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Rules and Regulations

Title 7—AGRICULTURE

Subtitle A—Office of the Secretary of Agriculture

PART 16—MILK INDEMNITY PAYMENT PROGRAM

Subpart—Regulations Governing Milk Indemnity Payments

Part 16 of Subtitle A of Title 7 of the Code of Federal Regulations governing the Milk Indemnity Payment Program is hereby transferred to Chapter VII, Subchapter C, Part 760, "Indemnity Payment Programs" of Title 7, and is redesignated as "Subpart—Dairy Indemnity Program" of that Part. Part 16 of Subtitle A is hereby vacated and reserved.

Effective date: Upon publication in the FEDERAL REGISTER (3–19–71).

Signed at Washington, D.C. on: March 6, 1971.

CLIFFORD M. HARDIN,
Secretary of Agriculture.

[FR Doc.71–3849 Filed 3–18–71;8:49 am]

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

[966.308 Amdt. 1]

PART 966—TOMATOES GROWN IN FLORIDA

Limitation of Shipments

Findings. (a) Pursuant to Marketing Agreement No. 125 and Order No. 966, both as amended (7 CFR Part 966), regulating the handling of tomatoes grown in the production area, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and upon the basis of the recommendation and information submitted by the Florida Tomato Committee, established pursuant to said marketing agreement and order, and upon other available information, it is hereby found that the amendment to the limitation of shipments hereinafter set forth will tend to effectuate the declared policy of the act.

(b) It is hereby found that it is impractical and contrary to the public interest to give preliminary notice or engage in public rule marking procedure, and that good cause exists for not postponing the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 553) in that (1) the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, (2) compliance with this amendment will not require any special preparation on the part of handlers, (3) information regarding the committee's recommendation has been made available to producers and handlers in the production area, and (4) this amendment relieves restrictions on the handling of tomatoes grown in the production area.

Regulation, as amended. In § 966.308 (35 F.R. 16628) paragraph (a) is hereby amended to read as follows:

§ 966.308 **Limitation of shipments.**

* * * * *

(a) *Size classifications.* (1) No person shall handle any lot of tomatoes unless they are sized in one or more of the following ranges of diameters (expressed in terms of minimum and maximum.) Measurement of minimum and maximum diameter shall be in accordance with the methods prescribed in the U.S. Standards for Grades of Fresh Tomatoes (§§ 51.1855 to 51.1877 of this title).

Size classification:	*Diameter (inches)*
7 x 8 and smaller	$2\frac{1}{32}$, and smaller.
7 x 7	Over $2\frac{1}{32}$ to $2\frac{9}{32}$, inclusive.
6 x 7	Over $2\frac{9}{32}$ to $2\frac{17}{32}$, inclusive.
6 x 6	Over $2\frac{17}{32}$ to $2\frac{25}{32}$, inclusive.
5 x 6 & larger	Over $2\frac{25}{32}$.

(2) Tomatoes of designated sizes may not be commingled unless they are $2\frac{9}{32}$ inches or smaller in diameter or over $2\frac{17}{32}$ inches in diameter and each container shall be marked to indicate the designated size.

(3) To allow for variations incident to proper sizing, not more than a total of toes in any lot may be smaller than the ten (10) percent, by count, of the tomaspecified minimum diameter or larger than the maximum diameter.

* * * * *

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

Dated: March 16, 1971 to become effective March 16, 1971.

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

[FR Doc.71–3819 Filed 3–18–71;8:46 am]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

[Docket No. 71–530]

PART 76—HOG CHOLERA AND OTHER COMMUNICABLE SWINE DISEASES

Areas Quarantined

Pursuant to provisions of the Act of May 29, 1884, as amended, the Act of February 2, 1903, as amended, the Act of March 3, 1905, as amended, the Act of September 6, 1961, and the Act of July 2, 1962 (21 U.S.C. 111–113, 114g, 115, 117, 120, 121, 123–126, 134b, 134f), Part 76, Title 9, Code of Federal Regulations, restricting the interstate movement of swine and certain products because of hog cholera and other communicable swine diseases, is hereby amended in the following respects:

In § 76.2, the reference to the State of North Carolina in the introductory portion of paragraph (e) and paragraph (e)(8) relating to the State of North Carolina are deleted.

(Secs. 4–7, 23 Stat. 32, as amended, secs. 1, 2, 32 Stat. 791–792, as amended, secs. 1–4, 33 Stat. 1264, 1265, as amended, sec. 1, 75 Stat. 481, secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111, 112, 113, 114g, 115, 117, 120, 121, 123–126, 134b, 134f; 29 F.R. 16210, as amended)

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

The amendment excludes a portion of Beaufort County, N.C., from the areas quarantined because of hog cholera. Therefore, the restrictions pertaining to the interstate movement of swine and swine products from or through quarantined areas as contained in 9 CFR Part 76, as amended, will not apply to the excluded area, but will continue to apply to the guarantined areas described in § 76.2(e). Further, the restrictions pertaining to the interstate movement of swine and swine products from nonquarantined areas contained in said Part 76 will apply to the excluded area. No areas in North Carolina remain under the quarantine.

The amendment relieves certain restrictions presently imposed but no longer deemed necessary to prevent the spread of hog chlorea, and it must be made effective immediately to be of maximum

benefit to affected persons. It does not appear that public participation in this rule making proceeding would make additional relevant information available to this Department. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and unnecessary, and good cause is found for making it effective less than 30 days after publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 16th day of March 1971.

F. J. MULHERN,
Acting Administrator,
Agricultural Research Service.

[FR Doc.71-3850 Filed 3-18-71;8:49 am]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Airworthiness Docket No. 71-WE-6-AD; Amdt. 39-1176]

PART 39—AIRWORTHINESS DIRECTIVES

Boeing Model 747 Series Airplanes

There have been cracks of the inboard nacelle strut upper link that could result in separation of engine from the wing. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued to require inspection and rework if necessary of the inboard nacelle strut upper links on Boeing 747 airplanes.

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

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (31 F.R. 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

BOEING. Applies to Boeing Model 747 series airplanes certificated in all categories.

Compliance required as indicated.

To detect cracks of the nacelle struct upper link accomplish the following:

Within 300 hours' time in service after the effective date of this AD, unless already accomplished within the last 300 hours' time in service

(a) Visually inspect the upper end of the inboard nacelle upper strut link Part No. 65B90442-5 for cracks in accordance with Boeing Service Bulletin 54-2015, Rev. 1, dated February 23, 1971, or later FAA approved revision, or an equivalent inspection approved by the Chief, Aircraft Engineering Division, FAA Western Region.

(b) If no cracks are found, repeat inspections prescribed by (a) at intervals not to exceed 600 hours' time in service from last inspection.

(c) If cracks are found which exceed 29 inches in length or which have propagated laterally three-sixteenths inch or more from an axial line extending from the relief slot as shown in figure 1 of Boeing Service Bulletin 54-2015, Rev. 1, dated February 23, 1971, replace with a serviceable item and repeat inspections at intervals not to exceed 600 hours' time in service from last inspection, or rework in a manner approved by the Chief, Aircraft Engineering Division, FAA Western Region.

(d) If cracks are found and the crack length and direction are within the limits of (c) above, stop drill the crack per Boeing Service Bulletin 54-2015, Rev. 1, dated February 23, 1971, or later FAA approved revision, or an equivalent rework approved by the Chief, Aircraft Engineering Division, FAA Western Region. Inspect within 200 hours' time in service with repeat inspections at intervals not to exceed 200 hours' time in service since last inspection.

NOTE: Terminating action for this A.D. consists of accomplishment of the rework provisions of Part III of Service Bulletin 54-2015, Revision 1, dated February 23, 1971, or later FAA approved revision. Inspection intervals will then revert to normal.

This amendment becomes effective April 9, 1971.

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

Issued in Los Angeles, Calif., on March 10, 1971.

LYNN L. HINK,
Acting Director,
FAA Western Region.

[FR Doc.71-3820 Filed 3-18-71;8:47 am]

[Airspace Docket No. 71-CE-43]

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

Alteration of Control Zone

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Pontiac, Mich., control zone.

On March 1, 1971, the control tower serving the Pontiac, Mich., Municipal Airport will increase its hours of operation from 0700-2300 daily to 0600-2400 daily. Since this facility provides the weather and communications service which is the basis for the Pontiac control zone and since the Pontiac control zone is presently designated as effective from 0700-2300 hours daily, it is necessary to make the Pontiac control zone effective during the times that the control tower is in operation. Action is taken herein to effect this change. The new hours for the control zone will initially be published in advance by a notice to airmen. Thereafter, the effective date and time of the control zone and any changes thereto will continuously be published in the Airman's Information Manual.

Since this alteration is minor in nature and is in the interest of safety, compliance with the notice and public procedure provisions of the Administrative Procedures Act is unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., May 27, 1971, as hereinafter set forth:

In § 71.171 (36 F.R. 2055), the following control zone is amended to read:

PONTIAC, MICH.

