243, no air carrier may operate a helicopter unless meteorological conditions allow enough visual ground reference for proper control of the helicopter, or unless, at night, there are ample ground reference lights available for the purpose.

§ 127.247 Continuing flight in unsafe conditions.

(a) If, in the opinion of the pilot in command, or the air carrier, a flight cannot be completed safely, the pilot in command may not allow the flight to continue toward any heliport to which it was released, unless, in his opinion there is no safer procedure. In that event, continuation toward that heliport is an emergency situation set forth in § 127.219.

(b) If any item of equipment required under this chapter for the particular operation becomes inoperative en route, the pilot in command shall comply with the approved procedures for such an occurrence specified in the air carrier manual. The Administrator may authorize procedures in the air carrier manual for continued operation beyond a scheduled terminal if he finds, under the circumstances, literal compliance with this paragraph is not necessary in the interests of safety.

§ 127.249 Operation in icing conditions.

(a) No person may release a helicopter, continue to operate a helicopter en route, or land a helicopter if, in the opinion of the pilot in command, or the air carrier, icing conditions are expected or met that might adversely affect the safety of the flight.

(b) No person may takeoff a helicopter when frost, snow, or ice is adhering to its rotors, control surfaces, or other movable parts.

§ 127.251 Release and continuance of flight.

(a) A heliport that is specified as the intended destination may be changed en route to another heliport if the original flight release is amended.

(b) If the flight release is amended while the helicopter is en route, the air carrier shall make the amendment a matter of record.

§ 127.253 Fuel supply for VFR operations.

No person may release a helicopter for VFR flight unless it carries enough fuel—

(a) To fly to the heliport to which released; and

(b) Thereafter, to fly at least 20 minutes at normal cruising consumption.

§ 127.255 Factors in computing required fuel.

In computing required fuel, the air carrier shall consider the wind and other weather conditions forecast, traffic delays anticipated, and any other conditions that might delay the landing. Required fuel is in addition to unusable fuel.

§ 127.257 Takeoff and landing minimums; VFR.

Regardless of any clearance from ATC, no person may takeoff a helicopter or land it under VFR if the reported ceiling or ground visibility is less than that specified in the air carrier's operations specifications.

§ 127.259 Minimum flight altitudes.

The Administrator prescribes minimum flight altitudes in the interests of safety for any route or route segment. In establishing them he considers the character of the terrain to be traversed, the type of helicopter, the availability of suitable emergency landing areas, the

quality and quantity of meteorological services, the navigational facilities available, and other pertinent flight conditions.

§ 127.261 Preparation of load manifest.

Each air carrier is responsible for the preparation and accuracy of a load manifest form before each takeoff. The form must be prepared for each flight by employees of the air carrier who have the duty of supervising the loading of helicopters and preparing the load manifest forms or by other qualified persons authorized by the air carrier.

Subpart P—Records and Reports

§ 127.301 Crewmember records.

Each air carrier shall—

(a) Maintain a current record of each crewmember showing whether he complies with this chapter (e.g. proficiency and route checks helicopter and route qualifications, training, physical examination, and flight time records); and

(b) Record each action taken concerning the release from employment or the physical or professional disqualification of any flight crewmember. The air carrier shall keep each record made under this section for a period of at least three calendar months.

§ 127.303 Flight release form.

(a) The flight release may be in any form but must contain at least the following information concerning each flight:

(1) The registration number of the helicopter being used.

(2) Flight or trip number.

(3) Departure heliport, destination heliports, and routes to be followed.

(4) Minimum fuel supply.

(5) Date and time of release.

(6) Kind of operation (e.g. VFR, day, night, etc.).

(b) A flight release executed orally under § 127.231 must be recorded.

§ 127.305 Load manifest.

(a) The load manifest must contain the following information concerning the loading of the helicopter at takeoff time:

(1) The weight of the helicopter, fuel and oil, cargo and baggage, and passengers.

(2) The maximum allowable weight for that flight.

(3) The total weight computed in accordance with approved procedures.

(4) Evidence that the helicopter is loaded in accordance with an approved schedule that insures that the center of gravity is within approved limits.

(5) The time and date of preparation, registration of the helicopter, and trip number.

(b) Qualified personnel of the air carrier who supervise the loading of the helicopter and preparation of load manifest forms, or other qualified personnel authorized by the air carrier, shall prepare and sign the load manifest for each flight.

§ 127.307 Disposition of load manifest and flight release.

(a) The pilot in command of a helicopter shall carry in the helicopter to its destination, copies of the completed load manifest (or information from it except with respect to cargo and passenger distribution) and the flight release.

(b) The air carrier shall keep copies of the records required by this section for at least 60 days.

§ 127.309 Maintenance records.

(a) Each air carrier shall keep, at its principal maintenance base, current records for its helicopters of total time in service, time since last overhaul, and time since last inspection, for each major component of each airframe, engine, rotor, and, where practicable, appliances.

(b) An air carrier may discontinue total time in service records if it shows that the service life of component parts is safely controlled by other means such as inspection, overhaul, or parts retirement procedures. The Administrator may require the keeping of total time in service records for a part when he finds that other procedures will not safely limit the service life of that part.

(c) A helicopter part, engine, rotor, or appliance for which complete records required by this section are not available may be placed in service if—

(1) It is of a type for which total time in service records are not required by paragraph (b) of this section;

(2) In the case of a part that the Administrator or manufacturer limits to a specific total time in service, that part is retired and replaced by a new part; or

(3) It has been properly overhauled or rebuilt and the overhaul or rebuilding is recorded in the maintenance records.

§ 127.311 Maintenance log.

(a) Each person who takes action in the case of a reported or observed failure or malfunction of an airframe, engine, rotor, or appliance that is critical to the safety of flight shall make, or have made, a record of that action in the helicopter's maintenance log.

(b) Each air carrier shall have an approved procedure for keeping an adequate number of copies of the record required in paragraph (a) of this section in the helicopter in a place readily accessible to each flight crewmember and shall put that procedure in the air carrier manual.

(c) The maintenance log must contain information from which the flight crew may determine the time since the last overhaul of the airframe and engine or engines.

§ 127.313 Mechanical reliability reports.

(a) Each air carrier shall report the occurrence or detection of each failure, malfunction, or defect concerning—

(1) Fires during flight and whether the related fire-warning system functioned properly;

(2) Fires during flight not protected by a related fire-warning system;

(3) False fire warning during flight;

(4) An engine exhaust system that causes damage during flight to the engine, adjacent structure, equipment, or components;

(5) A helicopter component that causes accumulation or circulation of smoke, vapor, or toxic or noxious fumes in the crew compartment or cabin during flight;

(6) Engine shutdown during flight because of flameout;

(7) Engine shutdown during flight when external damage to the engine or helicopter structure occurs;

(8) Engine shutdown during flight due to icing or foreign object ingestion;

(9) A fuel system that affects fuel flow or causes hazardous leakage during flight;

(10) A helicopter structure that requires major repair;

(11) Cracks, permanent deformation, or corrosion of helicopter structures, if more than the maximum acceptable to the manufacturer or the FAA;

(12) Helicopter components or systems that result in taking emergency actions during flight (except action to shutdown an engine); and

(13) Main rotor or auxiliary rotor system.

(b) For the purpose of this section "during flight" means the period from the moment the helicopter leaves the surface of the earth or takeoff until it touches down on landing.

(c) In addition to the reports required by paragraph (a) of this section, each air carrier shall report any other failure, malfunction, or defect in a helicopter or component that occurs or is detected at any time if, in the air carrier's opinion, that failure, malfunction, or defect has endangered or may endanger the safe operation of the helicopter.

(d) Each air carrier shall send each report required by this section, in writing, covering each 24-hour period beginning at 0900 hours local time of each day and ending at 0900 hours local time on the next day, to the FAA maintenance inspector assigned to its operations. The report must be delivered to him by 0900 hours local time on the following day. However, a report that is due on Saturday or Sunday may be delivered on the following Monday and one that is due on a legal holiday may be delivered on the next workday.

(e) The air carrier shall transmit the reports required by this section in a manner and on a form that is convenient to its system of communication and procedure, and shall include in the first daily report as much of the following as is available:

(1) Type and identification number of the helicopter.

(2) The name of the air carrier.

(3) The date, flight number, and stage during which the incident occurred (e.g. preflight, takeoff, climb, cruise, descent, landing, and inspection).

(4) The emergency procedure effected (e.g. unscheduled landing, emergency descent).

(5) The nature of the failure, malfunction, or defect.

(6) Identification of the part and system involved, including available information pertaining to type designation of the major component and time since overhaul.

(7) Apparent cause of the failure, malfunction, or defect (e.g. wear, crack, design deficiency, or personal error).

(8) Whether the part was repaired, replaced, sent to the manufacturer, or other action taken.

(9) Whether the helicopter was grounded.

(10) Brief narrative summary of other information necessary for more complete identification, determination of seriousness, or corrective action.

(f) Failures, malfunctions, or defects reported under the accident reporting provisions of Part 320 of the regulations of the Civil Aeronautics Board need not be reported under this section.

(g) No person may withhold a report required by this section even though all information required by this section is not available.

(h) When an air carrier gets additional information, including information from the manufacturer or other agency, concerning a report required by this section, it shall expeditiously submit it as a supplement to the first report and reference the date and place of submission of the first report.

§ 127.315 Mechanical interruption summary report.

Each air carrier shall regularly and promptly send a summary report on the following occurrences to the Administrator:

(a) Each interruption to a scheduled flight, unscheduled changes of helicopters en route, or unscheduled stop or diversion from a route, caused by known or suspected mechanical difficulties or malfunctions that are not required to be reported under § 127.313.

(b) The number of engines removed prematurely because of malfunction, failure, or defect, listed by make and model and the helicopter type in which it was installed.

§ 127.317 Alteration and repair reports.

Each air carrier shall, promptly upon its completion, prepare a report of each major alteration or major repair of an airframe, engine, rotor, or appliance, of a helicopter operated by it. It shall promptly make a copy of the report available to the Administrator.

§ 127.319 Airworthiness release or helicopter log entries.

(a) No air carrier may operate a helicopter after maintenance or alterations are performed on the helicopter unless the air carrier, or the person with whom the air carrier arranges for the performance of the maintenance or alterations, prepares or causes to be prepared—

(1) An airworthiness release; or

(2) An appropriate entry in the helicopter log.

(b) The airworthiness release or log entry required by paragraph (a) of this section must—

(1) Be prepared in accordance with the procedures set forth in the air carrier's manual;

(2) Include a certification that—

(i) The work was performed in accordance with the requirements of the air carrier's manual;

(ii) All items required to be inspected were inspected by an authorized person who determined that the work was satisfactorily completed;

(iii) No known condition exists that would make the helicopter unairworthy; and

(iv) So far as the work performed is concerned, the helicopter is in condition for safe operation; and

(3) Be signed by an authorized certificated mechanic or repairman except that a certificated repairman may sign the release or entry only for the work for which he is employed and certificated.

(c) When an airworthiness release form is prepared the air carrier must give a copy to the pilot in command and must keep a record thereof for at least two months.

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

PART 127—DISTRIBUTION TABLE

Present section	*Revised section*
46.1	127.1
46.2	127.3
46.5	(1)
46.10	127.11
46.11	127.13
46.12	(2)
46.13	127.17
46.14	127.25
46.15	127.19
46.16	127.21
46.17	(2)
46.18	127.11
46.19	127.13
46.20	127.23
46.21	127.27
46.22	127.29
46.23	127.31
46.30	127.41
46.31	127.43
46.33	127.45
46.34	127.47
46.35	127.49
46.37	127.51
46.50	127.61
46.51	127.63
46.52	127.65
46.60	127.71
46.63	127.73
46.70	127.81
46.71	127.83
46.110	127.91
46.153	127.93
46.170	127.101
46.171	127.103
46.172	127.105
46.173	127.107
46.174	127.109
46.175	127.111
46.176	127.113
46.177	127.115
46.178	127.117
46.200	127.119
46.206	127.121
46.230	127.123
46.231	127.125
46.240	127.131
46.241 (a), (b), and (c)	127.132
46.241 (d) and (f)	127.134
46.241(e)	127.133
46.241 (less (a) and (f))	127.135
46.242	127.136
46.243	127.137
46.244	127.139
46.245	127.138
46.246	127.140
46.260	127.141
46.261	127.143
46.265	127.145
46.280	127.151
46.281	127.153
46.282	127.155
46.286	127.157
46.288	127.159
46.289	127.161
46.300 (a) (1st sentence) and (b)	127.171
46.300 (less 1st sentence of (a) and (b))	127.173
46.301	127.175
46.302	127.177
46.303	127.179
46.304	127.181
46.320	127.191
46.351	127.201
46.352	127.203
46.353	127.205
46.354	127.207
46.355	127.209
46.356	127.211
46.357	127.213
46.358	127.215
46.359	127.217
46.360	127.219
46.361	127.221
46.362	127.223
46.364	127.225
46.381	127.231
46.382	127.233
46.383	127.235
46.384	127.237
46.385	127.239
46.386	127.241
46.387	127.243
46.388	127.245
46.391	127.247
46.392	127.249
46.393	127.251
46.396	127.253
46.397	127.255
46.405	127.257
46.408	127.259
46.412	127.261
46.500	(2)
46.501	127.301
46.503	127.303
46.504	127.305
46.505	127.307
46.506	127.309
46.507	127.311
46.508	127.313
46.509	127.315
46.510	127.317
46.511	127.319
SR 425C § 14	127.85
SR 448A	127.227
SR 455	127.212

[1] Transferred to Part 1 [New].
[2] Surplusage.

[F.R. Doc. 64-8272; Filed, Aug. 14, 1964; 8:49 a.m.]

Proposed Rule Making

FEDERAL AVIATION AGENCY

[14 CFR Part 71 [New]]

[Airspace Docket No. 63-SW-106]

CONTROL ZONE AND TRANSITION AREA

Proposed Designation

The Federal Aviation Agency is considering amendments to Part 71 [New] of the Federal Aviation Regulations which would designate a part-time control zone and a transition area at Fort Polk, La.

The Federal Aviation Agency proposes to designate a control zone at Fort Polk, La., which would be within a 5-mile radius of Polk AAF (latitude 31°02'45" N., longitude 93°11'30" W.); within 2 miles each side of the 160° True bearing from the Polk radio beacon, extending from the 5-mile radius zone to 8 miles southeast of the radio beacon; within 2 miles each side of the 340° True bearing from the beacon, extending from the 5-mile radius zone to 8 miles northwest of the beacon; excluding the portion within R-3804A. The portion of the control zone within R-3804B would be used only after obtaining prior approval from appropriate authority. The control zone would be effective from 0730 to 1630 hours, local time, Monday through Friday and from 0730 to 1130 hours, local time, on Saturday.

The control zone is necessary to protect aircraft executing instrument procedures at the Polk AAF. The extensions southeast and northwest of the control zone are necessary to protect instrument approach procedures.

The Federal Aviation Agency also proposes to designate a transition area at Fort Polk which would include that airspace extending upward from 1,200 feet above the surface within 8 miles west and 5 miles east of the 340° and 160° True bearings from the Fort Polk radio beacon, extending from 12 miles southeast to 12 miles northwest of the radio beacon, excluding the portion within R-3804A.

This transition area would provide protection for aircraft executing the procedure turn maneuvering associated with the instrument approach procedures, and for holding at the Polk radio beacon.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Director, Southwest Region, Attn: Chief, Air Traffic Division, Federal Aviation Agency, P.O. Box 1689, Fort Worth, Tex., 76101. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Air Traffic Division Chief, or the Chief, Airspace Regulations and Procedures Division, Federal Aviation Agency, Washington, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Federal Aviation Agency, Office of the General Counsel: Attention Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. An informal docket will also be available for examination at the office of the Regional Air Traffic Division Chief.