Within a 5-mile radius of Pontiac Municipal Airport (latitude 42°39'55" N., longitude 83°25'05" W.), within 2 miles each side of the Pontiac VOR 116° and 271° radials, extending from the 5-mile radius zone to 8 miles west of the VOR. This control zone is effective during specific dates and times established in advance by a notice to airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

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

Issued in Kansas City, Mo., on March 1, 1971.

DANIEL E. BARROW,
Director, Central Region.

[FR Doc.71-3824 Filed 3-18-71;8:47 am]

[Airspace Docket No. 71-CE-44]

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

Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Billings, Mont., transition area.

Recent transfer of air traffic control responsibility at Billings, Mont., from the Great Falls Air Route Traffic Control Center to the Salt Lake City Air Route Traffic Control Center has afforded additional radar coverage for Logan Field, Billings, Mont., which requires a minor adjustment to the Billings 7,000-foot MSL transition area. Action is taken herein to effect this change.

Since this alteration is minor in nature and is in the interest of safety, compliance with the notice and public procedure provisions of the Administrative Procedures Act is unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., May 27, 1971, as hereinafter set forth:

In § 71.181 (36 F.R. 2140), the following transition area is amended to read:

BILLINGS, MONT.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Logan Field (latitude 45°48'25" N., longitude 108°31'55" W.); within a 12-mile radius of Billings VORTAC, extending from a line 5 miles southeast of and parallel to the Billings VORTAC 212° radial clockwise to the Billings VORTAC 347° radial; and within 2 miles each side of the Billings ILS localizer east course, extending from the 8-mile radius area to 8 miles east of the

Billings RBN; that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of Billings VORTAC, extending from the south edge of V–2 west of Billings clockwise to the southwest edge of V–19 southeast of Billings; within 10 miles southwest and 7 miles northeast of the Billings VORTAC 301° radial, extending from the 25-mile radius area to 49 miles northwest of the VORTAC; within 10 miles southwest and 7 miles northeast of the Billings VORTAC 317° radial, extending from the 25-mile radius area to 45 miles northwest of the VORTAC; within 10 miles west and 7 miles east of the Billings VORTAC 347° radial, extending from the 25-mile radius area to 42 miles north of the VORTAC; within 10 miles north and 8 miles south of the Billings VORTAC 096° radial, extending from the 25-mile radius area to 38 miles east of the VORTAC; and the area southeast of Billings bounded on the northeast by V–86, on the south by latitude 45°20'00" N., and on the west by V–187; that airspace extending upward from 7,700 feet MSL within 8 miles each side of the Billings VORTAC 096° radial, extending from 38 to 99 miles east of the VORTAC; and the area northwest of Billings bounded on the northeast by V–187, on the southwest by V2–N, and on the northwest by the Lewistown, Mont., VORTAC 195° radial; and that airspace extending upward from 7,000 feet MSL within 7 miles north and 10 miles south of the Billings VORTAC 266° radial, extending from 6 to 43 miles west of the VORTAC; and within a 29-mile radius of the Billings VORTAC starting at the W edge of V–465 extending clockwise to the south edge of V–2.

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

Issued in Kansas City, Mo., on February 26, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

[FR Doc.71–3825 Filed 3–18–71;8:47 am]

[Airspace Docket No. 70–CE–107]

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

Alteration of Control Zone and Transition Area

On Pages 20012 and 20013 of the FEDERAL REGISTER dated December 31, 1970, the Federal Aviation Administration published a notice of proposed rule making which would amend §§ 71.171 and 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the control zone and transition area at Waterloo, Iowa.

Interested persons were given 45 days to submit written comments, suggestions, or objections regarding the proposed amendments.

No objections have been received and the proposed amendments are hereby adopted without change and are set forth below.

These amendments shall be effective 0901 G.m.t., May 27, 1971.

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

Issued in Kansas City, Mo., on February 26, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

(1) In § 71.171 (35 F.R. 2054), the following control zone is amended to read:

WATERLOO, IOWA

Within a 5-mile radius of Waterloo Municipal Airport (latitude 42°33'20" N., longitude 92°24'00" W.); within 2½ miles each side of the Waterloo, Iowa, VORTAC 078° radial extending from the 5-mile-radius zone to 6 miles east of the VORTAC; and within 2½ miles each side of the Waterloo, Iowa VORTAC 200° radial extending from the 5-mile-radius zone to 6½ miles south of the VORTAC.

(2) In § 71.181 (35 F.R. 2134), the following transition area is amended to read:

WATERLOO, IOWA

That airspace extending upward from 700 feet above the surface within a 9-mile radius of the Waterloo Municipal Airport (latitude 42°33'20" N., longitude 92°24'00" W.); within 3 miles each side of the Waterloo ILS localizer northwest course extending from the 9-mile radius area to 8 miles northwest of the OM; and within 5 miles each side of the Waterloo, Iowa, VORTAC 120° radial extending from the 9-mile radius area to 16 miles southeast of the VORTAC; that airspace extending upward from 1,200 feet above the surface within the arc of a 29-mile-radius circle centered on the Waterloo VORTAC, extending clockwise from a line 8 miles north of and parallel to the Waterloo VORTAC 096° radial to a line 8 miles east of and parallel to the Waterloo VORTAC 353° radial; within the arc of an 18-mile-radius circle centered on the Waterloo VORTAC extending clockwise from a line 8 miles east of and parallel to the Waterloo VORTAC 353° radial to a line 8 miles north of and parallel to the Waterloo VORTAC 096° radial; and within 9½ miles north and 4½ miles south of the Waterloo VORTAC 078° radial extending from the VORTAC to 18½ miles east of the VORTAC; and that airspace extending upward from 3,500 feet MSL bounded on the southeast by V–161, on the west by V–13E, on the north by V–100 and on the east by the arc of a 29-mile-radius circle centered on the Waterloo VORTAC.

[FR Doc.71–3826 Filed 3–18–71;8:47 am]

[Airspace Docket No. 70–CE–112]

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

Alteration of Transition Area

On Page 20014 of the FEDERAL REGISTER dated December 31, 1970, the Federal Aviation Administration published a notice of proposed rule making which would amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to alter the transition area at Marshall, Minnesota.

Interested persons were given 45 days to submit written comments, suggestions or objections regarding the proposed amendment.

No objections have been received and the proposed amendment is hereby adopted without change and is set forth below.

This amendment shall be effective 0901 G.m.t., May 27, 1971.

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

Issued in Kansas City, Mo., on February 26, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

In § 71.181 (35 F.R. 2134), the following transition area is amended to read:

MARSHALL, MINN.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Marshall Municipal Airport (latitude 44°26'50" N., longitude 95°49'10" W.); and that airspace extending upward from 1200 feet above the surface within 4½ miles northeast and 9½ miles southwest of the 323° and 143° bearings from the Marshall Municipal Airport, extending from 1½ miles southeast of the airport to 18½ miles northwest of the airport.

[FR Doc.71–3827 Filed 3–18–71;8:47 am]

[Airspace Docket No. 70–CE–124]

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

Alteration of Transition Area

In F.R. Doc. 71–1464, on Pages 1884 and 1885 in the issue of Wednesday, February 3, 1971, delete that portion of Line 9 reading "to 18½-mile-radius area".

Issued in Kansas City, Mo., on March 2, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

[FR Doc.71–3828 Filed 3–18–71;8:47 am]

[Airspace Docket No. 70–CE–125]

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

Alteration of Control Zone and Transition Area

In F.R. Doc. 71–1465, on Page 1885 in the issue of Wednesday, February 3, 1971, Line 7 of the Yankton, S. Dak., transition area description recited as "extending from the 9-mile radius to 18½" should be corrected to read "extending from the VOR to 18½."

Issued in Kansas City, Mo., on March 2, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

[FR Doc.71–3829 Filed 3–18–71;8:47 am]

[Airspace Docket No. 71-SO-33]

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

Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Cordele, Ga., transition area.

The Cordele transition area described in § 71.181 (36 F.R. 2140) has a designated radius circle of 9 miles and an extension predicated on the Vienna, Ga., VORTAC 226° radial, extending to the VORTAC.

U.S. Standards for Terminal Instrument Procedures (TERPs), issued after extensive consideration and discussion with government agencies concerned and affected industry groups, are now being applied to update the criteria for instrument approach procedures. The criteria for the designation of controlled airspace protection for these procedures was revised to conform to TERPs and achieve increased and efficient utilization of airspace.

Because of this revised criteria, it is necessary to alter the description by taking the following actions:

1. Reduce the radius circle from 9 to 8 miles.

2. Revoke the extension predicated on Vienna VORTAC 226° radial.

The above actions result in a substantial decrease in controlled airspace.

In consideration of the foregoing, notice and public procedure hereon are unnecessary and Part 71 of the Federal Aviation Regulations is amended, effective immediately, as hereinafter set forth.