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

Issued in Washington, D.C., on August 7, 1964.

H. B. HELSTROM,
Acting Chief, Airspace Regulations and Procedures Division.

[F.R. Doc. 64-8237; Filed, Aug. 14, 1964; 8:45 a.m.]

[14 CFR Part 507]

[Reg. Docket No. 6129]

AIRWORTHINESS DIRECTIVES

Beech Models D50E, J50, and 65 Aircraft

The Federal Aviation Agency has under consideration a proposal to amend Part 507 of the Regulations of the Administrator to include an airworthiness directive for Beech Models D50E, J50, and 65 aircraft. It has been determined that certain bolts may have been overtorqued on the subject aircraft because of the use of lubricant during installation. To correct this condition, this AD requires removal of the wing attaching bolts and nuts and inspection for evidence of any lubricant, and replacement with new bolts if any indication of lubricant is found.

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket number and be submitted in duplicate to the Federal Aviation Agency, Office of the General Counsel, Attention: Rules Docket, 800 Independence Avenue SW., Washington, D.C., 20553. All communications received on or before September 14, 1964, will be considered by the Administrator before taking action upon the proposed rule. The proposals contained in this notice may be changed in the light of comments received. All comments will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons.

This amendment is proposed under the authority of sections 313(a), 601, and 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 507.10(a) of Part 507 (14 CFR Part 507), by adding the following airworthiness directive:

BEECH. Applies to Model D50E aircraft, Serial Numbers DH-301 through DH-347, Model J50 aircraft, Serial Numbers JH-150 through JH-173, and Model 65 aircraft, Serial Numbers LC-1 through LC-152.

Compliance required within the next 100 hours' time in service from the effective date of this AD, unless already accomplished in accordance with Beech Service Bulletins D50E No. 37, J50 No. 9, and 65 No. 19.

It has been determined that some wing attaching bolts may have been overtorqued because of the use of lubricant during installation. The bolts must be dry and free of any dirt, lubricant or other contaminant during installation to insure proper torqueing. Accordingly, accomplish the following:

(a) Remove the wing attach bolts one at a time and check for any trace of lubricant. If the bolts have been lubricated, discard the bolt and nut.

(b) Remove any trace of lubricant by thoroughly washing all attaching parts (either new or original) and the spar fitting bearing surfaces in methyl ethyl keytone or lacquer thinner. Rinse in another bath of the clean solvent and blow dry prior to installation.

(c) Reinstall bolts and nuts found to be free of lubricant and install new bolts and nuts where the parts have been discarded in accordance with paragraph (a). Torque each bolt in accordance with paragraph (d) before advancing to the next bolt to avoid disturbing the wing adjustment.

(NOTE: It is not necessary to replace the soft aluminum washers between the spar fittings.)

(d) Wing attach bolts, nuts, and the required torque values are as follows:

Lower forward: NAS 495-14-29 bolt and EB 144 nut. Torque to 5000-5500 inch-pounds.

Upper forward: NAS 150-38 bolt and 12B-108 nut. Torque to 2000-2300 inch-pounds.

Upper and lower rear: NAS 150-33 bolts and 12B-108 nuts. Torque to 2000-2300 inch-pounds.

(Beech Service Bulletins D50E No. 37, J50 No. 9, and 65 No. 19, as revised March 1964, cover this same subject.)

Issued in Washington, D.C., on August 7, 1964.

G. S. MOORE,
Director, Flight Standards Service.

[F.R. Doc. 64-8238; Filed, Aug. 14, 1964; 8:45 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 15404]

FM BROADCAST STATIONS

Order Extending Time for Comments and Reply Comments

In the matter of amendment of Part 73 of the Commission's rules and regulations to require FM broadcast stations engaging in multiplex stereophonic programming or SCA operation to install type approved frequency and modulation monitors capable of monitoring subcarrier operation; Docket No. 15404.

1. By order released May 22, 1964, the Commission extended the time for filing comments and reply comments in this proceeding to August 15, and September 1, 1964, respectively. Through inadvertence, however, the public notice announcing this action listed the new dates as August 25 and September 18. In order to avoid confusion, it is appropriate to extend the filing time to the dates set forth in the public notice.

2. *Accordingly, it is ordered,* That the time within which to file comments in this proceeding is extended to and including August 25, 1964, and the time for filing reply comments is extended to and including September 18, 1964.

3. Authority for the extension of time provided herein is contained in § 0.281 (d) (8) of the Commission's rules and regulations.

Adopted: August 12, 1964.

Released: August 12, 1964.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] BEN F. WAPLE, *Secretary.*

[F.R. Doc. 64-8264, Filed, Aug. 14, 1964; 8:48 a.m.]

Notices

DEPARTMENT OF STATE

Agency for International Development

ATTACHE, U.S. EMBASSY, ISRAEL

Redelegation of Authority With Respect to Loan Agreements

Pursuant to the authority delegated to me by Delegation of Authority No. 23, dated December 28, 1962, as amended by Delegation of Authority No. 23.1, dated August 15, 1963, from the Administrator, I hereby redelegate, for the area within his responsibility, authority to Gerald M. Strauss, Attaché, U.S. Embassy, Israel to execute and amend loan agreements and documents ancillary thereto pursuant to section 104(e) of the Agricultural Trade Development and Assistance Act of 1954, as amended: *Provided, however,* That such loans:

(1) Are guaranteed by an Israeli bank satisfactory to the Director of the Office of Capital Development and Finance of the Bureau for Near East and South Asia, or his designee;

(2) Are for a term of not to exceed ten years plus a grace period of not to exceed two years; and

(3) Bear Interest at the rate of ten percent (10%) per annum, or such lesser rate as the Director of the Office of Capital Development and Finance of the Bureau for Near East and South Asia, or his designee, may specify, less the fee of the guarantor of such loan.

It is understood that the authority of Gerald M. Strauss to amend loan agreements and ancillary documents includes the authority to amend loan agreements and ancillary documents executed by the Representative of the Agency for International Development of the United States of America in Israel pursuant to the Redelegation of Authority of William S. Gaud, Assistant Administrator, dated February 26, 1964. The ratification of loan agreements and the revocation of the delegation of authority dated April 8, 1963, contained in such Redelegation of Authority are hereby confirmed. The Redelegation of Authority dated February 26, 1964, is otherwise hereby revoked.

This redelegation of authority shall be effective on July 15, 1964, or upon the earlier assumption by Mr. Strauss of his duties as Attaché at the United States Embassy in Israel.

Dated: June 25, 1964.

WILLIAM B. MACOMBER, Jr.,
Assistant Administrator, Bureau for Near East and South Asia.

[F.R. Doc. 64-8251; Filed, Aug. 14, 1964; 8:46 a.m.]

U.S. AMBASSADOR ET AL.; NEW DELHI, INDIA

Redelegation of Authority With Respect to Signing Loan Agreements

Pursuant to the authority delegated to me by Delegation of Authority No. 23, dated December 28, 1962, I hereby delegate to the U.S. Ambassador at New Delhi, India, and to the Director of the U.S. A.I.D. Mission, New Delhi, India, and to any person acting in the capacity of either of them authority to sign on behalf of the Agency for International Development Loan Agreement No. 386-E-114, between American Universal Electric India Ltd. and the Agency for International Development.

Dated: July 30, 1964.

WALTER G. FARR, Jr.,
Acting Assistant Administrator, Bureau for Near East and South Asia.

[F.R. Doc. 64-8252; Filed, Aug. 14, 1964; 8:46 a.m.]

DEPUTY ASSISTANT ADMINISTRATOR, BUREAU FOR THE FAR EAST

Redelegation of Authority

JULY 31, 1964.

Pursuant to the authority delegated to me as Assistant Administrator, Bureau for the Far East, I hereby delegate to Mr. Walter G. Stoneman, Deputy Assistant Administrator, Bureau for the Far East, authority to act as my alter ego, to be responsible, under my direction and concurrently with me, for all aspects of the activities of said Bureau. In accordance with this delegation, said Deputy Assistant Administrator is authorized to represent me, and to exercise my authority, with respect to all functions now or hereafter conferred upon me by A.I.D. delegations of authorities, regulations, manual orders, directives, notices, or other documents, by law or by any competent authority.

Dated: July 31, 1964.

RUTHERFORD M. POATS,
Assistant Administrator, Far East.

[F.R. Doc. 64-8253; Filed, Aug. 14, 1964; 8:47 a.m.]

DEPARTMENT OF THE INTERIOR

Office of the Secretary

NATIONAL PARK SERVICE AND BUREAU OF PUBLIC ROADS

Memorandum of Agreement and Regulations Relating to Survey, Construction, and Improvement of Roads

1. The agreement and regulations as set forth below between the National Park Service, Department of the Interior, and the Bureau of Public Roads, Department of Commerce, are published as a matter of public record and shall be effective on the date of publication in the FEDERAL REGISTER.

2. This agreement and regulations supersede the previous agreement and regulations between the National Park Service, Department of the Interior, and the Public Roads Administration, Federal Works Agency, dated April 29, 1944 which were filed with the FEDERAL REGISTER and made available for public inspection on May 4, 1944.

Memorandum of Agreement and Regulations Between the National Park Service and the Bureau of Public Roads Relating to the Survey, Construction, and Improvement of Roads by the Bureau of Public Roads for the National Park Service

Whereas, the Department of the Interior, acting through the National Park Service (hereinafter referred to as "Service"), in fulfillment of its statutory responsibilities under the act of August 25, 1916 (39 Stat. 535), as amended and supplemented, including the acts of April 9, 1924 (43 Stat. 90), January 31, 1931 (46 Stat. 1053), and March 4, 1931 (46 Stat. 1570), as amended, must engage in a continuing program of planning, programming, construction, reconstruction, and improvement or roads, including bridges, tunnels, and appurtenances, in connection with the administration of the National Park System; and

Whereas, section 206(b) of Title 23, United States Code, provides that "Appropriations for the construction and improvement of park roads shall be administered in conformity with regulations jointly approved by the Secretary [of Commerce] and the Secretary of the Interior" and a similar provision appears in section 207(b) of said Title 23 regarding parkways; and

Whereas, the Bureau of Public Roads (hereinafter referred to as "Bureau"), of the Department of Commerce has an engineering organization proficient in the survey, design, and construction of highways; and

Whereas, the Service, in the interest of economy and efficiency, desires to utilize the professional services of the Bureau in accordance with the provisions of section 601 of the Act of June 30, 1932 (47 Stat. 417) and section 1 of the Act of August 27, 1958 (72 Stat. 914):

Now, therefore, the Service and the Bureau do hereby mutually agree as follows:

1. General Plans for Park Roads.

A. The Service will utilize to the fullest extent possible the professional engineering skills of the Bureau in connection with the planning, programming, survey, design and construction of certain Service roads and the Bureau will cooperate with the Service in making its services available for such work, consistent with its other responsibilities and available personnel, to the end that such work may be performed most economically and efficiently, and without duplication of staff efforts. This includes parkways, park approach roads, major or primary roads, and through roads connecting State highway systems.

Trails, campground roads, interpretive roads, and service roads shall be

constructed by the Service when it is more efficient and economical.

B. The Service will utilize and incorporate the best practice in the location, design, construction, and improvement of roads in areas administered by it, taking into account the master plan of development and the physical nature of the particular area in which any such road is located and the particular purpose to be served by each such road.

2. Execution of Projects by Bureau.

A. After determination has been made as to the road construction or improvement projects that the Service desires the Bureau to handle, the Service will request the Bureau in writing to perform such work and if the Bureau is willing to do so it shall give written notification to that effect. The projects will then be handled in accordance with the procedure outlined herein.

B. Investigations and reconnaissance surveys shall be undertaken by the Bureau with the participation of the Service. Reports shall be furnished by the Bureau to the Service for review and final approval.

C. The Bureau shall undertake the preparation of plans, specifications, and detailed cost estimates, which shall be submitted to the Service for review and approval. In this phase of the work, personnel of the Bureau having engineering responsibilities, and personnel of the Service having landscape architectural and architectural responsibilities shall collaborate and cooperate fully to assure that the plans and specifications conform to the master plan of the particular park or area.

D. Approval of plans, specifications, and estimates by the Service shall be in writing to the Bureau. Thereupon the Bureau shall advertise for bids for the construction of the project. The advertisement shall specify that the bids shall be received at a given time at the Office of the Bureau Engineer or other location and he shall be responsible for opening and tabulating the bids.

E. The Bureau shall transmit to the Service the low bid or the one recommended for contract award if other than the low bid, a tabular statement of all bids received, and a recommendation for award or rejection. The award of contract shall be made by the Service, which agency will have responsibility for execution of the contract documents.

F. A Service official shall be Contracting Officer. However, work under the contract shall be administered by the Bureau, and an appropriate Bureau official shall be designated by the Contracting Officer as his representative. Any modifications of the specifications which are proposed after award of contract shall have the concurrence or approval of the Service before they are adopted.

G. Vouchers covering progress payments to a contractor shall be processed for payment by the appropriate Bureau office where the formal accounting records for the project will be maintained, based upon monthly progress estimates of completed work recommended by the Bureau official designated as the Contracting Officer's representative.

H. (1) The Superintendent and Landscape Architect of the Service shall participate in the prefinal and final inspection of the project. Before recommending final settlement with the contractor the Contracting Officer's representative shall obtain from the park Superintendent and the Landscape Architect written recommendations for acceptance of the work in which he shall concur in writing.

(2) When the work under the contract has been accepted, the Contracting Officer's representative shall recommend approval and forward the final voucher in favor of the contractor to the appropriate Bureau office for final settlement.

(3) Upon acceptance of the work and final payment, a final completion report and "as constructed plans" shall be furnished to the Service by the Bureau.

I. Representatives of both the Bureau and the Service shall cooperate fully in connection with the prosecution of any appeal from decisions under the contract to the Interior Department Board of Contract Appeals, and of any litigation arising out of the work.

3. Transfer of Funds to Bureau and Programming.

A. (1) The Service shall transfer obligational and payment authority to the Bureau for incurrence of obligations and disbursements to cover its cost of surveys; preparation of plans, specifications, and estimates; project supervision and inspection; other services requested of and performed by the Bureau under this agreement; and certain overhead and administrative expenses. The amounts to be transferred to the Bureau from each fiscal year appropriation for these expenses will be determined on the basis of the Bureau's cost of performing similar work during the preceding fiscal year adjusted as may be necessary to meet known changes in cost factors.

(2) The Service shall also transfer payment authority to the Bureau to cover contractors' earnings in such amounts as the Bureau estimates are needed.

(3) The Service, upon execution and award of each construction contract, including changes thereto, shall promptly advise the Bureau of the amount of contract authorization obligated thereby and furnish a conformed copy of the appropriate contract document. The Bureau, upon completion of each contract and final payment thereon, shall promptly advise the Service of such action and the total payments made under each contract.

(4) The Bureau will furnish the Service with reports at the close of each month to show (a) appropriate entries on SF–133, Report on Budget Status, (b) total expenditures for contract payments, together with supervision and inspection costs for each contract; (c) total obligations and expenditures for each project covering location work, making of surveys and the preparation of plans, specifications and estimates; and amounts charged for overhead and administrative expenses.

B. The Service will make available to the Bureau full information concerning plans and programming of funds. Such information shall include content of programs prepared in support of budget and appropriation requests, as well as priority lists of projects for future programs. Within the limits of program levels approved by higher authority, the Service will endeavor to program work in a manner which will assure a relatively stable workload for the Bureau. The Service will take into account suggestions made by the Bureau with regard to programming and reprogramming as it might affect the Bureau. Service and Bureau officials will meet periodically to discuss program formulation and execution.

4. Assignment of Engineers and Landscape Architects.

In the interest of avoiding any duplication of services and costs, it is understood and agreed that, on projects undertaken by the Bureau for the Service, the Service shall be responsible for the performance of all architectural and landscape architectural services, and the Bureau shall be responsible for the performance of all highway engineering services.