In § 71.181 (36 F.R. 2140), the Cordele, Ga., transition area is amended to read:

CORDELE, GA.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Cordele Airport (lat. 31°59'15" N., long. 83°46'24" W.).

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

Issued in East Point, Ga., on March 10, 1971.

GORDON A. WILLIAMS, Jr.,
Acting Director, Southern Region.

[FR Doc.71-3830 Filed 3-18-71;8:47 am]

[Airspace Docket No. 71-WE-3]

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

Alteration of Control Zone

On February 3, 1971, a notice of proposed rule making was published in the FEDERAL REGISTER (36 F.R. 1910) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the description of the Palmdale, Calif., control zone.

Interested persons were given 30 days in which to submit written comments, suggestions, or objections.

The California Department of Aeronautics objected to the proposed amendment on the basis of reserving airspace beyond that required for control purposes and forwarded the following recommendations:

1. The control zone extension described on the Palmdale VORTAC 045° radial be deleted.

2. The control zone extension based on the Palmdale ILS localizer east course be reduced from 3 to 2 miles each side of the localizer course.

An additional review of the proposed airspace designation indicated that the VOR-22 instrument approach procedure, for which the extension based on the 045° T radial had been described, has been canceled. This proposed airspace designation may be deleted and the Final Rule will so indicate. The additional airspace is the minimum required to provide controlled airspace protection for aircraft executing the prescribed instrument procedures while operating below 1,000 feet above the surface and in the interest of flying safety cannot be reduced to dimensions less than those proposed.

In consideration of the foregoing in § 71.171 (36 F.R. 1910) the description of the Palmdale, Calif., control zone is hereby adopted subject to the following change:

Delete "* * * within 2 miles each side of the Palmdale VORTAC 045° radial, extending from the 5-mile radius zone to 9 miles northeast of the VORTAC * * *."

Since this change releases additional uncontrolled airspace to the flying public and imposes no additional burden on any person, notice and public procedure hereon is unnecessary.

Effective date. This amendment shall be effective 0901 G.m.t., May 27, 1971.

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

Issued in Los Angeles, Calif., on March 11, 1971.

LYNN L. HINK,
Acting Director, Western Region.

In § 71.171 (36 F.R. 2055) the description of the Palmdale, Calif., control zone is amended to read as follows:

PALMDALE, CALIF.

Within a 5-mile radius of Air Force Plant No. 42, Palmdale, Calif. (latitude 34°37'45" N., longitude 118°04'54" W.), within 3 miles each side of the ILS localizer east course, extending from the 5-mile radius zone to 7.5 miles east of the LOM, and within 2 miles south of and parallel to the Palmdale VORTAC 099° radial, extending from the 5-mile radius zone to 8 miles east of the VORTAC. This control zone is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual.

[FR Doc.71-3831 Filed 3-18-71;8:48 am]

[Airspace Docket No. 71-WE-17]

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

Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the description of the Spokane, Wash., transition area.

A recent review of the description of the Spokane, Wash., transition area revealed that a portion of the airspace was described in part by a nonexistent airway. Action is taken herein to correct this discrepancy.

In consideration of the foregoing in § 71.181 (36 F.R. 2140), the description of the Spokane, Wash., transition area as amended by (35 F.R. 18192) is further amended by deleting "* * * V-281 * * *" where it appears in the text and substituting "* * * by the E edge of V-112 E * * *" therefor.

Effective date. This amendment shall be effective 0901 G.m.t., May 27, 1971.

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

Issued in Los Angeles, Calif., on March 11, 1971.

LYNN L. HINK,
Acting Director, Western Region.

[FR Doc.71-3832 Filed 3-18-71;8:48 am]

[Docket No. 10917; Amdt. No. 747]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Recent Changes and Additions

This amendment to Part 97 of the Federal Aviation Regulations incorporates by reference therein changes and additions to the Standard Instrument Approach Procedures (SIAPs) that were recently adopted by the Administrator to promote safety at the airports concerned.

The complete SIAPs for the changes and additions covered by this amendment are described in FAA Forms 3139, 8260-3, 8260-4, or 8260-5 and made a part of the public rule making dockets of the FAA in accordance with the procedures set forth in Amendment No. 97-696 (35 F.R. 5610).

SIAPs are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20590. Copies of SIAPs adopted in a particular region are also available for examination at the headquarters of that region. Individual copies of SIAPs may be purchased from the FAA Public Document Inspection Facility, HQ-405, 800 Independence Avenue SW., Washington, DC 20590, or from the applicable FAA regional office in accordance with the fee schedule prescribed in

49 CFR 7.85. This fee is payable in advance and may be paid by check, draft, or postal money order payable to the Treasurer of the United States. A weekly transmittal of all SIAP changes and additions may be obtained by subscription at an annual rate of $125 per annum from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

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

In consideration of the foregoing, Part 97 of the Federal Aviation Regulations is amended as follows, effective on the dates specified:

1. Section 97.23 is amended by establishing, revising or canceling the following VOR-VOR/DME SIAPs, effective April 15, 1971.

Bismarck, N. Dak.—Bismarck Municipal Airport; VOR-A, Amdt. 12; Revised.
Charlotte, Mich.—Fitch H. Beach Airport, VOR Runway 20, Admt. 1; Revised.
Haverhill, Mass.—Haverhill Airport; VOR-A, Amdt. 1; Revised.
Hickory, N.C.—Hickory Municipal Airport; VOR Runway 24, Amdt. 13; Revised.
Lansing, Mich.—Capital Airport; VOR Runway 6, Amdt. 11; Revised.
Muncie, Ind.—Delaware County-Johnson Field; VOR Runway 14, Amdt. 5; Revised.
Pellston, Mich.—Emmett County Airport; VOR Runway 23, Amdt. 5; Revised.
Wabash, Ind.—Wabash Municipal Airport; VOR-A, Amdt. 2; Revised.
Houston, Tex.—Intercontinental Airport; VOR/DME Runway 14, Amdt. 2; Revised.
Houston, Tex.—Intercontinental Airport; VOR/DME Runway 32, Amdt. 2; Revised.
Trenton, Tenn.—Gibson County Airport; VOR/DME-A, Amdt. 1; Revised.

2. Section 97.25 is amended by establishing, revising or canceling the following LOC-LDA SIAPs, effective April 15, 1971.

Anniston, Ala.—Anniston-Calhoun Airport; LOC Runway 5, Original; Established.

3. Section 97.25 is amended by establishing, revising, or canceling the following LOC-LDA SIAPs, effective March 18, 1971.

Baltimore, Md.—Friendship International Airport; LOC Runway 10, Original; Established.

4. Section 97.27 is amended by establishing, revising, or canceling the following NDA/ADF SIAPs, effective April 15, 1971.

Bismarck, N.D.—Bismarck Municipal Airport; NDB Runway 31, Amdt. 21; Revised.
Fort Wayne, Ind.—Municipal (Baer Field); NDB Runway 31, Amdt. 14; Revised.
Wabash, Ind.—Wabash Municipal Airport; NDB Runway 27, Amdt. 2; Revised.
Winston-Salem, N.C.—Smith Reynolds Airport; NDB Runway 33, Amdt. 14; Revised.

5. Section 97.27 is amended by establishing, revising, or canceling the following NDB/ADF SIAPs, effective April 8, 1971.

Augusta, Ga.—Bush Field; NDB Runway 35, Amdt. 17; Revised.

6. Section 97.29 is amended by establishing, revising, or canceling the following ILS SIAPs, effective April 15, 1971.

Atlanta, Ga.—Atlanta Airport; ILS Runway 9L, Amdt. 38; Revised.
Atlanta, Ga.—Atlanta Airport; ILS Runway 9R, Amdt. 13; Revised.
Atlanta, Ga.—Atlanta Airport; ILS Runway 33, Amdt. 16; Revised.
Bismarck, N.D.—Bismarck Municipal Airport; ILS Runway 31, Amdt. 22; Revised.
Tallahassee, Fla.—Tallahassee Municipal Airport; ILS Runway 36, Amdt. 12; Revised.
Winston-Salem, N.C.—Smith Reynolds Airport; ILS Runway 33, Amdt. 14; Revised.

7. Section 97.29 is amended by establishing, revising, or canceling the following ILS SIAPs, effective March 18, 1971.

Baltimore, Md.—Friendship International Airport; ILS Runway 10, Amdt. 17; Canceled.

8. Section 97.33 is amended by establishing, revising, or canceling the following RNAV SIAPs, effective April 15, 1971.

Carlsbad, Calif.—Palomar Airport.; RNAV Runway 6, Amdt. 1; Revised.
Houston, Tex.—Intercontinental Airport; RNAV Runway 14, Original; Established.
Houston, Tex.—Intercontinental Airport.; RNAV Runway 32, Original; Established.
San Antonio, Tex.—Intercontinental Airport; RNAV Runway 30L, Original; Established.