Recommended:

GEORGE B. HARTZOG, Jr.,
Director, National Park Service.

Recommended:

REX M. WHITTON,
Federal Highway Administrator,
Bureau of Public Roads.

Approved: August 10, 1964.

STEWART L. UDALL,
Secretary of the Interior.

Approved: August 10, 1964.

LUTHER H. HODGES,
Secretary of Commerce.

[F.R. Doc. 64–8254; Filed, Aug. 14, 1964; 8:47 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket Nos. 15419, 15420; FCC 64M–774]

CENTRAL BROADCASTING CORP. AND WCRB, INC.

Order Scheduling Prehearing Conference

In re applications of Central Broadcasting Corporation, Ware, Massachusetts, Docket No. 15419, File No. BPH–4243; WCRB, Inc., Springfield, Massachusetts, Docket No. 15420, File No. BPH–4319; for construction permits.

Upon certain letter requests, reasonable and proper under the circumstances prevailing herein and agreed to by all other parties, said letter requests having been received by the Hearing Examiner from counsel for Central Broadcasting Corporation on August 10, 1964:

It is ordered, This 11th day of August 1964, that the letter requests are granted and that accordingly the hearing heretofore scheduled for 10:00 a.m., September 14, 1964 is cancelled, and in lieu thereof a further prehearing conference is scheduled for the same hour and date in the Commission's offices in Washington, D.C., and

It is further ordered, That the remainder of the procedural schedule heretofore established is set aside and that a

new date for the formal hearing shall be established at the forthcoming further prehearing conference.

Released: August 11, 1964.

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

[F.R. Doc. 64-8265; Filed, Aug. 14, 1964; 8:48 a.m.]

[Docket No. 15571; FCC 64M-778]

INDIAN RIVER BROADCASTING CO. (WIRA)

Order Continuing Prehearing Conference

In re application of Indian River Broadcasting Company (WIRA), Fort Pierce, Florida, Docket No. 15571, File No. BP-15740, for construction permit.

Due to the pendency of an interlocutory pleading before the Review Board and the current request of the Broadcast Bureau that the time for filing responsive pleadings thereto be extended from August 13, 1964 to September 13, 1964: *It is ordered*, This 11th day of August 1964, that the prehearing conference now scheduled for September 18, 1964 be and the same is hereby continued to October 2, 1964, 9:00 a.m., in the Commission Offices, Washington, D.C.

Released: August 11, 1964.

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

[F.R. Doc. 64-8266; Filed, Aug. 14, 1964; 8:48 a.m.]

DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

SALES OF CERTAIN COMMODITIES

August 1964 CCC Monthly Sales List

Notice to buyers. Pursuant to the policy of Commodity Credit Corporation issued October 12, 1954 (19 F.R. 6669), and subject to the conditions stated therein as well as herein, the commodities listed below are available for sale and, where noted, for redemption of payment-in-kind certificates on the price basis set forth.

The prices at which Commodity Credit Corporation commodity holdings are available for sale during August 1964 have been announced by the U.S. Department of Agriculture. The following commodities are available: Butter, cheddar cheese, nonfat dry milk, dry beans, cotton (upland and extra long staple), cottonseed oil, wheat, corn, oats, barley, rye, rice, grain sorghum, peanuts, flax, and soybeans.

There are no major changes in the CCC Monthly Sales List for August, except for the adding of soybeans and the withdrawal of great northern and pinto beans from export pricing.

Carrying charge markups for determining August formula minimum prices over July prices are 1½ cents per bushel for wheat, barley, oats, rye, and flaxseed and 2½ cents per hundredweight for grain sorghum. These markups compared to August 1963 markups over July prices of 1 cent per bushel for the first four grains and flaxseed, and 2 cents per hundredweight for grain sorghum.

The CCC Monthly Sales List, which varies from month to month as additional commodities become available or commodities formerly available are dropped, is designed to aid in moving CCC's inventories into domestic or export use through regular commercial channels.

If it becomes necessary during the month to amend this list in any material way—such as by the removal or addition of a commodity in which there is general interest or by a significant change in price or method of sale—an announcement of the change will be sent to all persons currently receiving the list by mail from Washington. To be put on this mailing list, address: Director, Procurement and Sales Division, Agricultural Stabilization and Conservation Service, U.S. Department of Agriculture, Washington, D.C., 20250.

Interest rates per annum under the CCC Export Credit Sales Program for August 1964 are 4 percent for periods up to and including 12 months, and 4½ percent for periods from over 12 months up to a maximum of 36 months. All commodities currently offered for sale by CCC, plus tobacco from CCC loan stocks, are available for export sale under the CCC Export Credit Sales Program.

The following commodities are available for programming under Title IV, P.L. 480, private trade agreements: Wheat, corn, rye, rice, grain sorghum, upland and extra long staple cotton, tobacco from CCC loan stocks, butter, cheese, and nonfat dry milk. In addition, other surplus agricultural commodities are also eligible for Title IV programming. A list of all commodities available under this program and current information on interest rates and other phases of the program are being sent separately to recipients of the CCC Monthly Sales List.

The following commodities are currently available for barter: Cotton, tobacco, wheat, corn, and grain sorghum. (In addition, free market stocks of cottonseed and soybean oils are eligible for barter programming.) This list is subject to change from time to time.

The CCC will entertain offers from responsible buyers for the purchase of any commodity on the current list. Offers accepted by CCC will be subject to the terms and conditions prescribed by the Corporation. These terms include payment by cash or irrevocable letter of credit before delivery of the commodity, and the conditions require removal of the commodity from CCC stocks within a reasonable period of time. Where conditions of sale for export differ from those for domestic sale, proof of exportation is also required, and the buyer is responsible for obtaining any required U.S. Government export permit or license. Purchases from CCC shall not constitute any assurance that any such permit or license will be granted by the issuing authority.

Applicable announcements containing all terms and conditions of sale will be furnished upon request. For easy reference a number of these announcements are identified by code number in the following list. Interested persons are invited to communicate with the Agricultural Stabilization and Conservation Service, USDA, Washington, D.C., 20250, with respect to all commodities or—for specified commodities—with the designated ASCS Commodity Office.

Commodity Credit Corporation reserves the right to amend, from time to time, any of its announcements. Such amendments shall be applicable to and be made a part of the sale contracts thereafter entered into.

CCC reserves the right to reject any or all offers placed with it for the purchase of commodities pursuant to such announcements.

CCC reserves the right to refuse to consider an offer, if CCC does not have adequate information of financial responsibility of the offerer to meet contract obligations of the type contemplated in this announcement. If a prospective offerer is in doubt as to whether CCC has adequate information with respect to his financial responsibility, he should either submit a financial statement to the office named in the invitation prior to making an offer, or communicate with such office to determine whether such a statement is desired in his case. When satisfactory financial responsibility has not been established, CCC reserves the right to consider an offer only upon submission by offerer of a certified or cashier's check, a bid bond, or other security, acceptable to CCC, assuring that if the offer is accepted, the offerer will comply with any provisions of the contract with respect to payment for the commodity and the furnishing of performance bond or other security acceptable to CCC.

Disposals and other handling of inventory items often result in small quantities at given locations or in qualities not up to specifications. These lots are offered by the appropriate ASCS office promptly upon appearance and therefore, generally, they do not appear in the Monthly Sales List.

On sales for which the buyer is required to submit proof to CCC of exportation the buyer shall be regularly engaged in the business of buying or selling commodities and for this purpose shall maintain a bona fide business office in the United States, its territories or possessions and have a person, principal, or resident agent upon whom service of judicial process may be had.

Prospective buyers for export should note that generally, sales to United States Government agencies, with only minor exceptions will constitute domestic unrestricted use of the commodity.

Commodity Credit Corporation reserves the right, before making any sales, to define or limit export areas.

Notice to exporters. The Department of Commerce, Bureau of International Commerce, pursuant to regulations under the Export Control Act of 1949, prohibits

the exportation or re-exportation by anyone of any commodities (except absorbent cotton and sterilized gauze and bandages with respect to Cuba only) under this program to Cuba, the Soviet Bloc, or Communist-controlled area of the Far East including Communist China, North Korea and the Communist-controlled area of Vietnam, except under validated license issued by the U.S. Department of Commerce, Bureau of International Commerce.

These regulations generally require that exporters, in or in connection with their contracts with foreign purchasers, where the contract involves $10,000 or more and exportation is to be made to a Group R country, obtain from the foreign purchaser a written acknowledgment of his understanding of (1) U.S. Commerce Department prohibitions (Comprehensive Export Schedule, 15 CFR §§ 371.4 and 371.8) against sales or resale for re-export of said commodities, or any part thereof, without express Commerce Department authorization, to the Soviet Bloc, Communist China, North Korea or the Communist-controlled area of Vietnam or to Cuba, and (2) the sanction of denial of future U.S. export privileges that may be imposed for violation of the Commerce Department regulations. Exporters who have a continuing and regular relationship with a foreign purchaser may obtain a blanket acknowledgment from such purchaser covering all transactions involving surplus agricultural commodities and manufactures thereof purchased from CCC or subsidized for export by the Secretary of Agriculture or CCC. Where commodities are to be exported by a party other than the original purchaser of the commodities from the CCC the original purchaser should inform the exporter in writing of the requirements for obtaining the signed acknowledgment from the foreign purchaser.

For all exportations, one of the destination control statements specified in Commerce Department Regulations (Comprehensive Export Schedule, 15 CFR § 379.10(c)) is required to be placed on all copies of the shipper's export declaration, all copies of the bill of lading, and all copies of the commercial invoices. For additional information as to which destination control statement to use, the exporter should communicate with the Bureau of International Commerce or one of the field offices of the Department of Commerce.

Exporters should consult the applicable Commerce Department regulations for more detailed information if desired and for any changes that may be made therein.

Commodity	Sales price or method of sale
Dairy products	Sales are in carlots only in-store at storage location of products. Submission of offers: Submit offers to the Minneapolis ASCS Commodity Office.
Butter	Domestic, unrestricted use: Announced prices, under LD-29, as amended: 62.5 cents per pound—New York, Pennsylvania, New Jersey, New England, and other States bordering the Atlantic Ocean and Gulf of Mexico. 61.25 cents per pound—Washington, Oregon, and California. All other States 61.0 cents per pound. Export: Payment-in-kind under SM-7, as amended, Competitive bid under LD-33, as amended, pursuant to invitations to bid to be issued by Minneapolis ASCS Commodity Office. Announced prices under LD-35: Any butter offered but not sold under the invitation to bid issued pursuant to LD-33 will be offered for sale through the following Wednesday at prices announced by press release in Washington each Thursday.
Cheddar cheese (standard moisture basis).	Domestic, unrestricted use: Announced prices under LD-29, as amended: 40.75 cents per pound—New York, Pennsylvania, New England, New Jersey, and other States bordering the Atlantic Ocean and Pacific Ocean and the Gulf of Mexico. All other States 39.75 cents per pound. Export: Competitive bid under LD-33, as amended, pursuant to invitation to bid to be issued by Minneapolis ASCS Commodity Office. Announced prices under LD-35: Any cheese offered but not sold under the invitation to bid issued pursuant to LD-33 will be offered for sale through the following Wednesday at prices announced by press release in Washington each Thursday.
Nonfat dry milk	Domestic, unrestricted use: Announced prices, under LD-29, as amended: Spray process, U.S. Extra Grade, 16.40 cents per pound. Export: Competitive bid under LD-33, as amended, pursuant to invitation to bid to be issued by Minneapolis ASCS Commodity Office.
Cotton, upland	Domestic or export, unrestricted use: Competitive bid under the terms and conditions of Announcement NO-C-16, as amended (Sale of Upland Cotton for Unrestricted Use). Under this announcement, upland cotton acquired under price support programs will be sold at the highest price offered but in no event at less than the higher of (a) 105 percent of the current support price loan rate for such cotton, plus reasonable carrying charges, of (b) the market price for such cotton, as determined by CCC. Domestic or export, unrestricted use: Competitive offers under the terms and conditions of Announcement PS-CN-1 (Regulations Governing Redemption of Cotton Payment-in-kind Certificates Earned under Agricultural Act of 1964 and Liquidation of Certificate Pools) and under Announcement Number NO-C-26 (Disposition of Upland Cotton). Upland cotton may be acquired at its domestic market price which shall be the highest price offered but not less than the minimum price determined by CCC.
Cotton, extra long staple	Domestic or export, unrestricted use: Competitive bid under the terms and conditions of Announcements NO-C-6 (Revised July 22, 1960), as amended, and NO-C-10, as amended. Under these announcements extra long staple cotton (domestically grown) will be sold at the highest price offered but in no event at less than the higher of (a) 115 percent of the current support price for such cotton plus reasonable carrying charges, or (b) the domestic market price as determined by CCC. Export, CCC Sales for Export: Competitive bid under the terms and conditions of Announcements CN-EX-20 (Foreign-Grown Extra Long Staple Cotton Export Program) and NO-C-23 (Sale of Foreign-Grown Extra Long Staple Cotton).
Available:	Sale of cotton will be made by the New Orleans ASCS Commodity Office and catalogs for upland cotton and extra long staple cotton showing quantities, qualities, and locations may be obtained for a nominal fee from the office.
Cottonseed oil	Domestic, unrestricted use: Cottonseed oil will be sold under terms and conditions of Announcement NO-CS-4, as amended, at the higher of 105 percent of the average investment cost to CCC, calculated monthly or the market price as determined by CCC. CCC reserves the right to withdraw this offer at any time. Available: For locations and prices contact New Orleans ASCS Commodity Office.
Barley, bulk	Domestic and export, unrestricted use: [1] Storable: Market price but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent [2] of the applicable 1964 price support rate (published price support loan rate plus 12 cents per bu.) for the class, grade, and quality of the barley plus the amount shown below applicable to the type of carrier involved. If delivery is outside the area of production, applicable freight will be added. Examples of these formula minimum prices are shown below. Nonstorable: At not less than market price as determined by CCC. Markups and Agricultural Act of 1949 formula price examples (per bushel).

Markup in cents received by		Examples of in-store [2] formula minimum prices for No. 2 or better barley (ex-rail or barge in dollars)	
Truck	Rail or barge	Terminal	General sales price
Cents 6½	*Cents* 1½	Minneapolis, Minn.	$1.22½
		Kansas City, Mo.	1.24½

Availability information: For information on CCC barley sales from bin sites, contact ASCS State or county offices. For information on the disposition of barley from other locations, contact the Evanston, Kansas City, Minneapolis, or Portland ASCS grain office listed at end of table

See footnotes at end of table.

Commodity	Sales price or method of sale
Barley, bulk (continued)	Export announcement sales: (1) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, for feed grain export payment-in-kind program. (2) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to approved CCC credit sales. CC reserves the right to determine the class, grade, quality, and quantity to be made available for the sales under these announcements. The statutory minimum price referred to in the price adjustment provisions of these export sales announcements is 105 percent of the applicable price support rate plus the adjustment referred to in table above. Sale is made at the applicable export market price as determined by CCC; export payment-in-kind rates are deducted in arriving at credit sales prices. Available: Evanston and Kansas City ASCS offices. Stocks at West Coast seaboard terminals and stocks at Duluth or Minneapolis will be available through the Portland and Minneapolis ASCS grain offices, respectively.
Grain sorghum, bulk	Domestic and export, unrestricted use: A. Redemption of domestic payment-in-kind certificates:[1] Such CCC dispositions of grain sorghum, as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. The minimum price at which grain sorghum shall be valued for such dispositions shall be market price, but not less than the payment-in-kind formula price for such redemption. Such formula price shall be the applicable 1964 price-support loan rate for the class, grade and quality of the grain sorghum, plus the amount shown in C below applicable to the type of carrier involved. B. General sales:[1] 1. Storable: Such CCC dispositions of storable grain sorghum, as CCC may designate as general sales, will be made during the month at market price, but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent of the applicable 1964 price support rate[3] (published price support loan rate plus 23 cents per hundredweight) for the class, grade and quality of the grain sorghum, plus the amount shown in C below applicable to the type of carrier involved. If delivery is outside the area of production, applicable freight will be added. Examples of these formula minimum prices are shown in C below. CCC will normally make general sales of grain sorghum when dispositions of such grain sorghum are not being made against domestic payment-in-kind certificates. 2. Nonstorable: Such dispositions of nonstorable grain sorghum as CCC may designate as general sales will be made at not less than market price, as determined by CCC. C. Markups and Agricultural Act of 1949 formula price examples (per hundredweight).