(Secs. 307, 313, 601, 1110, Federal Aviation Act of 1958; 49 U.S.C. 1438, 1354, 1421, 1510, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c) and 5 U.S.C. 552(a)(1))

Issued in Washington, D.C., on March 9, 1971.

R. S. SLIFF,
Acting Director,
Flight Standards Service.

NOTE: Incorporation by reference provisions in §§ 97.10 and 97.20 approved by the Director of the Federal Register on May 12, 1969 (35 F.R. 5610).

[FR Doc.71-3750 Filed 3-18-71;8:45 am]

Title 29—LABOR

Chapter IV—Office of Labor-Management and Welfare-Pension Reports, Department of Labor

PART 462—VARIATION FROM PUBLICATION REQUIREMENTS

Certain Employee Benefit Plans Utilizing Connecticut General Life Insurance Co.

On January 21, 1971, there was published in the FEDERAL REGISTER (36 F.R. 985) notice of a proposed variation under which employee benefit plans which utilize the services of the Connecticut General Life Insurance Co., Hartford, Conn. 06115, hereinafter referred to as the carrier, and for which the carrier does not maintain separate experience records are excused from the requirement of section 7(d)(2)(A) of the Welfare and Pension Plans Disclosure Act (WPPDA), 29 U.S.C. 306(d)(2)(A), that they attach a copy of the carrier's financial report to their annual reports. Interested persons were invited to submit objections to the proposed variance within 15 days of the date of publication. No objections have been received. Accordingly, in accordance with section 5(a), WPPDA, 29 U.S.C. 304(a), 29 CFR Part 462, Subpart A, and Secretary's Order No. 16-68 (33 F.R. 15574) the variation to appear as §§ 462.37 and 462.38 of 29 CFR Part 462, Subpart B, with an undesignated centerhead, is granted as follows:

CERTAIN EMPLOYEE BENEFIT PLANS UTILIZING THE CONNECTICUT GENERAL LIFE INSURANCE CO.

§ 462.37 Rule of variation.

Every employee benefit plan which utilizes the Connecticut General Life Insurance Co. (hereinafter referred to as "carrier") to provide benefits and which presently is required under section 7(d)(2)(A) of the Welfare and Pension Plans Disclosure Act to attach to its annual report filed with the Secretary of Labor pursuant to section 8(b) of the Act, a copy of the financial report of the carrier will no longer be required to do so, subject to the following conditions.

§ 462.38 Conditions of variation.

(a) The carrier shall:

(1) Submit to the Office of Labor-Management and Welfare-Pension Reports, within 120 days after the end of its fiscal year, 10 copies of its latest financial report, including the company's complete name and address in each copy.

(2) Thereafter make timely written notification to each plan administrator of a participating employee benefit plan heretofore required to submit a copy of such financial report under section 7(d)(2)(A) of the Act that the carrier has submitted its latest financial report to the Office of Labor-Management and Welfare-Pension Reports.

(b) In lieu of submitting to the Office of Labor-Management and Welfare-Pension Reports the financial report of the carrier, each plan administrator of an employee benefit plan to which this variation applies shall report in part III, section D of Department of Labor Annual Report Form D-2, or attachment thereto, the complete name and address of the carrier and shall place in Item 6 of said part and section the symbol "VAR" in the space provided for the code number.

(c) The carrier is cautioned that:

(1) This variation does not apply to any employee benefit plan for which the carrier maintains separate experience records, since such plans are not required to file financial reports of the carrier under section 7(d)(2).

(2) This variation does not affect the responsibilities of the carrier to comply with the certification requirements of section 7(g) of the Act (29 U.S.C. 306(g)) and Part 461 of this chapter.

This variation shall be effective immediately upon publication in the FEDERAL REGISTER (3-19-71).

(Sec. 5, 72 Stat. 999; 76 Stat. 36; 29 U.S.C. 304)

Signed at Washington, D.C., this 10th day of March, 1971.

W. J. USERY, Jr.,
Assistant Secretary for Labor-Management Relations.

[FR Doc.71-3833 Filed 3-18-71;8:48 am]

Title 42—PUBLIC HEALTH

Chapter IV—Environmental Protection Agency

PART 481—AIR QUALITY CONTROL REGIONS, CRITERIA, AND CONTROL TECHNIQUES

Certain Air Quality Control Regions in Montana

On January 15, 1971, notice of proposed rule making was published in the FEDERAL REGISTER (36 F.R. 617) to amend Part 481 by designating the Great Falls, Helena, Miles City, and Missoula Intrastate Air Quality Control Regions and by revising the boundaries of the Metropolitan Billings Intrastate Air Quality Control Region.

Interested persons were afforded an opportunity to participate in the rule making through the submission of written comments. A consultation was held on January 26, 1971, with appropriate State and local authorities pursuant to section 107 of the Clean Air Act, as amended (Public Law 91-604). Due consideration has been given to all relevant material presented, with the recommendation that the name of the Metropolitan Billings Intrastate Air Quality Control Region be changed to the Billings Intrastate Air Quality Control Region and Treasure County be designated as part of the Miles City Intrastate Air Quality Control Region rather than as proposed in the Metropolitan Billings Intrastate Air Quality Control Region.

In consideration of the foregoing and in accordance with the statement in the notice of proposed rule making, § 471.168, as set forth below, designating the Great Falls Intrastate Air Quality Control Region; § 481.169, as set forth below, designating the Helena Intrastate Air Quality Control Region; § 481.170, as set forth below, designating the Miles City Intrastate Air Quality Control Region; § 481.171, as set forth below, designating the Missoula Intrastate Air Quality Control Region; and § 481.88, as set forth below, revising the boundaries of the Metropolitan Billings Intrastate Air Quality Control Region, and renaming the region the Billings Intrastate Air Quality Control Region, are adopted effective on publication.

§ 481.168 Great Falls Intrastate Air Quality Control Region.

The Great Falls Intrastate Air Quality Control Region (Montana) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Montana:

Blaine County.	Liberty County.
Cascade County.	Pondera County.
Chouteau County.	Teton County.
Glacier County.	Toole County.
Hill County.	

§ 481.169 Helena Intrastate Air Quality Control Region.

The Helena Intrastate Air Quality Control Region (Montana) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Montana:

Beaverhead County.	Lewis and Clark County.
Broadwater County.	Madison County.
Deer Lodge County.	Meagher County.
Gallatin County.	Park County.
Granite County.	Powell County.
Jefferson County.	Silver Bow County.

§ 481.170 Miles City Intrastate Air Quality Control Region.

The Miles City Intrastate Air Quality Control Region (Montana) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Montana:

Carter County.	Prairie County.
Custer County.	Richland County.
Daniels County.	Roosevelt County.
Dawson County.	Rosebud County.
Fallon County.	Sheridan County.
Garfield County.	Treasure County.
McCone County.	Valley County.
Phillips County.	Wibaux County.
Powder River County.	

§ 481.171 Missoula Intrastate Air Quality Control Region.

The Missoula Intrastate Air Quality Control Region (Montana) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Montana:

Flathead County.	Missoula County.
Lake County.	Ravalli County.
Lincoln County.	Sanders County.
Mineral County.	

§ 481.88 Billings Intrastate Air Quality Control Region.

The Metropolitan Billings Intrastate Air Quality Control Region (Montana) has been renamed the Billings Intrastate Air Quality Control Region and consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Montana:

Big Horn County.	Musselshell County.
Carbon County.	Petroleum County.
Fergus County.	Stillwater County.
Golden Valley County.	Sweet Grass County.
Judith Basin County.	Wheatland County.
	Yellowstone County.

(Sec. 301(a), 81 Stat. 490, 504; 42 U.S.C. 1857g(a) as amended by sec. 15(c)(2) of Public Law 91-604)

NOTE: For purposes of identification, the Regions are referred to by Montana authorities as follows:

Sec.
481.168 Great Falls Intrastate Air Quality Control Region: Region II.
481.169 Helena Intrastate Air Quality Control Region: Region IV.
481.170 Miles City Intrastate Air Quality Control Region: Region III.
481.171 Missoula Intrastate Air Quality Control Region: Region I.
481.88 Billings Intrastate Air Quality Control Region: Region V.

Dated: March 15, 1971.

WILLIAM D. RUCKELSHAUS,
Administrator.

[FR Doc.71-3807 Filed 3-18-17;8:45 am]

PART 481—AIR QUALITY CONTROL REGIONS, CRITERIA, AND CONTROL TECHNIQUES

Certain Air Quality Control Regions in Colorado

On January 15, 1971, notice of proposed rule making was published in the FEDERAL REGISTER (36 F.R. 616) to amend Part 481 by designating the Comanche, Grand Mesa, Pawnee, San Isabel, San Luis, and Yampa Intrastate Air Quality Control Regions and by revising the boundaries of the Metropolitan Denver Intrastate Air Quality Control Region.