Markup in cents received by		Examples of in-store[2] formula minimum prices for No. 2 or better grain sorghum (ex-rail or barge in dollars)	
Truck	Rail or barge	Terminal	General sales price
Cents 13½	*Cents* 2½	Kansas City, Mo.	$2.50½

D. Availability information: For information on CCC grain sorghum sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of grain sorghum from other locations, contact the Kansas City, Evanston, Portland or Minneapolis ASCS grain office listed at end of table.

Export announcement sales:
(1) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to arrangements for barter, approved CCC credit and other designated sales. (2) Under Announcement GR-368 (Revised Aug. 31, 1959) as amended, for feed grain export payment-in-kind program. CCC stocks of grain sorghum held in California export terminals are the only stocks stored in California available for sale under these export announcements, except that such sorghum shall not be eligible for application to Title I, P.L. 480 purchase authorizations or for barter. CCC reserves the right to determine the class, grade, quality, and quantity to be made available for sale under the announcements. The statutory minimum price referred to in the price adjustment provision of these export sales announcements of 105 percent of the applicable price support rate plus the adjustments referred to in subparagraph C above. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted in arriving at credit and barter sales prices.
Available: Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices.

Commodity	Sales price or method of sale
Corn, bulk	Domestic and export—unrestricted use: A. Redemption of domestic payment-in-kind certificates:[1] Such CCC dispositions of corn, as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under a feed grain program. The minimum price at which corn shall be valued for such dispositions shall be market price, but not less than the payment-in-kind formula price for such redemptions. Such formula price shall be the applicable 1963 price support loan rate for the class, grade, and quality of the corn, plus the amount shown in C below applicable for the storage point involved. B. General sales:[1] 1. Storable: Such CCC dispositions of storable corn, as CCC may designate as general sales, will be made during the month at market price, but not less than the Agricultural Act of 1949 formula minimum price for such sales which is 105 percent of the applicable 1963 price support rate[3] (published price support loan rate plus 18 cents per bushel) for the class, grade, and quality of the corn, plus the amount shown in C below, applicable to the storage point involved. Examples of these formula minimum prices are shown in C below. For corn in store at other than the point of production the freight from point of production to the present point of storage will also be added. CCC will normally make general sales of corn when dispositions of such corn are not being made against domestic payment-in-kind certificates. 2. Nonstorable: Such dispositions of nonstorable corn as CCC may designate as general sales will be made at not less than market price, as determined by CCC. C. Markups and Agricultural Act of 1949 formula price examples (per bushel).

Markup in cents in-store at		Example of in-store[2] formula minimum prices for No. 2 yellow corn (14 percent Mt. and 2 percent F.M.) (ex-rail or barge in dollars)	
Production point	Other points	Terminal	General sales price
Cents 9	*Cents* 10½	Minneapolis, Minn.[5] Chicago, Ill.[5]	$1.43¾ 1.62½

D. Availability information: For information on CCC corn sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of corn from other locations, contact the Evanston, Kansas City, Minneapolis or Portland ASCS grain office listed at end of table.

Export announcement sales:
(1) Under Announcement GR-212 (Revision 2, Jan. 9, 1961) for application to arrangements for barter, approved CCC credit and other designated sales. (2) Under Announcement GR-368 (Revised Aug. 31, 1959), as amended, for feed grain export payment-in-kind program. CCC reserves the right to determine the class, grade, quality, and quantity to be made available for sale under the above announcements. CCC stocks of corn at West Coast seaboard terminals are available for sale under these export announcements, except such corn shall not be eligible for Title I, P.L. 480 purchase authorization or for barter. The statutory minimum price referred to in the price adjustment provisions of these export sales announcements is 105 percent of the applicable price support rate plus the adjustments referred to in subparagraph C above. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted in arriving at credit and barter sales prices.
Available: Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices.

See footnotes at end of table.

Commodity	Sales price or method of sale
Rye, bulk	Domestic and export,[1] unrestricted use: Storable: Market price, as determined by CCC, but not less than the Agricultural Act of 1949 formula price which is 105 percent[3] of the applicable 1964 price support rate for the class, grade, and quality of the grain plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.

Per bushel markup received by		Examples of per bushel formula minimum price (ex-rail or barge)		
Truck	Rail or barge	Terminal	Class and grade	Price
Cents 7½	*Cents* 1½	Minneapolis, Minn	No. 2 or better (or No. 3 on TW only).	$1.37½

Available: At bin sites through ASCS county offices. At other locations through the Evanston, Kansas City, Minneapolis, or Portland ASCS grain offices.
Nonstorable (as available): At not less than market price as determined by CCC through the ASCS grain offices listed at end of table.
Export:
(1) Under Announcement GR-368 (Revised Aug. 31, 1959) as amended, for feed grain export payment-in-kind program. (2) Under Announcement GR-212 (Revision 2, Jan. 9, 1961), for application to arrangements for approved CCC credit and other designated sales. Sale is made at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted in arriving at credit sales prices.
Available: Evanston, Kansas City, and Portland ASCS offices; also Minneapolis ASCS grain office for rye stored in terminals in Minneapolis.

Commodity	Sales price or method of sale
Oats, bulk	Domestic and export:[1] Storable: Market price, as determined by CCC, but not less than the Agricultural Act of 1949 formula price which is 105 percent[3] of the applicable 1964 price support rate for the class, grade, and quality of the oats plus the amount shown below applicable to the storage point involved. For oats in-store at other than the point of production, the freight from point of production to the present point of storage will also be added.

Per bushel markup in-store at		Examples of per bushel formula minimum prices basis in-store		
Production point	Other points	Terminal	Grade and class	Price
Cents 1½	*Cents* 3	Chicago,[5] Ill	No. 2 (or better)	$0.84½
		Minneapolis,[6] Minn		.74¼

Available: At bin sites through ASCS county offices. At other locations through the Evanston, Kansas City, Minneapolis, or Portland ASCS grain offices.
Nonstorable (as available): At not less than the market price as determined by CCC. At bin sites through ASCS county offices. At other locations through the ASCS grain offices listed at end of table.
Export announcement sales:
(1) Under Announcement GR-368 (Rev. Aug. 31, 1959) as amended for feed grain export payment-in-kind programs. (2) Under Announcement GR-212 (Revision 2, Jan. 9, 1961) for application to approved CCC credit and other designated sales. Oats will not be sold for application to Title I, or Title IV, P.L. 480 purchase authorizations or for barter. Sale is at the applicable export market price, as determined by CCC; export payment-in-kind rates are deducted in arriving at credit sales prices.
Available: Evanston, Kansas City, Minneapolis, and Portland ASCS grain offices.

See footnotes at end of table.

Commodity	Sales price or method of sale
Wheat, bulk	Domestic and export, unrestricted use: A. Redemption of Domestic Payment-in-kind Certificates:[1] Such CCC dispositions of wheat, as CCC may designate, will be in redemption of certificates or rights represented by pooled certificates under the 1963 wheat price-support program. The minimum price at which wheat shall be valued for such dispositions shall be the highest of (a) market price as determined by CCC, (b) a minimum price for such wheat determined by CCC, or (c) the Agricultural Act of 1949 formula price which is 105 percent of the applicable 1964 price support loan rate for the class, grade, and quality[4] of the wheat plus the amount shown in C below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to such formula price. B. General sales:[1] 1. Storable: Such CCC dispositions of storable wheat, as CCC may designate will be general sales. Such sales shall be made at the same minimum price as redemptions of payments-of-kind certificates described in A above. CCC will normally make general sales of wheat when dispositions of such wheat are not being made against domestic payment-in-kind certificates. 2. Nonstorable: Such dispositions of nonstorable wheat as CCC may designate as general sales will be made at not less than market price, as determined by CCC. C. Markups and formula minimum price examples.

Per bushel markup received by		Examples of per bushel formula minimum price basis in-store[2] ex-rail or barge		
Truck	Rail or barge	Terminal	Class and grade	Price
Cents 7½	*Cents* 1½	Chicago	No. 1 RW	$1.66½
		Minneapolis	No. 1 DNS	1.73½
		Kansas City	No. 1 HW	1.62½
		Portland	No. 1 SW	1.56½

D. Availability information: For information on CCC wheat sales and payments-in-kind from bin sites, contact ASCS State or county offices. For information on the disposition of wheat from other locations, contact the Evanston, Kansas City, Minneapolis, or Portland ASCS grain office listed at end of table.
Export announcement sales:
(1) Under Announcement GR-345 (Revised July 13, 1962) as amended for export under the wheat export payment-in-kind program except that (a) durum wheat will not be eligible for P.L. 480, Title sales, and (b) hard winter wheat exports through west coast ports will not be eligible for Title I, P.L. 480 sales, (2) under Announcement GR-261 (Rev. 2, Jan. 9, 1961 as amended) for export as wheat and under Announcement GR-262 (Rev. 2, Jan. 9, 1961) for export as flour for application under arrangements for barter and approved CCC credit sales only at prices determined daily. Hard winter wheat will not be sold through west coast ports under Announcements GR-261 or GR-262.
Available: Evanston, Kansas City, Minneapolis and Portland ASCS grain offices. (See above for limited availability of hard winter wheat through west coast ports.)

Commodity	Sales price or method of sale

Dry edible beans (bagged)

Unrestricted use: Domestic market price but not less than the following minimum price per hundredweight for U.S. No. 1 f.o.b. indicated points of production. Amount of paid-in-freight to be added as applicable. For other grades and locations adjust by applicable 1963 price support differentials.

Class	Price per cwt.	Area of production
Dark Red Kidney	$9.35	Michigan.
Pea	7.66	Michigan.
Great Northern	7.65	Denver rate basis.
Pinto	6.88	Denver rate basis.

Export: Under announcement GR-409 at the following price per cwt. on the basis of U.S. No. 1 f.o.b. indicated points of production. Amount of paid-in-freight to be added as applicable. For other grades, adjust by market differentials. In other areas, adjust by the 1963 price-support differential.

Class	Price per cwt.	Area of production
Dark Red Kidney	$8.64	Michigan.
Pea	7.03	Michigan.

Flaxseed, bulk

As available from the Evanston, Kansas City and Portland ASCS offices.
Domestic, unrestricted use:
Storable: Market price basis in store,[2] but not less than the applicable 1964 support price for the class, grade, and quality of the flaxseed plus 14½ cents per bushel, and plus the respective amount shown below applicable to the type of carrier involved. If delivery is outside the area of production applicable freight will be added to the above.

Unit	Received by		Examples of minimum prices (ex-rail or barge)		
	Truck	Rail or barge	Terminal	Class and grade	Price
Bushel	*Cents* 9½	*Cents* 1½	Minneapolis	No. 1	$3.30

Nonstorable (as available): At not less than market price as determined by CCC through the Minneapolis Grain Merchandising ASCS office.
Available: Through the Minneapolis Grain Merchandising ASCS office.
Export, restricted use: Competitive bid basis under Announcement Nos. EV-20 issued by the Evanston office under which flaxseed equal in grade and quantity to the flaxseed sold, or linseed oil equivalent computed on the basis of 19 pounds per bushel of flaxseed sold must be exported within 120 days after the date of sale.

Rice, rough

Domestic, unrestricted use: Market price but not less than 1960 loan rate plus 5 percent, plus 13 cents per hundredweight, basis in store.
Export: As milled or brown under Announcement GR-369, Revision II, Rice Export Program—Payment-in-Kind, and under GR-379, Revision I, for approved credit sales.

Available

Prices, quantities, and varieties of rough rice available from Kansas City ASCS Commodity Office.

Peanuts, shelled or unshelled (farmers' stock as available).

Domestic for crushing or export: Competitive bid under CCC Peanut Announcement 1 (Revised Jan. 4, 1962), as amended and supplemented March 3, 1964.

Soybeans, bulk

Domestic or export: Market price, but not less than the 1963 basic loan rate for No. 2 grade, basis point of production plus 19 cents per bushel. Market discounts for quality factors will be applied to the basic price to determine the actual minimum sales prices. If delivery is outside the area of production, applicable freight and out-elevation charges at country loading point and in-elevation charges at subterminal or terminal storage point will be added to the above price.
Available: At bin sites through ASCS county offices. At other locations through the Evanston, Kansas City and Minneapolis ASCS offices.

[1] Such dispositions shall be for domestic unrestricted use or for export.
[2] The delivery basis for these examples is "in-store", and market prices will be on the same basis. The formula price delivery basis for bin site sales will be f.o.b.
[3] To compute, multiply applicable support price by 1.05, round product up to nearest whole cent and add amount shown above and any applicable freight.
[4] On sales made on a protein basis, the loan rate shall be increased by the applicable market or loan bulletin protein premium for the protein content of the wheat, whichever is higher. On sales made on a sedimentation basis, the loan rate shall be increased by the applicable loan bulletin sedimentation premium for the sedimentation value of the wheat. On sales made on a combined sedimentation and protein basis, the loan rate shall be adjusted by the applicable loan bulletin sedimentation and protein premiums and discounts for the respective sedimentation value and protein contents of the wheat.
[5] Woodford County, Ill., origin.
[6] Redwood County, Minn., origin.

USDA Agricultural Stabilization and Conservation Service Offices

GRAIN OFFICES

Evanston ASCS Commodity Office, 2201 Howard Street, Evanston, Ill., 60202. Telephone: Long distance—University 9-0600 (Evanston Exchange). Local—Rogers Park 1-5000 (Chicago, Ill.).
Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Virginia, Vermont, and West Virginia.
Branch Office—Minneapolis ASCS Branch Office, 310 Grain Exchange Building, Minneapolis, Minn., 55415. Telephone: 334-2051.
Minnesota, Montana, North Dakota, South Dakota, and Wisconsin.

Kansas City ASCS Commodity Office, 8930 Ward Parkway (P.O. Box 205), Kansas City, Mo., 64141. Telephone: Emerson 1-0860.
Alabama, Arkansas, Colorado, Kansas, Louisiana, Mississippi, Missouri, Nebraska, New Mexico, Oklahoma, Texas, and Wyoming.
Branch Office—Portland ASCS Branch Office, 1218 Southwest Washington Street, Portland, Oreg., 97205. Telephone: Capitol 6-3361.
Alaska, Hawaii, Idaho, Nevada, Oregon, Utah, and Washington (Domestic and Export Sales), Arizona and California (Export Sales only).
Branch Office—Berkeley ASCS Branch Office, 2020 Milvia Street, Berkeley, Calif., 94704. Telephone: Thornwall 1-5121.
Arizona and California (Domestic sales only).

PROCESSED COMMODITIES OFFICE—(ALL STATES)

Minneapolis ASCS Commodity Office, 6400 France Avenue, South Minneapolis, Minn., 55410. Telephone: 334-3200.

COTTON OFFICES—(ALL STATES)

New Orleans ASCS Commodity Office, Wirth Building, 120 Marais Street, New Orleans, La., 70112. Telephone: 529-2411.
Cotton Products and Export Operations Office, 80 Lafayette Street, New York, N.Y., 10013. Telephone: Rector 2-8000.
Representative of General Sales Manager, New York Area: Joseph Reidinger, 80 Lafayette Street, New York, N.Y., 10013. Telephone: Rector 2-8000.
Representative of General Sales Manager, West Coast Area: Callan B. Duffy, Balboa Building, 593 Market Street, San Francisco 5, Calif. Telephone: Sutter 1-3179.

(Sec. 4, 62 Stat. 1070, as amended; 15 U.S.C. 714b. Interpret or apply Sec. 407, 63 Stat. 1066; Sec. 105(c), 63 Stat. 1051, as amended by 76 Stat. 612; Secs. 303, 306, and 307, 76 Stat. 614–617; 7 U.S.C. 1427; and 1441 (note))

Signed at Washington, D.C., on August 11, 1964.

H. D. Godfrey,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 64-8255; Filed, Aug. 14, 1964; 8:47 a.m.]

DEPARTMENT OF COMMERCE

Bureau of Public Roads

MEMORANDUM OF AGREEMENT AND REGULATIONS RELATING TO SURVEY, CONSTRUCTION, AND IMPROVEMENT OF ROADS

CROSS REFERENCE: For a document affecting the Bureau of Public Roads, see the Department of the Interior, Office of the Secretary, F.R. Doc. 64-8254, supra.

CIVIL AERONAUTICS BOARD

[Docket 15419; Order E-21170]

AMERICAN AIRLINES, INC., ET AL.

Blocked-Space Air Freight Tariffs

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 11th day of August, 1964.

Blocked-space air freight tariffs of American Airlines, Inc., Trans World Airlines, Inc., United Air Lines, Inc., Docket 15419.

The Board, by Order E-21076, of July 17, 1964, suspended and instituted an investigation of the proposed block space tariffs of The Slick Corporation and Trans World Airlines, Inc. Subsequently, by Orders E-21122 dated July 27, 1964 and E-21167 dated August 10, 1964, the Board took similar action with respect to the same type of tariffs filed by American Airlines, Inc., and United Air Lines, Inc., respectively.[1] On August 7, 1964, the Board adopted a Statement of General Policy, Amendment No. 3 to Part 399 of the Board's regulations. In that regulation we determined that on the basis of policy considerations therein before us, the combination passenger-cargo carriers should not be permitted to offer blocked space service. American, TWA and United are combination carriers as contemplated in this regulation and without authority to provide blocked space service. It follows, in view of this determination, that the tariffs of American, TWA, and United are inconsistent with the regulations of the Board as well as with the provisions of section 403 of the Federal Aviation Act of 1958. Consequently we will herein reject the block space tariffs of American, TWA, and United as unauthorized by section 403 of the Act and the provisions of the Board's regulations.

The rejection herein of the blocked spaced tariffs of American, TWA, and United removes as an issue in this proceeding the lawfulness of such tariff proposals and we will accordingly dismiss the investigation previously ordered in this docket as to the blocked space tariffs of these carriers.[2] However, for the reasons heretofore stated in Order E-21076 of July 17, 1964, the investigation of the lawfulness of the Slick blocked space tariff proposal is necessary, and the processing of that matter will continue unaffected by any action taken herein.

Accordingly, pursuant to the Federal Aviation Act of 1958, and particularly sections 102, 204(a), and 403, thereof:

It is ordered, That,

1. The following tariffs and revised pages are hereby rejected:

(a) American Airlines, Inc. Tariff C.A.B. No. 166;

(b) Trans World Airlines, Inc. Tariff C.A.B. No. 125;

(c) Agent J. Aniello's Tariff C.A.B. No. 28;

(d) 10th and 11th Revised Pages 18 of Agent J. Aniello's Tariff C.A.B. No. 13.

2. The investigation instituted by ordering paragraphs 1 of Orders E-21076, E-21122, and E-21167, insofar as they are applicable to blocked spaced tariffs of American Airlines, Inc., Trans World Airlines, Inc., and United Air Lines, Inc., is dismissed.

3. Copies of this order shall be filed with the tariffs and served upon all parties to this proceeding.

4. This order shall be effective August 11, 1964.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.[3]

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-8244; Filed, Aug. 14, 1964; 8:46 a.m.]

[Docket 13777; Order No. E-21171]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Relating to Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 11th day of August 1964.

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Traffic Conference 1 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 (Commodity Rates Board).

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in IATA memoranda, names additional rates as set forth below:

Agreement C.A.B. 17666	IATA memorandum TC1/ Rates	Commodity Item	Rates
R-48	2017	100	20 cents per kilogram; minimum weight, 200 kilograms; Los Angeles to La Paz.
R-49	2018	6802	18 cents per kilogram; minimum weight, 500 kilograms; Miami to Port-au-Prince.

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the subject agreement to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered.

Accordingly it is ordered,

That Agreement C.A.B. 17666, R-48 and R-49, be and hereby is approved, provided that such approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64-8245; Filed, Aug. 14, 1964; 8:46 a.m.]

[Docket 13959]

DALLAS-FORT WORTH REGIONAL AIRPORT INVESTIGATION

Notice of Oral Argument

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that oral argument in the above-entitled proceeding is assigned to be heard on September 16, 1964, at 10:00 a.m. (e.d.s.t.) in Room 1027, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the Board.

Dated at Washington, D.C., August 11, 1964.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64-8246; Filed, Aug. 14, 1964; 8:46 a.m.]

---

[1] Order E-21160 dated August 7, 1964 vacating the suspension of the Slick tariff was stayed to and including August 17, 1964, by Order E-21166 dated August 7, 1964.

[2] Under our statement of general policy of August 7, 1964, blocked space services may be provided by all-cargo carriers and the blocked space tariff filed by Slick, an all-cargo carrier is properly fileable under section 403 of the act and the Board's regulations.

[3] Dissenting statement of members Gurney and Gillilland filed as part of the original document.

[Docket 9093 etc.]

REOPENED SERVICE TO SPOKANE

Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled proceeding (see Order E–21163) is assigned to be held on September 10, 1964, at 2:30 p.m. (e.d.s.t.) in Room 609, Universal Building, Florida and Connecticut Avenues NW., Washington, D.C., before Associate Chief Examiner Thomas L. Wrenn.

Dated at Washington, D.C., August 11, 1964.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64–8247; Filed, Aug. 14, 1964; 8:46 a.m.]

[Docket 13415 etc.]

WEST COAST AIRLINES, INC.

Reopened "Use It or Lose It" Investigation and Route Realignment; Notice of Prehearing Conference

Notice is hereby given that a prehearing conference in the above-entitled proceeding (see Order E–21162) is assigned to be held on September 10, 1964, at 10:00 a.m. (e.d.s.t.) in Room 609, Universal Building, Florida and Connecticut Avenues NW., Washington, D.C., before Examiner Walter W. Bryan.

Dated at Washington, D.C., August 11, 1964.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64–8248; Filed, Aug. 14, 1964; 8:46 a.m.]

[Docket 13577 etc.]

TRANSATLANTIC ROUTE RENEWAL CASE

Notice of Oral Argument

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that oral argument in the above-entitled proceeding is assigned to be heard on September 23, 1964, at 10:00 a.m. (e.d.s.t.) in Room 1027, Universal Building, Connecticut and Florida Avenues NW., Washington, D.C., before the Board.

Dated at Washington, D.C., August 11, 1964.

[SEAL] FRANCIS W. BROWN,
Chief Examiner.

[F.R. Doc. 64–8249; Filed, Aug. 14, 1964; 8:46 a.m.]

[Docket 14725]

UNITED AIR LINES, INC.

Pittsburgh Restriction Case; Notice of Hearing

In the matter of the application of United Air Lines, Inc. for amendment of its certificate of public convenience and necessity.

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that a hearing in the above-entitled proceeding will be held on September 3, 1964, at 10:00 a.m. (e.d.s.t.) in Room 1027, Universal Building, Connecticut and Florida Avenues, Northwest, Washington, D.C., before Examiner Potter.

For information concerning the issues involved and other details in this proceeding, interested persons are referred to the prehearing conference report served on July 6, 1964, and other documents which are in the docket of this proceeding on file in the Docket Section of the Civil Aeronautics Board.

Dated at Washington, D.C., August 11, 1964.

[SEAL] RUSSELL A. POTTER,
Hearing Examiner.

[F.R. Doc. 64–8250; Filed, Aug. 14, 1964; 8:46 a.m.]

[Docket 14945; Order E–21172]

INTERNATIONAL AIR TRANSPORT ASSOCIATION

Agreement Relating to Specific Commodity Rates

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 11th day of August 1964.

There has been filed with the Board, pursuant to section 412(a) of the Federal Aviation Act of 1958 (the Act) and Part 261 of the Board's Economic Regulations, an agreement between various air carriers, foreign air carriers, and other carriers, embodied in the resolutions of Joint Traffic Conference 1–2 of the International Air Transport Association (IATA), and adopted pursuant to the provisions of Resolution 590 (Commodity Rates Board).

The agreement, adopted pursuant to unprotested notices to the carriers and promulgated in IATA memoranda, names additional rates as set forth in the attachment hereto.[1]

The Board, acting pursuant to sections 102, 204(a), and 412 of the Act, does not find the subject agreement to be adverse to the public interest or in violation of the Act, provided that approval thereof is conditioned as hereinafter ordered.

Accordingly, it is ordered, That Agreement C.A.B. 17868, R–2 and R–4, be and hereby is approved, provided that such approval shall not constitute approval of the specific commodity descriptions contained therein for purposes of tariff publication.

Any air carrier party to the agreement, or any interested person, may, within 15 days from the date of service of this order, submit statements in writing containing reasons deemed appropriate, together with supporting data, in support of or in opposition to the Board's action herein. An original and nineteen copies of the statements should be filed with the Board's Docket Section. The Board may, upon consideration of any such statements filed, modify or rescind its action herein by subsequent order.

This order will be published in the FEDERAL REGISTER.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 64–8273; Filed, Aug. 14, 1964; 8:49 a.m.]

[1] Filed as part of the original document.

CIVIL SERVICE COMMISSION

LIST OF OFFICERS EXCLUDED FROM COVERAGE

Notice of Amendment of Exclusions From Annual and Sick Leave Act of 1951, as Amended

The list of officers excluded from coverage under the Annual and Sick Leave Act of 1951, as amended, under authority of section 202(c)(1)(C) of that Act is amended by deleting the references therein to certain officers and revising the "General" exclusion because of salary changes resulting from the Government Employees Salary Reform Act of 1964. Effective on the effective date of the Federal Employees Salary Act of 1964 and the Federal Executive Salary Act of 1964 the list is amended as set forth below:

DEPARTMENT OF THE INTERIOR

Delete the following:

(b) United States Fish and Wildlife Service:

1. Commissioner of Fish and Wildlife.

* * * * *

Delete the following:

DEPARTMENT OF COMMERCE

1. Director of Census.
2. Chief of Weather Bureau.
3. Director, National Bureau of Standards.

* * * * *

GENERAL

Amend this listing to read as follows:

Until November 1, 1964, any person appointed by the President, by and with the advice and consent of the Senate or by the President alone (other than postmasters, United States attorneys, and United States marshals) whose rate of basic compensation exceeds $18,500 per annum: *Provided,* That this exclusion shall not apply to persons who are in positions whose basic compensation exceeds $18,500 solely by reason of the Federal Salary Reform Act of 1962 or the Federal Employees Salary Act of 1964.

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

[F.R. Doc. 64–8069; Filed, Aug. 14, 1964; 8:45 a.m.]

FEDERAL MARITIME COMMISSION

DOW CHEMICAL CO. AND OGLEBAY NORTON CO.

Notice of Agreement Filed for Approval

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 agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Keller and Heckman,
1712 N Street NW.,
Washington, D.C., 20036.

Agreement No. T-225-1, between the Dow Chemical Company (Dow), Midland, Mich., and Oglebay Norton Company (Company), modifies the basic agreement which provides that Company operate for a term of 21 years, certain terminal facilities at Bay City, Mich., owned by Dow. Company will handle general cargo belonging to Dow and the general public to and from vessels and agrees to perform stevedoring at rates fixed within the agreement. Company further agrees to give Dow priority for transit shed space and to obtain Dow's approval before storing cargo for prolonged periods so as not to interfere with Dow's shipments. The purpose of the modification is to permit Company to lease additional adjacent parcels of land, including docking areas and to erect a fabricated building on leased premises.

Dated: August 12, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-8267; Filed, Aug. 14, 1964; 8:48 a.m.]

GREAT LAKES UNITED KINGDOM EASTBOUND CONFERENCE

Notice of Agreement Filed for Approval

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 agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. R. P. DeGroote, Manager-Secretary,
Great Lakes United Kingdom Eastbound Conference
108 North State Street,
Chicago 2, Ill.

Agreement 8130-3 between member lines of the Great Lakes United Kingdom Eastbound Conference, modifies the basic agreement (8130, as amended) to provide for the inclusion of procedures relating to Admission, Withdrawal and Expulsion pursuant to General Order 9 (46 CFR, Part 523). Agreement 8130-3 also relates to the application of uniform rates for the transportation of cargo in the trade in accordance with the terms and conditions set forth in the agreement.

Dated: August 12, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-8268; Filed, Aug. 14, 1964; 8:48 a.m.]

PORT OF SEATTLE AND ACME TERMINAL CO.

Notice of Agreement Filed for Approval

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 agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Port of Seattle,
P.O. Box 1209,
Seattle, Wash., 98111.

Agreement No. T-1677, between the Port of Seattle (Port), and Acme Terminal Company (Acme), provides for a month-to-month lease of certain portions of Pier 21 at Seattle, Wash., at a rental of $2,500. Acme shall use the leased premises for receiving, handling and shipping of metal scrap, logs and lumber products. The Port will retain all revenues for dockage at the leased premises at the rates set forth in Seattle Terminal Tariff No. 100. Acme will retain all revenues for wharfage, wharf demurrage, service charge, and storage at the rates set forth in Seattle Terminal Tariffs No. 100 and 2-D and agrees to become a participant therein. Acme shall also have a preferential right to use Berth 4, subject to Port's right of secondary assignment. Upon approval, Agreement No. T-1677 will cancel and supersede Agreement No. T-23 between the same parties.

Dated: August 12, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-8269; Filed, Aug. 14, 1964; 8:48 a.m.]

SCANDINAVIA BALTIC U.S. NORTH ATLANTIC WESTBOUND FREIGHT CONFERENCE

Notice of Agreement Filed for Approval

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 agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. Lars-Inge Carlsio, Secretary,
Scandinavia Baltic U.S. North Atlantic Westbound Freight Conference
Packhusplatsen 6,
Gothenburg, Sweden.

Agreement 9364 between member lines of the Scandinavia Baltic U.S. North At-

lantic Westbound Freight Conference establishes a new agreement in the trade from Scandinavia Baltic Ports, Sweden, Finland, Poland and USSR Baltic ports to U.S. North Atlantic ports to supersede and cancel approved Agreement 8550. Agreement 9364 retains the same membership as heretofore were members of 8550 and covers a similar arrangement in the trade. The purpose of new agreement 9364 is to include new provisions covering admission, withdrawal and expulsion from the Conference to comply with the Commission's General Order 9 in accordance with the terms and conditions set forth in the agreement.

Dated: August 12, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-8270; Filed, Aug. 14, 1964; 8:48 a.m.]

UNITED STATES GREAT LAKES-BORDEAUX/HAMBURG RANGE WESTBOUND CONFERENCE

Notice of Agreement Filed for Approval

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 agreement(s) at the Washington office of the Federal Maritime Commission, 1321 H Street NW., Room 301; or may inspect agreements at the offices of the District Managers, New York, N.Y., New Orleans, La., and San Francisco, Calif. Comments with reference to an agreement including a request for hearing, if desired, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, within 20 days after publication of this notice in the FEDERAL REGISTER. A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter), and the comments should indicate that this has been done.