Interested persons were afforded an opportunity to participate in the rule making through the submission of written comments. A consultation was held on January 28, 1971, with appropriate State and local authorities pursuant to section 107 of the Clean Air Act, as amended (Public Law 91-604). Due consideration has been given to all relevant material presented.

In consideration of the foregoing and in accordance with the statement in the notice of proposed rule making, § 481.172, as set forth below, designating the Comanche Intrastate Air Quality Control Region; § 481.173, as set forth below,

designating the Grand Mesa Intrastate Air Quality Control Region; § 481.174, as set forth below, designating the Pawnee Intrastate Air Quality Control Region; § 481.175, as set forth below, designating the San Isabel Intrastate Air Quality Control Region; § 481.176, as set forth below, designating the San Luis Intrastate Air Quality Control Region; § 481.175, as set forth below, designating the Yampa Intrastate Air Quality Control Region; and § 481.16, as set forth below, revising the boundaries of the Metropolitan Denver Intrastate Air Quality Control Region, are adopted effective on publication.

§ 481.172 Comanche Intrastate Air Quality Control Region.

The Comanche Intrastate Air Quality Control Region (Colorado) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f) geographically located within the outermost boundaries of the area so delimited):

In the State of Colorado:

Baca County.	Kiowa County.
Bent County.	Kit Carson County.
Cheyenne County.	Lincoln County.
Crowley County.	Otero County.
Elbert County.	Prowers County.

§ 481.173 Grand Mesa Intrastate Air Quality Control Region.

The Grand Mesa Intrastate Air Quality Control Region (Colorado) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f) geographically located within the outermost boundaries of the area so delimited):

In the State of Colorado:

Delta County.	Montrose County.
Eagle County.	Ouray County.
Garfield County.	Pitkin County.
Gunnison County.	San Miguel County.
Hinsdale County.	Summit County.
Mesa County.	

§ 481.174 Pawnee Intrastate Air Quality Control Region.

The Pawnee Intrastate Air Quality Control Region (Colorado) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Colorado:

Larimer County.	Sedgwick County.
Logan County.	Washington County.
Morgan County.	Weld County.
Phillips County.	Yuma County.

§ 481.175 San Isabel Intrastate Air Quality Control Region.

The San Isabel Intrastate Air Quality Control Region (Colorado) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Colorado:

Chaffee County.	Lake County.
Custer County.	Las Animas County.
El Paso County.	Park County.
Fremont County.	Pueblo County.
Huerfano County.	Teller County.

§ 481.176 San Luis Intrastate Air Quality Control Region.

The San Luis Intrastate Air Quality Control Region (Colorado) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Colorado:

Alamosa County.	Mineral County.
Conejos County.	Rio Grande County.
Costilla County.	Saguache County.

§ 481.177 Yampa Intrastate Air Quality Control Region.

The Yampa Intrastate Air Quality Control Region (Colorado) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Colorado:

Grand County.	Rio Blanco County.
Jackson County.	Routt County.
Moffat County.	

§ 481.16 Metropolitan Denver Intrastate Air Quality Control Region.

The Metropolitan Denver Intrastate Air Quality Control Region (Colorado) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Colorado:

Adams County.	Denver County.
Arapahoe County.	Douglas County.
Boulder County.	Gilpin County.
Clear Creek County.	Jefferson County.

(Sec. 301(a), 81 Stat. 490, 504; 42 U.S.C. 1857g(a) as amended by sec. 15(c)(2) of Public Law 91-604)

NOTE: For purposes of identification, the Regions are referred to by Colorado authorities as follows:

Sec.
481.172 Comanche Intrastate Air Quality Control Region: Region Three.
481.173 Grand Mesa Intrastate Air Quality Control Region: Region Seven.
481.174 Pawnee Intrastate Air Quality Control Region: Region One.
481.175 San Isabel Intrastate Air Quality Control Region: Region Four.
481.176 San Luis Intrastate Air Quality Control Region: Region Five.
481.177 Yampa Intrastate Air Quality Control Region: Region Eight.
481.16 Metropolitan Denver Intrastate Air Quality Control Region: Region Two.

Dated: March 15, 1971.

WILLIAM D. RUCKELSHAUS,
Administrator.

[FR Doc.71-3808 Filed 3-18-71;8:45 am]

PART 481—AIR QUALITY CONTROL REGIONS, CRITERIA, AND CONTROL TECHNIQUES

Southern Delaware Intrastate Air Quality Control Region

On January 20, 1971, notice of proposed rule making was published in the FEDERAL REGISETR (36 F.R. 934) to amend Part 481 by designating the Southern Delaware Intrastate Air Quality Control Region.

Interested persons were afforded an opportunity to participate in the rule making through the submission of written comments. A consultation was held on February 2, 1971, with appropriate State and local authorities pursuant to section 107 of the Clean Air Act, as amended (Public Law 91-604). Due consideration has been given to all relevant material presented.

In consideration of the foregoing and in accordance with the statement in the notice of proposed rule making, § 481.178, as set forth below, designating the Southern Delaware Intrastate Air Quality Control Region, is adopted effective on publication.

§ 481.178 Southern Delaware Intrastate Air Quality Control Region.

The Southern Delaware Intrastate Air Quality Control Region (Delaware) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described areas (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Delaware:

Kent County.	Sussex County.

(Sec. 301(a), 81 Stat. 504; 42 U.S.C. 1857g(a) as amended by sec. 15(c)(2) of Public Law 91-604)

Dated: March 15, 1971.

WILLIAM D. RUCKELSHAUS,
Administrator.

[FR Doc.71-3809 Filed 3-18-71;8:46 am]

PART 481—AIR QUALITY CONTROL REGIONS, CRITERIA, AND CONTROL TECHNIQUES

Certain Air Quality Control Regions in Maine and New Hampshire

On January 20, 1971, notice of proposed rule making was published in the

FEDERAL REGISTER (36 F.R. 933) to amend Part 481 by designating the Aroostook, Central Maine, Down East, and Northwest Maine Intrastate Air Quality Control Regions.

Interested persons were afforded an opportunity to participate in the rule making through the submission of written comments. A consultation was held on February 3, 1971, with appropriate State and local authorities pursuant to section 107 of the Clean Air Act, as amended (Public Law 91–604). Due consideration has been given to all relevant material presented with the recommendation that Kennebec, Knox, Lincoln, Waldo, and portions of Somerset Counties in Maine, originally proposed in the Central Maine Intrastate Air Quality Control Region, now be added to the designated Androscoggin Valley Interstate Air Quality Control Region (Maine-New Hampshire).

In consideration of the foregoing and in accordance with the statement in the notice of the proposed rule making, § 481.179, as set forth below, designating the Aroostoock Intrastate Air Quality Control Region; § 481.181, as set forth below, designating the Down East Intrastate Air Quality Control Region; § 481.-182, as set forth below, designating the Northwest Maine Intrastate Air Quality Control Region; and § 481.90, as set forth below, revising the boundaries of the designated Androscoggin Valley Interstate Air Quality Control Region, are adopted effective on publication.

§ 481.179 Aroostook Intrastate Air Quality Control Region.

The Aroostook Intrastate Air Quality Control Region (Maine) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Maine:

Aroostook County—That portion of Aroostook County which lies east of a line described as follows: Beginning at the point where the Maine-Canadian international border is intersected by a line common to the western boundary of Fort Kent Township and running due south to the intersection of said line with the Aroostook-Penobscot County boundary.

§ 481.181 Down East Intrastate Air Quality Control Region.

The Down East Intrastate Air Quality Control Region (Maine) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Maine:

Hancock County. Washington County.

Penobscot County—That portion of Penobscot County which lies south of a line described as follows: Beginning at the point where the Penobscot-Aroostook County boundary is intersected by a line common to the boundaries of Patten and Stacyville Townships and running due west to the intersection of said line with Penobscot-Piscataquis County boundary.

Piscataquis County—That portion of Piscataquis County which lies south and east of a line described as follows: Beginning at the point where the Somerset-Piscataquis County boundary is intersected by a line common to the northern boundary of Blanchard Plantation and running northeast along the northern boundary of Blanchard Plantation to the northeast corner of Blanchard Plantation; then northwest along the western boundary of Monson Township to the northwest corner of Monson Township; then northeast along the northern boundaries of Monson, Willimantic, and Bowerbank Townships, the northern boundary of Barnard Plantation, the northern boundaries of Williamsburg and Brownville Townships, and the northern boundary of Lake View Plantation to the intersection of said line with Piscataquis-Penobscot County boundary, which is also common to the northeast corner of Lake View Plantation.

§ 481.182 Northwest Maine Intrastate Air Quality Control Region.

The Northwest Maine Intrastate Air Quality Control Region (Maine) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Maine:

Aroostook County—That portion of Aroostook County which lies west of a line described as follows: Beginning at the point where the Maine-Canadian international border is intersected by a line common to the western boundary of Fort Kent Township and running due south to the intersection of the said line with the Aroostook-Penobscot County boundary.