Notice of agreement filed for approval by:

Mr. Thomas K. Roche, Attorney,
Haight, Gardner, Poor and Havens,
80 Broad Street,
New York, N.Y., 10004.

Agreement 7830-9 between the member lines of the United States Great Lakes-Bordeaux/Hamburg Range Westbound Conference, modifies the basic agreement (7830, as amended) to provide for the inclusion of procedures relating to Admission, Withdrawal and Expulsion pursuant to General Order 9 (46 CFR Part 523). Agreement 7830-9 also provides that the conference will file copies of tariffs, minutes of meetings and other action pertaining to the carrying out of conference activity in accordance with the terms and conditions set forth in the agreement.

Dated: August 12, 1964.

By order of the Federal Maritime Commission.

THOMAS LISI,
Secretary.

[F.R. Doc. 64-8271; Filed, Aug. 14, 1964; 8:49 a.m.]

FEDERAL POWER COMMISSION

[Project No. 2146]

ALABAMA POWER CO.

Order Fixing Hearing

AUGUST 10, 1964.

Alabama Power Company, licensee for Project No. 2146 on the Coosa River in Calhoun, St. Clair, and Talladega Counties, Alabama, filed application on February 14, 17, and 25, 1964, requesting that the Commission determine whether causeways constructed without approval in the Logan Martin reservoir area should be authorized or removed from the reservoir and whether certain causeways proposed for construction should be approved. These causeways would provide access by roads to lands which, following the filling of the reservoir, will become islands or peninsulas in the reservoir.

The Commission has received numerous letters and petitions on the matter, some supporting and others opposing these causeways.

The Commission finds: It is appropriate and in the public interest in administering Part I of the Federal Power Act (16 U.S.C. 791-823) that a public hearing be held respecting the matters involved and the issues presented by the aforesaid applications, as hereinafter provided.

The Commission orders: Pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by the Federal Power Act, particularly sections 4 (e), 10(a), and 308 thereof, and the Commission's rules of practice and procedure, a public hearing shall be held September 9, 1964, at 10:00 a.m. (local time), at a place in Alabama to be fixed by notice of the Secretary respecting the matters involved and issues presented by the aforesaid applications for approval or exclusion of causeways.

By the Commission.

[SEAL] GORDON M. GRANT,
Acting Secretary.

[F.R. Doc. 64-8240; Filed, Aug. 14, 1964; 8:45 a.m.]

[Docket No. CP64-304]

CITY OF WASHINGTON, GEORGIA

Notice of Application

AUGUST 10, 1964.

Take notice that on June 19, 1964, the City of Washington, Georgia (Applicant) filed in Docket No. CP64-304 an application pursuant to section 7(a) of the Natural Gas Act for an order of the Commission directing Transcontinental Gas Pipe Line Corporation (Transco) to establish physical connection of its transmission facilities with the proposed facilities of and to sell natural gas to Applicant for resale and distribution in Washington and the Town of Tignall, and environs, all in Wilkes County, Georgia, all as more fully set forth in the application on file with the Commission and open to public inspection.

Applicant proposes to construct and operate approximately 45 miles of 4- and 6-inch transmission pipeline and associated facilities from Transco's transmission facilities to the communities of Tignall and Washington. Applicant will also construct and operate distribution facilities in order to render service in said communities.

The application shows the estimated third year peak day and annual natural gas requirements for Washington and Tignall to be 1,643 Mcf and 187,500 Mcf, respectively.

The total estimated cost of Applicant's proposed project is $1,085,000, which cost will be financed through the sale of revenue certificates.

On July 10, 1964, Transco filed an answer to the subject application stating that it had no objection to the requested order and to selling up to 1,643 Mcf of natural gas per day to Applicant.

Protests, petitions to intervene or requests for hearing in this proceeding may be filed with the Federal Power Commission, Washington, D.C. 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before August 31, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64-8241; Filed, Aug. 14, 1964; 8:45 a.m.]

[Docket No. CP61-204]

TEXAS GAS TRANSMISSION CORP.

Notice of Application

AUGUST 10, 1964.

Take notice that on January 26, 1961, Texas Gas Transmission Corporation (Applicant), 416 West Third Street, Owensboro, Kentucky, filed in Docket No. CP61-204 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the construction and operation of approximately 1.35 miles of 4-inch pipeline and one meter station in the South Rayne Field, Acadia Parish, Louisiana, in order to transport natural gas, all as more fully set forth in the application on file with the Commission and open to public inspection.

The proposed facilities are to be used to transport, for the account of Hope Natural Gas Company (Hope), gas purchased by Hope from Texas Gas Exploration Corporation (Operator), et al.,[1] in

[1] Such sale to Hope was authorized by Commission order issued December 18, 1963, in Docket No. CI61-1125.

the South Rayne Field. Applicant states that the transportation for the account of Hope will be rendered pursuant to certificate authorization of August 10, 1959, in Docket No. G–17335, et al.

The application shows the estimated cost of the proposed facilities to be $27,167, which cost will be financed from cash on hand.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that preliminary staff analysis has indicated that there are no problems which would warrant a recommendation that the Commission designate this application for formal hearing before an examiner and 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 may be held without further notice before the Commission on this application provided no protest or petition to intervene is filed within the time required herein. Where a protest or 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 Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington, D.C., 20426, in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before August 31, 1964.

JOSEPH H. GUTRIDE,
Secretary.

[F.R. Doc. 64–8242; Filed, Aug. 14, 1964; 8:45 a.m.]

[Docket No. G–5991 etc.] [1]

TEXAS PACIFIC OIL CO.

Order Amending Orders Issuing Certificates of Public Convenience and Necessity, Redesignating Rate Proceedings, and Redesignating FPC Gas Rate Schedules

JULY 27, 1964.

On September 25, 1963, Joseph E. Seagram & Sons, Inc. (Seagram) filed a motion to be made respondent in lieu of Texas Pacific Coal and Oil Company (Texas Pacific) in all of the rate suspension proceedings set forth in the Appendix below, except the proceedings in Docket Nos. RI64–449, RI64–477, and RI64–582.[2] On October 25, 1963, Seagram filed an agreement and undertaking to assure the refund of any and all charges determined in such proceedings to be excessive.

By order issued December 2, 1963, as amended by order issued December 30, 1963, in Joseph E. Seagram & Sons, Inc. (successor to Texas Pacific Coal and Oil Company), Docket Nos. G–5991, et al., Seagram was authorized to continue the sales of Texas Pacific relating to the suspension proceedings covered by the motion, and the related rate schedules were redesignated.

On May 11, 1964, Seagram filed a copy of a resolution by its Board of Directors changing the name of its oil division from Frankfort Oil Company to Texas Pacific Oil Company. No change in corporate structure is involved. Seagram requests that its certificates and rate filings be redesignated accordingly.

The Commission orders:

(A) The orders issuing certificates of public convenience and necessity to Joseph E. Seagram & Sons, Inc., and to Joseph E. Seagram & Sons, Inc., d/b/a Frankfort Oil Company, be and the same are hereby amended to change the name of the certificate holder to Joseph E. Seagram & Sons, Inc., d/b/a Texas Pacific Oil Company, as set forth in the Appendix below, and in all other respects said orders shall remain in full force and effect.

(B) The FPC gas rate schedules of Joseph E. Seagram & Sons, Inc., and Joseph E. Seagram & Sons, Inc., d/b/a Frankfort Oil Company, be and the same are hereby redesignated as FPC gas rate schedules of Joseph E. Seagram & Sons, Inc., d/b/a Texas Pacific Oil Company, as set forth in the Appendix below.

(C) The name of the respondent in the pending rate proceedings set forth in the Appendix hereto be and the same is hereby changed from Joseph E. Seagram & Sons, Inc., and Joseph E. Seagram & Sons, Inc., d/b/a Frankfort Oil Company to Joseph E. Seagram & Sons, Inc., d/b/a Texas Pacific Oil Company, and said proceedings are redesignated accordingly. The agreements and undertakings filed in said proceedings by Joseph E. Seagram & Sons, Inc., and Joseph E. Seagram & Sons, Inc., d/b/a Frankfort Oil Company are accepted for filing and shall remain in full force and effect as assurance that Joseph E. Seagram & Sons, Inc., d/b/a Texas Pacific Oil Company shall refund all amounts determined in such proceedings to be excessive.

By the Commission.

[SEAL] JOSEPH H. GUTRIDE,
Secretary.

APPENDIX

Former designation	*New designation*
Joseph E. Seagram & Sons, Inc., d.b.a. Frankfort Oil Co.	Joseph E. Seagram & Sons, Inc., d.b.a. Texas Pacific Oil Co.

Docket No.	FPC gas rate schedule No.	Related rate proceedings
G–11503	2	
G–12398	3	RI64–449.
CI60–506	[1] 5	
CI61–1412	6	
CI61–1411	7	
CI61–1412	8	

[1] Et al.

Former designation	*New designation*
Joseph E. Seagram & Sons, Inc.	Joseph E. Seagram & Sons, Inc., d.b.a. Texas Pacific Oil Co.

Docket No.	FPC gas rate schedule No.	Related rate proceedings
G–5991	11	RI60–469, RI61–357.
	12	
	13	RI60–453, RI61–357, RI63–435.
	14	RI60–469, RI61–357.
G–9261	15	RI60–469, RI61–357.
G–10155	16	RI62–50.
G–10257	17	RI60–469, RI61–357, RI63–435.
G–12188	18	
G–14335	[2] 19	RI63–182.
G–14407	20	RI60–469, RI61–357.
G–14849	21	
G–14848, G–18637	22	RI63–439, RI64–477.
G–15296	23	RI63–435, RI64–477.
G–16911	24	
G–17385, G–18659 and G–19959.	25	
G–18507	[2] 26	
G–18549	[2] 27	RI64–582.
G–18303	[2] 28	RI60–470, RI61–358, RI63–434.
G–18449	29	
G–19512	30	RI63–183.
G–19545	31	RI63–183.
CI60–278	[2] 32	RI63–182.
CI60–774	33	RI63–183.
CI60–780	34	RI63–183.
CI61–1044	35	RI63–179.
CI61–1079	[2] 36	RI63–180.
CI61–1425	37	RI60–362, RI61–544.
CI61–1425	38	RI60–442, RI63–435.
	[2] 39	
	[2] 40	RI60–256, RI63–434.
	41	RI63–114, RI63–435.
	[2] 42	RI60–256, RI63–434.
	[2] 43	RI60–386, RI63–434.
	[2] 44	RI60–350, RI63–434.
	[2] 45	
	[2] 46	
	47	
	48	
CI64–1429	49	
	[2] 50	RI60–118.
	[2] 51	
	[2] 52	
	53	
	54	
	55	
	56	G–20003, RI63–435.
	57	G–20003, RI63–435.
	[2] 58	G–20002, RI63–434.
	[2] 59	G–20002, RI63–434.
	[2] 60	
	[2] 61	
CI61–1582	62	
CI61–1649	[2] 63	RI63–180.
CI62–3	[2] 64	
CI62–438	65	
CI62–742	[2] 66	RI60–455, RI63–175.
CI61–996	67	
CI62–852	[2] 68	RI63–443.
CI62–1234	69	
CI62–1237	[2] 70	
CI62–1344	71	
CI63–469	72	
CI63–1351	75	
CI63–1573	76	
CI64–302	77	

[2] (Operator), et al.

[F.R. Doc. 64–8243; Filed, Aug. 14, 1964; 8:46 a.m.]

[1] Other dockets are listed in the Appendix.

[2] The proposed rate changes suspended in Docket Nos. RI64–449, RI64–477 and RI64–582 were filed by Seagram after the acquisition of the subject properties from Texas Pacific.

FEDERAL RESERVE SYSTEM

CITIZENS AND SOUTHERN HOLDING CO. AND CITIZENS AND SOUTHERN NATIONAL BANK

Order Approving Applications Under Bank Holding Company Act

In the matter of the applications of Citizens and Southern Holding Company and The Citizens and Southern National Bank for approval of the acquisition by Citizens and Southern Holding Company of voting stock of American National Bank of Brunswick, Brunswick, Georgia.

There has come before the Board of of Governors, pursuant to section 3(a)(2) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(2)) and § 222.4(a)(2) of Federal Reserve Regulations Y (12 CFR 222.4(a)(2)), applications on behalf of Citizens and Southern Holding Company and The Citizens and Southern National Bank, both of Savannah, Georgia, for the Board's prior approval of acquisition by Citizens and Southern Holding Company of voting shares of American National Bank of Brunswick, Brunswick, Georgia.

As required by section 3(b) of the Act, the Board notified the Comptroller of the Currency of receipt of the applications and requested his views and recommendation. The Comptroller recommended approval of the applications. Notice of receipt of the applications was published in the FEDERAL REGISTER on July 7, 1964 (29 F.R. 8503), which provided an opportunity for submission of comments and views regarding the applications. Time for filing such comments and views has expired and all comments and views filed with the Board have been considered by it.

It is hereby ordered, For the reasons set forth in the Board's Statement[1] of this date, that said applications be and hereby are approved, provided that the acquisition so approved shall not be consummated (a) within seven calendar days after the date of this order or (b) later than three months after said date.

Dated at Washington, D.C., this 10th day of August 1964.

By order of the Board of Governors.[2]

[SEAL] KENNETH A. KENYON,
Assistant Secretary.

[F.R. Doc. 64-8233; Filed, Aug. 14, 1964; 8:45 a.m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-4225]

GEORGIA POWER CO.

Notice of Filing of Application

AUGUST 11, 1964.

Notice is hereby given that Georgia Power Company ("Georgia"), 270 Peachtree Street, Atlanta, Georgia 30303, an exempt holding company and an electric utility subsidiary company of The Southern Company, a registered holding company, has filed an application with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"); and has designated section 6(b) of the Act and Rule 50 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the application on file at the office of the Commission for a statement of the proposed transactions, which are summarized as follows:

Georgia proposes to issue and sell, subject to the competitive bidding requirements of Rule 50 under the Act, $28,000,000 principal amount of First Mortgage Bonds, ____ percent Series due 1994. The interest rate of the new bonds (which will be a multiple of ⅛ to 1 percent) and the price, exclusive of accrued interest, to be paid to Georgia (which will be not less than 99 percent nor more than 102¾ percent of the principal amount thereof) will be determined by competitive bidding. The new bonds will be issued under the Indenture dated as of March 1, 1941, between Georgia and Chemical Bank New York Trust Company, successor to The New York Trust Company, as Trustee, as heretofore supplemented by various indentures and as to be further supplemented by a Supplemental Indenture to be dated October 1, 1964.

Georgia also proposes to issue and sell, subject to the competitive bidding requirements of Rule 50 under the Act, 50,000 shares of its cumulative preferred stock, without par value. The dividend rate of the new preferred stock (which will be a multiple of $0.04) and the price to be paid to Georgia (which will be not less than $100 nor more than $102.75 per share, plus accrued dividends) will be determined by competitive bidding. Georgia will amend its charter so as to reclassify certain shares of its authorized but unissued $5 preferred stock and establish the new preferred stock and the terms thereof.

The proceeds from the issuance and sale of the new bonds and new preferred stock, together with other available funds, will be used by Georgia for the construction or acquistion of permanent improvements, extensions, and additions to its property and for the payment of short-term bank loans made for such purposes. At June 30, 1964, such short-term bank loans were outstanding in the amount of $24,302,000. Georgia's 1964 and 1965 construction expenditures are estimated to aggregate $85,731,000 and $73,518,000, respectively and the company expects to finance the balance of its construction by issuing approximately $9,000,000 short-term notes to banks prior to the end of 1964, and additional securities to be sold in 1965 in an estimated amount of $36,500,000.

The issuance and sale of the new bonds and the new preferred stock have been expressly authorized by the Georgia Public Service Commission, the State commission of the State in which Georgia is organized and doing business. The application states that no other State commission and no Federal commission, other than this Commission, has jurisdiction over the transactions proposed.