Franklin County—That portion of Franklin County which lies north and west of a line described as follows: Beginning at the point where the Oxford-Franklin County boundary is intersected by a line common to the northern boundary of Township No. 6, Phillips Town, Salem Township, and Freeman Township to the intersection of the said line with the Franklin-Somerset County boundary, which is also common to the northeast corner of Freeman Township.

Oxford County—That portion of Oxford County which lies north and west of a line described as follows: Beginning at the point where the Maine-New Hampshire border is intersected by a line common to the northern boundary of Grafton Township, and running northeast along the northern boundaries of Grafton Township and Andover North Surplus to the intersection of said line with the Oxford-Franklin County boundary, which is also the northeast corner of Andover North Surplus.

Penobscot County—That portion of Penobscot County which lies north of a line described as follows: Beginning at the point where the Penobscot-Aroostook County boundary is intersected by a line common to the boundaries of Patten and Stacyville Townships, and running due west to the intersection of said line with the Penobscot-Piscataquis County boundary.

Piscataquis County—That portion of Piscataquis County which lies north and west of a line described as follows: Beginning at the point where the Somerset-Piscataquis County boundary is intersected by a line common to the northern boundary of Blanchard Plantation and running northeast along the northern boundary of Blanchard Plantation to the northeast corner of Blanchard Plantation; then northwest along the western boundary of Monson Township to the northwest corner of Monson Township; then northeast along the northern boundaries of Monson, Willimantic, and Bowerbank Townships, the northern boundary of Barnard Plantation, the northern boundaries of Williamsburg and Brownville Townships, and the northern boundary of Lake View Plantation to the intersection of said line with the Piscataquis-Penobscot County boundary, which is also common to the northeast corner of Lake View Plantation.

Somerset County—That portion of Somerset County which lies north and west of a line described as follows: Beginning at the point where the Somerset-Franklin County boundary is intersected by a line common to the northern boundary of New Portland Township and running northeast along the northern boundaries of New Portland, Embden, Solon, and Athens Townships to the intersection of said line with the Somerset-Piscataquis County boundary, which is common to the northeast corner of Athens Township.

§ 481.90 Androscoggin Valley Interstate Air Quality Control Region.

The Androscoggin Valley Interstate Air Quality Control Region (Maine-New Hampshire) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermist boundaries of the area so delimited):

In the State of Maine:

Androscoggin County.	Knox County.
Kennebec County.	Lincoln County.
	Waldo County.

In the County of Franklin:

Avon Town.	Phillips Town.
Carthage Town.	Salem Township.
Chesterville Town.	Strong Town.
Farmington Town.	Temple Town.
Freeman Township.	Township No. 6.
Industry Town.	Washington Township.
Jay Town.	Weld Town.
New Sharron Town.	Wilton Town.
New Vineyard Town.	
Perkins Township.	

In the County of Oxford:

Albany Township.	Mason Township.
Andover Town.	Mexico Town.
Andover North Surplus.	Milton Township.
	Newry Town.
Andover West Surplus.	Norway Town.
	Oxford Town.
Batchelders Grant.	Paris Town.
Bethel Town.	Peru Town
Buckfield Town.	Riley Township.
Byron Town.	Roxbury Town.
Canton Town.	Rumford Town.
Dixfield Town.	Stoneham Town.
Gilead Town.	Stow Town.
Grafton Township.	Sumner Town.
Greenwood Town.	Sweden Town.
Hanover Town.	Waterford Town.
Hartford Town.	West Paris Town.
Hebron Town.	Woodstock Town.
Lovell Town.	

Somerset County—That portion of Somerset County which lies south and east of a line described as follows: Beginning at the point

where the Somerset-Franklin County boundary is intersected by a line common to the northern boundary of New Portland Township and running northeast along the northern boundaries of New Portland, Embden, Solon, and Athens Townships to the intersection of said line with the Somerset-Piscataquis County boundary, which is also common to the northeast corner of Athens Township.

In the State of New Hampshire:

Coos County.

(Sec. 301(a), 81 Stat. 490, 504; 42 U.S.C. 1857g(a) as amended by sec. 15(c)(2) of Public Law 91-604)

Dated: March 15, 1971.

WILLIAM D. RUCKELSHAUS,
Administrator.

[FR Doc.71-3810 Filed 3-18-71;8:46 am]

PART 481—AIR QUALITY CONTROL REGIONS CRITERIA AND CONTROL TECHNIQUES

Certain Air Quality Control Regions in Virginia and Tennessee

On January 13, 1971, notice of the proposed rule making was published in the FEDERAL REGISTER (36 F.R. 436) to amend Part 481 by designating the Central Virginia, Northeastern Virginia, State Capital, and Valley of Virginia Intrastate Air Quality Control Regions, and by changing the name of the Metropolitan Norfolk Intrastate Air Quality Control Region (§ 481.93) to the Hampton Roads Intrastate Air Quality Control Region.

Interested persons were afforded an opportunity to participate in the rule making through the submission of written comments. A consultation was held on January 12, 1971, with appropriate State and local authorities pursuant to section 107 of the Clean Air Act, as amended (Public Law 91-604). Due consideration has been given to all relevant material presented, and the following changes have been made: (1) Add the towns of Blackstone, Farmville, Rocky Mount, and South Hill to the Central Virginia Intrastate Air Quality Control Region; (2) Add Westmoreland County and the towns of Culpepper and Warrenton to the Northeastern Virginia Intrastate Air Quality Control Region; (3) Add the towns of Blacksburg, Christiansburg, Front Royal, Luray, Pulaski, and Vinton to the Valley of Virginia Interstate Air Quality Control Region; (4) Change the name of the designated Bristol (Virginia)-Johnson City (Tennessee) Interstate Air Quality Control Region to the Eastern Tennessee-Southwestern Virginia Interstate Air Quality Control Region.

In consideration of the foregoing and in accordance with the statement in the notice of proposed rule making, § 481.143, as set forth below, designating the Central Virginia Intrastate Air Quality Control Region; § 481.144, as set forth below, designating the Northeastern Virginia Intrastate Air Quality Control Region; § 481.145, as set forth below, designating the State Capital Instrastate Air Quality Control Region; § 481.146, as set forth below, designating the Valley of Virginia Intrastate Air Quality Control Region; § 481.93, as set forth below, changing the name of the Metropolitan Norfolk Intrastate Air Quality Control Region; and § 481.57, as set forth below, changing the name of the Bristol-Johnson City Interstate Air Quality Control Region.

§ 481.143 Central Virginia Intrastate Air Quality Control Region.

The Central Virginia Intrastate Air Quality Control Region consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Virginia:

COUNTIES

Amelia.	Franklin.
Amherst.	Halifax.
Appomattox.	Henry.
Bedford.	Lunenburg.
Brunswick.	Mecklenburg.
Buckingham.	Nottoway.
Campbell.	Patrick.
Charlotte.	Pittsylvania.
Cumberland.	Prince Edward.

CITIES

Bedford.	Martinsville.
Danville.	South Boston.
Lynchburg.	

TOWNS

Blackstone.	Rocky Mount.
Farmville.	South Hill.

§ 481.144 Northeastern Virginia Intrastate Air Quality Control Region.

The Northeastern Virginia Intrastate Air Quality Control Region consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Virginia:

COUNTIES

Accomack.	Louisa.
Albermarle.	Madison.
Caroline.	Mathews.
Culpeper.	Middlesex.
Essex.	Nelson.
Fauquier.	Northampton.
Fluvanna.	Northumberland.
Gloucester.	Orange.
Greene.	Rappahannock.
King and Queen.	Richmond.
King George.	Spotsylvania.
King William.	Stafford.
Lancaster.	Westmoreland.

CITIES

Charlottesville.	Fredericksburg.

TOWNS

Culpeper.	Warrenton.

§ 481.145 State Capital Intrastate Air Quality Control Region.

The State Capital Intrastate Air Quality Control Region (Virginia) consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited).

In the State of Virginia:

COUNTIES

Charles City.	Henrico.
Chesterfield.	New Kent.
Dinwiddie.	Powhatan.
Goochland.	Prince George.
Greensville.	Surry.
Hanover.	Sussex.

CITIES

Colonial Heights.	Petersburg.
Emporia.	Richmond.
Hopewell.	

§ 481.146 Valley of Virginia Intrastate Air Quality Control Region.

The Valley of Virginia Intrastate Air Quality Control Region consists of the territorial area encompassed by the boundaries of the following jurisdictions or described area (including the territorial area of all municipalities (as defined in section 302(f) of the Clean Air Act, 42 U.S.C. 1857h(f)) geographically located within the outermost boundaries of the area so delimited):

In the State of Virginia:

COUNTIES

Alleghany.	Highland.
Augusta.	Montgomery.
Bath.	Page.
Botetourt.	Pulaski.
Clarke.	Roanoke.
Craig.	Rockbridge.
Floyd.	Rockingham.
Frederick.	Shenandoah.
Giles.	Warren.