The fees and expenses to be incurred in connection with the proposed issuance and sale of the bonds and preferred stock are to be supplied by amendment.

Notice is further given that any interested person may, not later than September 4, 1964, request in writing that a hearing be held on such matters, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C., 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicant at the above-stated address, and proof of service (by affidavit or, in case of an attorney-at-law, by certificate) should be filed contemporaneously with the request. At any time after said date, the application, as filed or as it may be amended, may be granted as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate.

For the Commission (pursuant to delegated authority).

[SEAL] NELLYE A. THORSEN,
Assistant Secretary.

[F.R. Doc. 64-8239; Filed, Aug. 14, 1964; 8:45 a.m.]

INTERSTATE COMMERCE COMMISSION

FOURTH SECTION APPLICATIONS FOR RELIEF

AUGUST 12, 1964.

Protests to the granting of an application must be prepared in accordance with Rule 1.40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 39188: *Joint motor-rail rates—Eastern Central.* Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 275), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one hand, and points in central States, middlewest and southwestern territories, on the other.

Grounds for relief: Motortruck competition.

Tariff: 13th revised page 47-A to Eastern Central Motor Carriers Association, Inc., agent, tariff MF-I.C.C. A-230.

FSA No. 39189: *Joint motor-rail rates—Eastern Central.* Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 276), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in central States territory, on the one hand, and points in middle Atlantic and New England territories, on the other.

[1] Filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C., 20551, or to the Federal Reserve Bank of Atlanta.

[2] Voting for this action: Chairman Martin, and Governors Balderston, Mills, Robertson, Shepardson, and Mitchell. Absent and not voting: Governor Daane.

Grounds for relief: Motortruck competition.

Tariff: 6th revised page 118–A to Eastern Central Motor Carriers Association, Inc., agent, tariff MF–I.C.C. A–230.

FSA No. 39190: *Joint motor-rail rates—Eastern Central.* Filed by the Eastern Central Motor Carriers Association, Inc., agent (No. 277), for interested carriers. Rates on various commodities moving on class and commodity rates over joint routes of applicant rail and motor carriers, between points in middle Atlantic and New England territories, on the one hand, and points in central States, middlewest and southwestern territories, on the other.

Grounds for relief: Motortruck competition.

Tariff: 22d revised page 222 to Eastern Central Motor Carriers Association, Inc., agent, tariff MF–I.C.C. A–230.

By the Commission.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 64–8259; Filed, Aug. 14, 1964; 8:47 a.m.]

[No. 34463]

FREIGHT FORWARDER GENERAL INCREASE, TRANSCONTINENTAL TERRITORY

Notice of Hearing

It appearing, that by order dated July 31, 1964, in the above-entitled proceeding, the Commission, Division 2, acting as an appellate division, instituted an investigation into and concerning the lawfulness of the rates, charges, and regulations contained in certain schedules described therein;

It further appearing, that under section 406(e) of the Interstate Commerce Act respondents have the burden of proof to show that the proposed changed rates, charges, and regulations are just and reasonable;

And it further appearing, that in order that consideration be given to all factors which may bear upon a proper determination of the issues, including the question whether the resulting earnings would be just and reasonable, it is deemed appropriate in the public interest and pursuant to section 406(d) of the act that the information specified below be included in the record to be developed in this proceeding;

And good cause appearing therefor:

It is ordered, That respondents be, and they are hereby, notified and required to submit evidence and supporting data which shall include, among other things, actual cost and revenue data and operating ratios specifically related to the traffic and territories involved, overall operating ratios, detailed data to establish the representative nature of the carriers used, and detailed data to disclose carrier affiliate financial and operating relationships and transactions, as generally indicated by the admonitions in General Increase—Middle Atlantic and New England Territories, 319 I.C.C. 168, and in General Increases—Transcontinental, 319 I.C.C. 792, and in addition all pertinent evidence and supporting data for the individual representative carriers regarding, but not limited to, the following as they relate to their overall operations and to those specifically relating to the traffic and territories involved:

(1) Ratios of net income before and after income taxes to net worth (assets minus liabilities),

(2) Ratio of net carrier operating income to total carrier operating revenues,

(3) Ratios of net income before and after income taxes to total carrier operating revenues,

(4) Ratio of net carrier operating income to net book value of carrier operating property plus net working capital (current assets, minus current liabilities),

(5) Ratios of net income before and after income taxes to net book value of carrier operating property plus net working capital (current assets minus current liabilities);

It is further ordered, That the detailed data required to be submitted by respondents, regarding carrier-affiliate financial and operating relationships and transactions shall include with respect to any and all individuals, partnerships, and corporations affiliated with respondents, the following information:

1. Name of each affiliate from which respondent, during the year 1963, acquired, leased or purchased lands, buildings, equipment, materials, supplies, parts, tires, tubes, gasoline, oil or other property or services used by respondent in its operations as a freight forwarder.

2. Kinds of property or service which each affiliate supplied to respondent.

3. Basis of charges for property or services supplied by affiliate to respondent, including the base and rate for rental charges.

4. Total charges by each affiliate to respondent during year 1963 for:

a. Lease of vehicles.
b. Lease of terminals.
c. Lease of other property.
d. Pickup and delivery of shipments.
e. Repair and servicing of vehicles.
f. Management, accounting, financial, legal, purchasing, or traffic solicitation services.
g. Property sold by affiliate to respondent.

5. If the affiliate derives revenue from the sale or lease of property or from services through transactions with persons other than respondent, indicate the percentage of the revenue of such business to the total revenue of the affiliate in the year 1963.

6. A copy of the income statements of each affiliate for the year 1963 and the latest period of 1964 for which an income statement is available.

7. A statement listing the amounts of wages, salaries, bonuses, and other compensation paid by the affiliate in 1963 to any individual who is also a respondent or an officer, director or substantial stockholder of a respondent; or the wife or close relative of a respondent or officer, director or substantial stockholder of a respondent.

8. The term "affiliate" as used in this order means:

a. Any individual who is also a respondent; an officer, director, or substantial stockholder of a respondent; or the wife or close relative either of a respondent, or of an officer, director, or substantial stockholder of a respondent.

b. Any partnership in which one of the partners is a respondent; an officer, director, or substantial stockholder of a respondent; or the wife or close relative either of a respondent or of an officer, director, or substantial stockholder of a respondent.

c. Any corporation whose stock is wholly or partly owned by a respondent; by an officer, director, or substantial stockholder of a respondent; or by the wife or close relative either of a respondent or af an officer, director, or substantial stockholder of a respondent.

d. Any corporation which exercises control over the operations or finances of respondent.

It is further ordered, That the traffic studies to be submitted shall be based upon actual operations conducted during identical periods of time for each carrier, and the actual cost studies shall be based upon the operations of the same carriers as used in the traffic studies; and that the periods of time selected for, as well as the freight forwarders used in, such cost and traffic studies shall be shown to be representative and their selection statistically sound;

It is further ordered, That all of the required data specified in this order shall be based upon and reflect at least the most recent annual reporting period;

It is further ordered, That the detailed information called for by this order with respect to carrier-affiliates shall be in writing and shall be verified by a person or persons having knowledge thereof, and a verified original and two additional copies shall be mailed to the Secretary, Interstate Commerce Commission, Washington, D.C., 20423, in sufficient time to reach the Commission on or before October 19, 1964;

It is further ordered, That:

(1) The respondents and interveners in support thereof shall serve on the parties of record on or before October 19, 1964, their direct evidence in the form of verified statements (with exhibits and appendixes, if any); and that they also, at the same time, shall file the original (with affidavits and signatures in ink) and two copies with this Commission, together with certificates of service in accordance with rules 1.22(a) of the General Rules of Practice;

(2) The protestants and interveners in support thereof shall serve on the parties of record on or before November 16, 1964, their evidence in the form of verified statements (with exhibits and appendixes, if any); and that they shall comply also with the provisions in the preceding paragraph regarding the filing and service of statements;

(3) This proceeding be, and it is hereby, assigned for hearing on December 14, 1964, at 9:30 a.m., U.S. standard time, at the Pickwick Motor Inn, McGee and 10th Streets, Kansas City, Mo., for the purpose of cross-examination and the introduction of rebuttal evidence, and to permit the examiner to close the record; and for the recommendation of an appropriate order thereon, accompanied by the reasons therefor;

(4) Parties desiring to cross-examine witnesses who have submitted verified statements must give notice, in writing, of such request to affiant and his counsel, if any, on or before November 23, 1964, a copy of such notice to be filed simultaneously with this Commission. Failure of any witness whose attendance is requested to appear at the hearing for cross-examination shall be considered good cause for the rejection of his verified statement (with exhibits and appendixes, if any);

(5) All underlying data used in the preparation of evidence set forth in the verified statements (with exhibits and appendixes, if any) shall be made available in the office of the party serving such verified matter during usual office hours for inspection by any party of record desiring to do so; and that underlying data shall be made available also at the hearing, but only if and to the extent specifically requested in writing and required by any party for the purpose of cross-examination;

(6) Anyone desiring to become a party of record and to participate in the hearing, and receive and/or serve copies of the evidence to be filed in accordance with the procedure set forth above, must notify the Commission and all the then known parties of record, in writing, on or before October 1, 1964. Attached hereto is a list of the presently known parties of record.

(7) Evidence presented which fails to conform to the above outlined procedure will not become a part of the record in this proceeding.

And it is further ordered, That a copy of this order be delivered to the Director, Office of Federal Register, for publication in the FEDERAL REGISTER as notice to all interested persons.

Dated at Washington, D.C., this 3d day of August A.D. 1964.

By the Commission, Commissioner Freas.

[SEAL] HAROLD D. McCOY, *Secretary.*

SERVICE LIST SHOWING PARTIES OF RECORD AS OF AUGUST 3, 1964

RESPONDENTS

T. J. Fox, Agent, 114 Liberty Street, New York 6, N.Y.

J. L. Beeler, Agent, 610 South Main Street, Suite 736, Los Angeles 14, Calif.

Lifschultz Fast Freight, H. L. Rosenthal, GTM, 28 North Franklin Street, Chicago, Ill., 60606.

Arrow Freight Forwarders, B. Steiner, Manager, 386 Park Avenue South, New York, N.Y., 10016.

California Western Freight Association, d.b.a. Western Freight Association, R. C. Anderson, VP, P.O. Box 54037, Los Angeles, Calif., 90054.

International Forwarding Co., W. F. Pautsch, CTB, 300 East Illinois Street, Chicago, Ill., 60611.

Clipper Carloading Co., Richard Smith, CTB, 3401 West Pershing Road, Chicago, Ill., 60632.

Acme Fast Freight, Inc., H. G. Roeschke, CTB, 2 Lafayette Street, New York, N.Y., 10007.

Universal Carloading & Distributing Co., Inc., C. L. Tilt, CTB, 345 Hudson Street, New York, N.Y., 10014.

James L. Givan, Attorney, 1025 Connecticut Avenue, Washington 36, D.C.

PROTESTANTS

A. R. Allen, Portland Freight Traffic Association, Suite 607, Oregon Bank Building, 319 Southwest Washington Street, Portland, Oreg., 97204.

Hatch Morrison, Western Traffic Conference, Inc., 290 Grand Avenue, Oakland 10, Calif.

G. A. Lawrence, The George Lawrence Co., 306–316 Southwest First Avenue, Portland 4, Oreg.

Pitney-Bowes, Inc., Walnut and Pacific Streets, Stamford, Conn., 06904.

Harold W. Fritzler, Tektronix, Inc., P.O. Box 500, Beaverton, Oreg.

R. W. Pitt, Pendleton Woolen Mills, 218 Southwest Jefferson Street, Portland, Oreg., 97201.

[F.R. Doc. 64–8260; Filed, Aug. 14, 1964; 8:47 a.m.]

[No. 34440]

INCREASED PASSENGER FARES BETWEEN SAN FRANCISCO AND SAN JOSE, CALIF.

Notice of Investigation and Hearing

At a session of the Interstate Commerce Commission, Division 2, held at its office in Washington, D.C., on the 5th day of August A.D. 1964.

It appearing, that by petition filed June 26, 1964, the Southern Pacific Company, a common carrier by railroad subject to the Interstate Commerce Act and operating to, from, and between points in the State of California, requests this Commission to institute an investigation of the lawfulness of intrastate passenger fares of petitioner between San Francisco and San Jose, Calif., and intermediate points;

It further appearing, that petitioner avers that it has an application pending with the California Public Utilities Commission, requesting authority to increase the aforesaid passenger fares, but that the said California Commission has failed to authorize or permit petitioner to increase its fares; and that petitioner further alleges that the presently effective passenger fares between the indicated points cause an undue, unreasonable, and unjust discrimination against, and an undue burden on, interstate and foreign commerce and are unlawful, in violation of sections 3 and 13 of the Interstate Commerce Act;

And it further appearing, that said petition brings in issue passenger fares made or imposed by the authority of the State of California, and for good cause appearing therefor:

It is ordered, That an investigation be, and it is hereby, instituted, and that a hearing be held therein for the purpose of giving respondent hereinafter designated and any other interested persons an opportunity to present evidence to determine whether petitioner's present intrastate passenger fares between San Francisco and San Jose, Calif., and intermediate points, made and imposed by authority of the State of California, cause or will cause any undue or unreasonable advantage, preference or prejudice, as between persons or localities in intrastate commerce, on the one hand, and interstate or foreign commerce, on the other hand, or any undue, unreasonable, or unjust discrimination against, or undue burden on, interstate or foreign commerce; and to determine what fares, if any, or what maximum or minimum, or what maximum and minimum, fares shall be prescribed to remove the unlawful advantage, preference, prejudice, discrimination, or undue burden, if any, that may be found to exist;

It is further ordered, That the Southern Pacific Company be, and it is hereby, made respondent to this proceeding; that a copy of this order be served upon said respondent; and that the State of California be notified of this proceeding by sending copies of this order and of said petition by certified mail to the Governor of said State and to the California Public Utilities Commission at San Francisco, Calif.;

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

And it is further ordered, That this proceeding be assigned for hearing at such time and place as the Commission may hereafter designate.

By the Commission, Division 2.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 64–8261; Filed, Aug. 14, 1964; 8:47 a.m.]

[No. 34440]

INCREASED PASSENGER FARES BETWEEN SAN FRANCISCO AND SAN JOSE, CALIF.

Notice of Hearing

Upon consideration of the record in the above-entitled proceeding, and it appearing that this matter is one which should be referred to an examiner for recommendation of an appropriate order thereon; and for good cause:

It is ordered, That the above-entitled proceeding be, and it is hereby, referred to Examiner J. S. Kaplan for hearing on October 19, 1964, 9:30 a.m., U.S. standard time, or 9:30 a.m., local d.s.t., if that time is observed, at the New Federal Office Building, 450 Golden Gate Avenue, San Francisco, Calif., and for recommendation of an appropriate order thereon, accompanied by the reasons therefor.

And it is further ordered, That a copy of this order shall be filed with the Director, Office of the Federal Register.

Dated at Washington, D.C., this 5th day of August A.D. 1964.

By the Commission, Commissioner Tucker.

[SEAL] HAROLD D. McCOY, *Secretary.*

[F.R. Doc. 64–8262; Filed, Aug. 14, 1964; 8:47 a.m.]

[Notice 1030]

MOTOR CARRIER TRANSFER PROCEEDINGS

AUGUST 12, 1964.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC–FC 66726. By order of August 7, 1964, the Transfer Board approved the transfer to E. M. Ebert, Inc., Elmont, N.Y., of Certificate in No. MC 88653, issued March 21, 1942, to Edna May Ebert, doing business as E. M. Ebert, Elmont, N.Y., authorizing the transportation of: Horses, other than ordinary livestock, and equipment and paraphernalia incidental to the care, transportation, and exhibition of such horses, between points in Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Rhode Island, South Carolina, Virginia, West Virginia, and Pennsylvania. Edward M. Alfano, 2 West 45th Street, New York 36, N.Y., attorney for applicants.