CITIES

Buena Vista.	Roanoke.
Clifton Forge.	Salem.
Covington.	Staunton.
Harrisonburg.	Waynesboro.
Lexington.	Winchester.
Radford.	

TOWNS

Blacksburg.	Luray.
Christiansburg.	Pulaski.
Front Royal.	Vinton.

§ 481.93 [Amended]

The Metropolitan Norfolk Intrastate Air Quality Control Region (Virginia) has been renamed the Hampton Roads Intrastate Air Quality Control Region. No changes were made in the boundaries of the Region.

§ 481.57 [Amended]

The Bristol (Virginia)-Johnson City (Tennessee) Interstate Air Quality Control Region has been renamed the Eastern Tennessee-Southwestern Virginia Intrastate Air Quality Control Region. No changes were made in the boundaries of the Virginia portion of the Region.

(Sec. 301(a), 81 Stat. 504; 42 U.S.C. 1857g(a) as amended by sec. 15(c)(2) of Public Law 91-604)

Dated: March 15, 1971.

WILLIAM D. RUCKELSHAUS,
Administrator.

[FR Doc.71-3811 Filed 3-18-71;8:46 am]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications Commission

PART 1—PRACTICE AND PROCEDURE

Review Board

Order. 1. On November 6, 1970, the Commission adopted a report and order transferring from the Review Board to the presiding officer authority to act on joint requests for approval of agreements filed (in hearing proceedings) pursuant to § 1.525 of the rules and regulations. FCC 70–1193, 26 FCC 331. Section 1.291(a)(2) of the rules, which states that such joint requests are acted on by the Review Board, was inadvertently not then amended to reflect the transfer of authority. It is now appropriate to correct § 1.291 by deleting that statement.

2. Authority for the amendment set forth in the attached Appendix is set out in sections 4(i), 5(d), and 303(r) of the Communications Act of 1934, as amended. 47 U.S.C. 154(i), 155(d), and 303(r), and in § 0.261(a) of the rules and regulations. 47 CFR 0.261(a). Because the amendment is editorial and procedural in nature, the prior notice, procedure and effective date provisions of 5 U.S.C. 553 are inapplicable.

Accordingly, it is ordered, Effective March 19, 1971, that § 1.291 of the rules and regulations is amended as set forth below.

(Secs. 4, 5, 303, 48 Stat., as amended, 1066, 1068, 1082; 47 U.S.C. 154, 155, 303)

Adopted: March 11, 1971.

Released: March 12, 1971.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

Section 1.291(a)(2) is revised to read as follows:

§ 1.291 General provisions.

(a) * * *

(2) The Review Board acts on petitions to amend, modify, enlarge, or delete issues in cases of adjudication (including mixed adjudicative and rule making proceedings). It also acts on interlocutory pleadings filed in matters or proceedings which are before the Board.

* * * * *

[FR Doc. 71–3813 Filed 3–18–71;8:46 am]

[FCC 71–240]

PART 15—RADIO FREQUENCY DEVICES

Measurement Procedure for Oscillator Radiation

Order. 1. Section 15.75(b) of the rules references two standards containing measurement procedures for measuring oscillator radiation from FM and TV broadcast receivers. These are the Institute of Electrical and Electronics Engineers (IEEE) Standard 187 and the International Electrotechnical Commission (IEC) Publication No. 106 and Supplement 106A. A new measurement procedure is published in the Electronic Industries Association (EIA) Standard RS–378.

2. The new standard for measuring the level of oscillator radiation from FM and TV broadcast receivers has been developed by the Electronics Industries Association working in conjunction with the staff engineers of the Commission's Laboratory. The new Standard RS–378, entitled "Measurement of Spurious Radiation from FM and TV Broadcast Receivers in the Frequency Range of 100 to 1000 MHz—Using the EIA—Laurel Broad-band Antenna" describes the potential sources of spurious radiation from frequency modulation and television broadcast receivers and prescribes methods of measuring the field strength of these radiations.

3. The EIA method incorporates the use of an EIA-Laurel broad-band antenna and has produced measurement results which are more repeatable than those achieved by use of the procedure prescribed by the IEEE method. The new EIA Standard specifies a measuring distance of either 100 feet (as used in the IEEE method) or 3 meters (as used in the IEC method). The EIA Standard RS–378 contains a conversion table which permits conversion of measurements made by the EIA method to equivalent measurements made by the IEEE method. The conversion factors are necessary as compliance with the limits of radiation contained in § 15.63 of the rules is based upon measurements made by the IEEE method.

4. The Commission is taking cognizance of the new measurement procedure by adding a subparagraph (5) to § 15.75 (b) as follows:

§ 15.75 Measurement procedure.

(b) * * *

(5) Electronics Industries Association Standard RS–378, dated August 1970, entitled, "Measurement of Spurious Radiation from FM and TV Broadcast Receivers in the Frequency Range of 100 to 1000 MHz—Using the EIA-Laurel Broad-Band Antenna."

* * * * *

5. No general notice of proposed rule making under the Administrative Procedure Act is required as the amendment is interpretive in nature.

6. *It is ordered,* Effective April 20, 1971, that Part 15 of the Commission's rules and regulations is amended as set forth in paragraphs 4, above. Authority for this amendment is contained in Sections 4(i), 302, 303(f), and 303)(r) of the Communications Act of 1934, as amended.

(Secs. 4, 303, 48 Stat., as amended, 1066, 1082; 47 U.S.C. 154, 303)

Adopted: March 10, 1971.

Released: March 12, 1971.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[FR Doc.71–3814 Filed 3–18–71;8:46 am]

[Docket No. 18884; FCC 71–241]

PART 83—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

Operating Position of Radiotelephone Station

Order. In the matter of amendment of Part 83 of the Commission's rules to permit the principal operating position of the radiotelephone station to be located in a room adjoining to and opening into the room from which the vessel is normally steered while at sea on cargo ships of 300 gross tons and upwards but less than 500 gross tons on which the keel was laid prior to January 1, 1965, RM–1598.

1. The Commission on June 17, 1970, adopted a notice of proposed rule making in the above-entitled matter (FCC 70–642) which made provisions for the filing of comments. The notice was published in the FEDERAL REGISTER on June 25, 1970 (35 F.R. 10378). The time for filing comments and reply comments has passed.

2. The notice of proposed rule making was issued in reference to a petition (RM–1598) filed jointly by 34 owner/operators of commercial fishing vessels which requested that section 83.482(d) of the rules be amended. The purpose of the amendment is to permit the principal operating position of a radiotelephone station to be located in a room adjoining to and opening into the room from which the vessel is normally steered while at sea because many small cargo vessels, constructed prior to 1965, are not designed for the most effective use of a principal operating position in the wheel house.

3. No comments were received, either during or after the close of the dates for filing comments and replies.

4. In view of the foregoing: *It is ordered,* That pursuant to the authority contained in sections 4(i) and 303(r) of the Communications Act of 1934, as amended, Part 83 of the Commission's rules is amended effective April 20, 1971, as set forth below.

5. *It is further ordered,* That the proceeding in Docket No. 18884 is terminated.

(Secs. 4, 303, 48 Stat., as amended, 1066, 1082; 47 U.S.C. 154, 303)

Adopted: March 10, 1971.

Released: March 12, 1971.

FEDERAL COMMUNICATIONS COMMUNICATIONS,
[SEAL] BEN F. WAPLE,
Secretary.

Section 83.482(d) is amended to read as follows:

§ 83.482 Radiotelephone station.

* * * * *

(d) The principal operating position of the radiotelephone station shall be in the room from which the vessel is normally steered while at sea; *Provided*, That in installations on cargo ships of 300 gross tons and upwards but less than 500 gross tons, on which the keel was laid prior to January 1, 1965, the location of the principal operating controls may be in a room adjoining and opening into the room from which the vessel is normally steered while at sea. If the station can be operated from any location other than the principal operating position, except as provided in paragraph (e) of this section, a direct and positive means shall be provided at the principal operating position to take full control of the station.

* * * * *

[FR Doc.71-3815 Filed 3-18-71;8:46 am]

Proposed Rule Making

DEPARTMENT OF THE INTERIOR

Bureau of Mines

[30 CFR Part 75]

MANDATORY SAFETY STANDARDS, UNDERGROUND COAL MINES

Protective Clothing

Notice is hereby given that pursuant to the authority vested in the Secretary of the Interior under section 101(a) of the Federal Coal Mine Health and Safety Act of 1969 (Public Law 91-173), it is proposed that Part 75, Subchapter O of Chapter I, Title 30, Code of Federal Regulations be amended by adding § 75.1719, as set forth below. This proposed amendment prescribes the protective clothing which must be worn by each miner regularly employed in the active workings of an underground coal mine.

Interested persons may submit written comments, suggestions or objections to the Director, Bureau of Mines, Washington, D.C. 20240, no later than 30 days following publication of this notice in the FEDERAL REGISTER.