No. MC–FC 67004. By order of August 7, 1964, the Transfer Board approved the transfer to Peter & Son, Inc., Fitchburg, Mass., of the operating rights in Certificate in No. MC 118543, issued June 12, 1959, to Harry Summer, doing business as Pacific Packing & Warehousing Company, Brooklyn, N.Y., authorizing the transportation, over irregular routes, of household goods, between Gardner, Mass., and points in Massachusetts, within 15 miles thereof, on the one hand, and, on the other, points in Connecticut, Maine, New Hampshire, New York, Rhode Island, and Vermont, between New York, N.Y., on the one hand, and, on the other, points in Maryland, Massachusetts, Rhode Island, Virginia, and the District of Columbia, and from New York, N.Y., to points in Connecticut, New Jersey, New York, and Pennsylvania. Arthur A. Wentzell, P.O. Box 720, Worcester, Mass., 01501, attorney for transferor. Morris Honig, 150 Broadway, New York 28, N.Y., representative for transferee.

No. MC–FC 67072. By order of August 7, 1964, the Transfer Board approved the transfer to Heavy Transport, Inc., Long Beach, Calif., of the operating rights in Certificate of Registration No. MC 14138 Sub 4, issued March 18, 1964, to Crail Transportation Co., a corporation, Long Beach, Calif. corresponding to the grant of intrastate authority to transferor, pursuant to Certificate of Public Convenience and Necessity granted in Decision No. 47564, dated August 11, 1952, as amended in Decision No. 52378, dated December 20, 1955, by the Public Utilities Commission of the State of California. R. Y. Schureman, % Russell & Schureman, 1010 Wilshire Blvd., Los Angeles, Calif., attorney for applicants.

No. MC–FC 67096. By order of August 7, 1964, the Transfer Board approved the transfer to Albert L. Billows, doing business as Billows Truck Service, Trenton, N.J., of the operating rights in Certificate in No. MC 81010, issued July 17, 1961, to Cannon Trucking Co., Inc., Fairless Hills, Pa., authorizing the transportation, over irregular routes, of building materials, except lumber, machinery, iron, steel, and iron and steel articles, between Newark, N.J., and points within 20 miles of Newark, on the one hand, and, on the other, points in that part of Pennsylvania on and east of U. S. Highway 15. A. Charles Tell, 44 East Broad Street, Columbus 15, Ohio, attorney for applicants.

No. MC–FC 67106. By order of August 7, 1964, the Transfer Board approved the transfer to Mary Neoma Sharp, Phoenix, Ariz., of the operating rights in Corrected Permit No. MC 119340, issued October 11, 1962, to Horace Sharp, Horace E. Sharp, Jr., Administrator, Phoenix, Ariz., authorizing the transportation, over irregular routes, of foodstuffs, soaps, bleaches, washing and cleaning compounds, detergents, and fresh fruits and vegetables when being transported in the same vehicle and at the same time with any of the commodities named above, from points in California, to points in Arizona, as restricted. A. Michael Bernstein, 1327 Guaranty Bank Building, Phoenix, Ariz., attorney for applicants.

No. MC–FC 67111. By order of August 7, 1964, the Transfer Board approved the transfer to Kimber Gilbert and Larry E. Gilbert, a partnership, doing business as Kimber Gilbert & Son, Shenandoah, Iowa, of the operating rights in Certificates Nos. MC 93994 and MC 93994 Sub 4, both issued April 5, 1954, to Kimber Gilbert, doing business as Kimber Gilbert Truck Service, Shenandoah, Iowa, authorizing the transportation, over irregular routes, of agricultural implements and parts, lumber, building materials, iron and steel articles, fencing, sand, gravel, household goods as defined, mill feeds, new furniture, farm implements, equipment, and supplies, and feeds, from and to specified points in Iowa, Kansas, Missouri, and Nebraska, varying with the commodities transported. A. R. Fowler, 2288 University Avenue, St. Paul, 14, Minn., representative for applicants.

No. MC–FC 67129. By order of August 7, 1964, the Transfer Board approved the transfer to Domenick Liguori Trucking, Inc., Hoboken, N.J., of the operating rights in Certificate No. MC 3111, issued February 18, 1941, to Union Forwarding Co., Inc., Hoboken, N.J., authorizing the transportation, over irregular routes, of: Paper and paper products, electrical goods, equipment and supplies, between New York, N.Y., and Hoboken, N.J., and points within 50 miles of each, in a radial movement. August W. Heckman, 297 Academy Street, Jersey City, N.J., attorney for applicants.

No. MC–FC 67138. By order of August 7, 1964, the Transfer Board approved the transfer to John Veulemans and Robert Case, a partnership, doing business as Tipton Truck Line, Tipton, Mo., of Certificate No. MC 26564 issued May 18, 1951 to John Veulemans and L. E. Winebrenner, a partnership, doing business as Tipton Truck Line, Tipton, Mo., authorizing the transportation of general commodities, excluding household goods and commodities in bulk, over irregular routes, between Tipton, Mo., and points within 20 miles thereof, on the one hand, and, on the other, points in St. Clair County, Ill. Joseph R. Nacy, 117 West High Street, P.O. Box 352, Jefferson City, Mo., 65102, attorney for applicants.

[SEAL] HAROLD D. MCCOY,
Secretary.

[F.R. Doc. 64–8263; Filed, Aug. 14, 1964; 8:48 a.m.]

CUMULATIVE CODIFICATION GUIDE—AUGUST

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published to date during August.

3 CFR

Page

PROCLAMATIONS:
3603 ... 11255
3604 ... 11489
EXECUTIVE ORDERS:
Mar. 21, 1924 (revoked by PLO 3427) ... 11455
Jan. 28, 1926 (revoked by PLO 3427 ... 11455
6184 (revoked by PLO 3427) ... 11455
10530 (amended by E.O. 11164) ... 11257
11164 ... 11257

5 CFR

213 ... 11328, 11407, 11442, 11597, 11642
530 ... 11689
531 ... 11689
550 ... 11491, 11689

7 CFR

51 ... 11328
52 ... 11331, 11442
301 ... 11521
722 ... 11143, 11521
728 ... 11443, 11690
777 ... 11642
811 ... 11700
831 ... 11491
849 ... 11702
908 ... 11143, 11443, 11522, 11702
910 ... 11143, 11443, 11703
911 ... 11703, 11704
915 ... 11704
921 ... 11144
924 ... 11705
925 ... 11177
927 ... 11178
944 ... 11705, 11706
945 ... 11706
946 ... 11144
948 ... 11407, 11492
965 ... 11259
989 ... 11522
1041 ... 11524
1063 ... 11444
1098 ... 11524
1101 ... 11524
1138 ... 11331
1421 ... 11407, 11492, 11525, 11644
1427 ... 11145, 11331, 11525
1443 ... 11411, 11414
1485 ... 11179
PROPOSED RULES:
58 ... 11192
728 ... 11535
925 ... 11501
948 ... 11423
981 ... 11653
987 ... 11501, 11599
993 ... 11599
1001 ... 11205
1006 ... 11205
1007 ... 11205
1014 ... 11205
1015 ... 11205
1030 ... 11161
1031 ... 11161
1047 ... 11600
1066 ... 11278
1067 ... 11653
1103 ... 11458
1107 ... 11458
1136 ... 11535

8 CFR

Page

223 ... 11493
245 ... 11493
248 ... 11494
249 ... 11494
289 ... 11494
299 ... 11495

9 CFR

74 ... 11332, 11444
78 ... 11444
94 ... 11332
PROPOSED RULES:
92 ... 11458

10 CFR

30 ... 11445, 11651

12 CFR

15 ... 11333
208 ... 11177
217 ... 11150
570 ... 11334

13 CFR

121 ... 11525, 11707
PROPOSED RULES:
107 ... 11424

14 CFR

4b ... 11151
40 ... 11151
41 ... 11151
42 ... 11151
71 [New] ... 11259, 11334, 11335, 11527, 11579, 11707
73 [New] ... 11151, 11446
75 [New] ... 11527, 11579, 11707
91 [New] ... 11151
97 [New] ... 11580, 11633
99 [New] ... 11446, 11528
127 [New] ... 11708
151 [New] ... 11335
171 [New] ... 11336
399 ... 11415, 11589
407 ... 11342
507 ... 11260, 11416, 11417, 11528, 11529, 11590
PROPOSED RULES:
4b ... 11161
6 ... 11161
7 ... 11161
25 [New] ... 11161
27 [New] ... 11161
29 [New] ... 11161
71 [New] ... 11161–11163, 11380–11383, 11527, 11720
75 [New] ... 11162, 11163
93 [New] ... 11279
151 [New] ... 11602
241 ... 11501
507 ... 11537, 11720

15 CFR

371 ... 11260

16 CFR

13 ... 11152, 11446, 11448–11450, 11495, 11496, 11649.
404 ... 11261
406 ... 11650

17 CFR

200 ... 11579
240 ... 11529
270 ... 11153

18 CFR

Page

2 ... 11154
PROPOSED RULES:
101 ... 11653
104 ... 11653
105 ... 11653
141 ... 11653
201 ... 11653
204 ... 11653
205 ... 11653
260 ... 11653

19 CFR

1 ... 11181
3 ... 11356
5 ... 11496
8 ... 11418

20 CFR

404 ... 11651

21 CFR

3 ... 11418
17 ... 11181
121 ... 11181, 11342, 11651
131 ... 11418, 11419
141a ... 11262
146 ... 11154
146a ... 11262
148 ... 11342
148a ... 11342
148b ... 11342, 11682
148c ... 11342, 11682
148d ... 11342
148e ... 11342
148h ... 11342
148i ... 11670, 11683
148j ... 11343, 11685
148k ... 11343
148m ... 11343
148n ... 11343, 11451
148o ... 11343
148p ... 11343
148r ... 11343
148s ... 11353
148t ... 11343
PROPOSED RULES:
27 ... 11621
31 ... 11627
133 ... 11628

26 CFR

1 ... 11263, 11356
PROPOSED RULES:
1 ... 11190, 11366, 11598
270 ... 11377

28 CFR

0 ... 11181, 11182

29 CFR

519 ... 11451
545 ... 11277

31 CFR

11 ... 11531
281 ... 11497

32 CFR

276 ... 11356
278 ... 11451
1001 ... 11591
1003 ... 11591
1004 ... 11592
1006 ... 11592
1007 ... 11592
1008 ... 11592

FEDERAL REGISTER

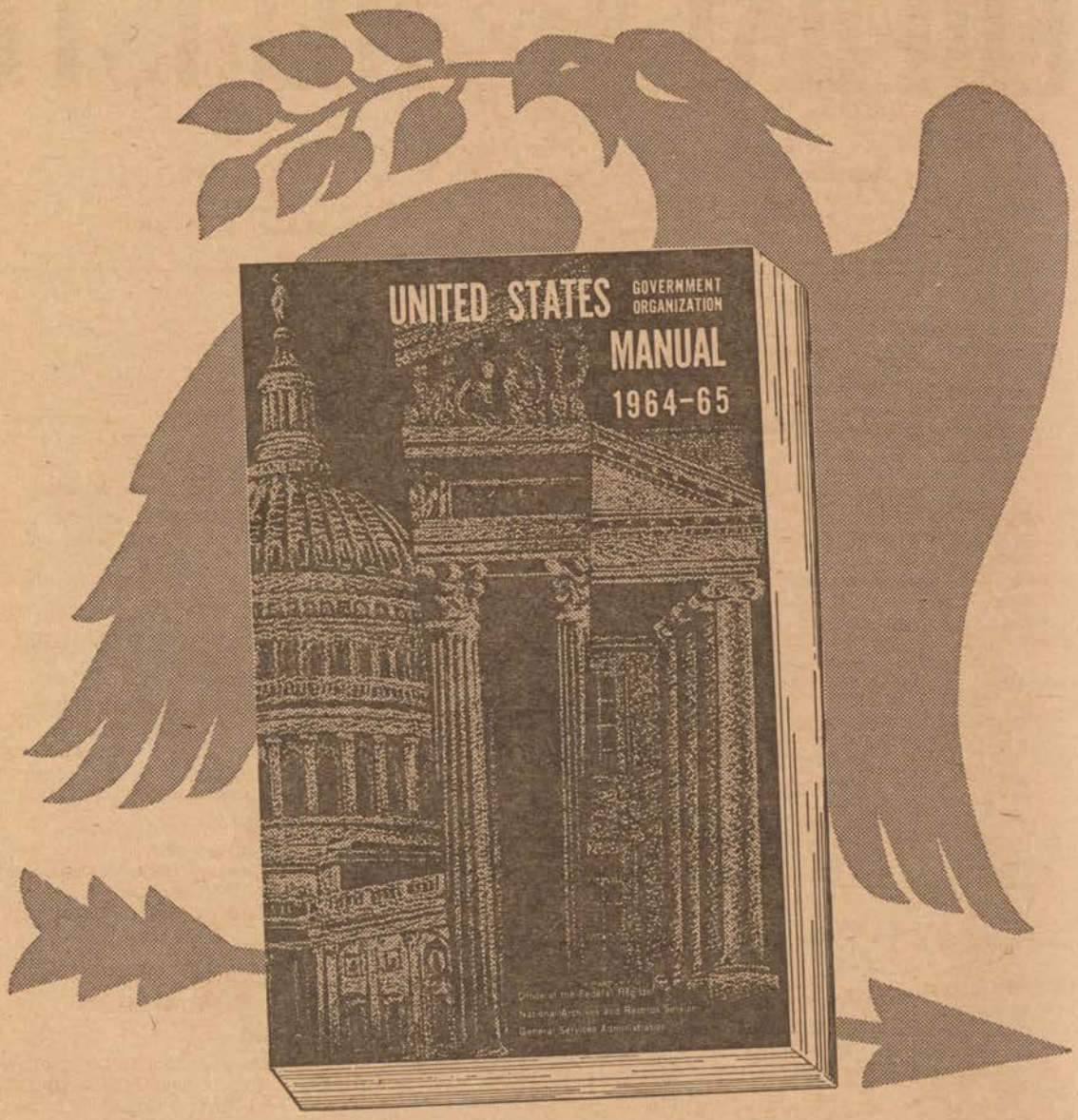
Area Code 202 Phone 963-3261

Published daily, Tuesday through Saturday (no publication on Sundays, Mondays, or on the day after an official Federal holiday), by the Office of the Federal Register, National Archives and Records Service, General Services Administration (mail address National Archives Building, Washington, D.C. 20408), pursuant to the authority contained in the Federal Register Act, approved July 26, 1935 (49 Stat. 500, as amended; 44 U.S.C., ch. 8B), under regulations prescribed by the Administrative Committee of the Federal Register, approved by the President (1 CFR Ch. I). Distribution is made only by the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

The FEDERAL REGISTER will be furnished by mail to subscribers, free of postage, for $1.50 per month or $15.00 per year, payable in advance. The charge for individual copies (minimum 15 cents) varies in proportion to the size of the issue. Remit check or money order, made payable to the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

The regulatory material appearing herein is keyed to the CODE OF FEDERAL REGULATIONS, which is published, under 50 titles, pursuant to section 11 of the Federal Register Act, as amended. The CODE OF FEDERAL REGULATIONS is sold by the Superintendent of Documents. Prices of books and pocket supplements are listed in the first FEDERAL REGISTER issue of each month.

There are no restrictions on the republication of material appearing in the FEDERAL REGISTER or the CODE OF FEDERAL REGULATIONS.



Know Your Government

The United States Government Organization Manual is the official guide to the functions of the Federal Government.

$1.75 per copy. Paper bound, with charts

Order from
Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402