ROGERS C. B. MORTON,
Secretary of the Interior.

MARCH 12, 1971.

Part 75, Subchapter O of Chapter I, Title 30, Code of Federal Regulations would be amended by adding the following:

§ 75.1719 Protective clothing; requirements.

On and after June 30, 1971, each miner regularly employed in the active workings of an underground coal mine shall be required to wear the following protective clothing and devices:

(a) Protective clothing or equipment and face-shields or goggles when welding, cutting, or working with molten metal or when other hazards to the eyes exist.

(b) Suitable protective clothing to cover the entire body when handling corrosive or toxic substances or other materials which might cause injury to the skin.

(c) Protective gloves when handling materials or performing work which might cause injury to the hands; however, gloves shall not be worn where they would create a greater hazard by becoming entangled in the moving parts of equipment.

(d) A suitable hard hat.

(e) Suitable protective footwear.

(f) Seat belts in a vehicle where there is a danger of overturning.

[FR Doc.71-3804 Filed 3-18-71;8:45 am]

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[50 CFR Part 230]

WHALING

Notice of Public Hearing

On March 2, 1971, the National Marine Fisheries Service had published in the FEDERAL REGISTER notice of proposed rule making amending domestic whaling regulations (36 F.R. 3925). A request on behalf of several persons and companies has been received. In response to this request a public hearing will be held on March 29, 1971, at 10 a.m. P.s.t. in Room 15, Federal Office Building, 50 Fulton Street, San Francisco, Calif.

Any data, views, or statements pertaining thereto may be submitted in writing to the Regional Director, Southwest Region, National Marine Fisheries Service, 300 South Ferry Street, Terminal Island, CA 90731. Interested persons will also be afforded an opportunity to comment orally on the proposed amendments. Any person who intends to present views orally at this hearing is requested to furnish in writing his name and the name of the organization he represents, if any, to the said Regional Director.

Dated at Washington, D.C., March 17, 1971.

PHILIP M. ROEDEL,
Director,
National Marine Fisheries Service.

[FR Doc.71-3874 Filed 3-18-71;8:50 am]

DEPARTMENT OF TRANSPORTATION

Coast Guard

[46 CFR Part 146]

[CGFR 71-17]

SULFURIC ACID CONTAINERS

Notice of Proposed Rule Making

The Coast Guard is considering amending the dangerous cargoes regulations by revising the requirements for sulfuric acid in 46 CFR 146.23-100. Amendments under consideration include the deletion of the following containers: Jugs in tubs (DOT-31); wooden barrels or kegs (DOT-11A, 11B); plywood drums (DOT-22A, 22B); and metal barrels or drums (DOT-5H). Also, the Coast Guard is considering authorizing DOT-33A (49 CFR 178.150) packaging for any strength sulfuric acid and limiting use of the DOT-17F (49 CFR 178.117) drum to sulfuric acid not exceeding 98 percent concentration. Furthermore, authorization of certain additional tank cars and certain editorial changes are being considered. Finally, DOT-12R (49 CFR 178.212) packaging is being considered for concentrations of sulfuric acid up to 100.5 percent, with DOT-2E (49 CFR 178.24a) bottles being added as authorized inner packaging.

Interested persons are invited to submit written data, views or comments regarding the proposal to the Commandant (MHM), U.S. Coast Guard, Washington, D.C. 20591. Communications should identify the notice number CGFR 71-17, any specific wording recommended, reasons for any recommended change, and the name, address, and organization, if any, of the commentator. The Coast Guard will hold an informal hearing on Tuesday, May 4, 1971, at 9:30 a.m. in Conference Room 2230, Department of Transportation, Nassif Building, 400 Seventh Street SW., Washington, DC. Interested persons are invited to attend the hearing and present oral or written statements on this proposal. There will be no cross-examination of persons presenting statements. Comments received on or before May 11, 1971, or at the hearing, will be fully considered and evaluated before final action is taken on this proposal. Copies of all written communications received will be available for examination in Room 8306, Department of Transportation, Nassif Building, 400 Seventh Street SW., Washington, DC, both before and after the closing date for the receipt of comments. The proposal contained in this document may be changed in the light of the comments received.

By a separate document published at page 5299 of this issue of the FEDERAL REGISTER, the Hazardous Materials Regulations Board of the Department of Transportation proposes amendments to 49 CFR 173.272 deleting paragraphs (c)(2), (c)(3), (c)(5), (f)(1), (j), (k), and (l), authorizing DOT-33A packaging for any strength sulfuric acid, limiting the use of DOT-17F drum to sulfuric acid not exceeding 98 percent concentration, authorizing certain additional tank cars and permitting DOT-12R packaging for concentrations of sulfuric acid up to 100.5 percent, with DOT-2E bottles as authorized inner packaging. In addition, § 173.272 will be amended by certain editorial changes to paragraphs (c), (d), (e), (f), (g), (h), and (i). The proposed amendments have been issued pursuant to requests submitted by petitioners with explanations fully stated in the document.

The proposed amendment of the hazardous materials regulations of the Department of Transportation in Title 49 would make these changes apply to shippers by water, air, and land, and to carriers by air and land. The adoption of this proposed amendment to Title 46 would make these changes apply to carriers by water.

In consideration of the foregoing, it is proposed to amend 46 CFR 146.23–100 for the article "Sulfuric acid", as follows:

1. The fourth column will be revised to read as follows:

...	Required conditions for transportation	...
	Cargo vessel	
	Stowage:	
...	"On deck protected."	...
	"On deck under cover."	
	"Under deck" (Steel drums containing sulfuric acid only).	
	Outside containers:	
	For sulfuric acid of any concentration:	
	Wooden boxes (DOT-15A, 15B, 15C, 16A, 19A) WIC, not over 200 lb. gr. wt.	
	Carboys, boxed, glass, earthenware, clay or stone (DOT-IX) STC, for export only, not over 6 gal. cap.	
	Fiberboard boxes (DOT-12A) WIC not over 5 pint cap.	
	Polystyrene cases (DOT-33A), (NRC) WIC not over 5 pint cap. ea.	
	For sulfuric acid of concentrations not to exceed 100.5%:	
	Carboys, boxed (DOT-1A) not over 13 gal. cap.	
	Carboys in kegs (DOT-1C) not over 13 gal. cap.	
	Carboys, boxed, glass (DOT-ID) not over 6½ gal. cap.	
	Carboys in plywood drums, glass (DOT-1E) not over 6½ gal. cap.	
	Carboys, boxed (DOT-1K) not over 13 gal. cap.	
	Paper-faced expanded polystyrene board boxes (DOT-12R) with not more than six 5-pint glass bottles.	
	For sulfuric acid of concentration not to exceed 95%:	
	Wooden boxes:	
	(DOT-16A) WIC (DOT-2U) not over 15 gal. cap.	
	(DOT-16D)) WIC (DOT-2T, 2TL, 2S, 2SL) not over 15 gal. cap.	
	Fiberboard boxes (DOT-12P) WIC (DOT-2U polyethylene), not over 5 gal. cap.	
	Fiberboard boxes (DOT-12)B WIC polyethylene not over 1 gal. cap. ea.	
	Fiber drums (DOT-21P) WIC DOT-2T or 2U, not over 15 gal. cap.	
	Paper-faced expanded polystyrene board boxes (DOT-12R) WIC (2E) not over one gal. cap. ea.	
	Metal crate with inside polyethylene carboy (DOT-1H), not over 15 gal. cap.	
	Plywood or wooden box or drum (DOT-15P, 22C) WIC (2T, 2TL) not over 15 gal. cap.	
	Polyethylene container (DOT-34) not over 30 gal. cap.	
	Cylindrical steel overpacks:	
	(DOT-6D, 37M (NRC)), WIC DOT-2S or 2SL, not over 55 gal. cap.	
	(DOT-6D, 37M (NRC)), WIC DOT-2T, not over 15 gal. cap.	
	NOTE: Overpack of 55 gal. cap. must be constructed of at least 16 gage steel throughout when used for sulfuric acid of 93% or greater concentration.	
	For sulfuric acid of concentrations 77.5% or greater with or without inhibitor, provided such acid has a corrosive effect on steel measured at 100° F. no greater than 93.2 percent sulfuric acid.	
	Steel barrels or drums:	
	(DOT-5A) not over 55 gal. cap.	
	(DOT-5C) stainless steel. Types 304, 316 or 347, authorized only for sulfuric acid of 93% or greater strength.	
	(DOT-17F) STC, not over 55 gal. cap. authorized only for sulfuric acid concentration up to 98%.	
	For sulfuric acid of concentrations 65.25% or greater provided the corrosive effect on steel measured at 100° is not greater than that of 65.25% sulfuric acid.	
	Portable tanks (DOT-60) not over 20,000 lb. gr. wt.	
	Tank cars complying with DOT regulations (trainships only).	
	Motor vehicle tank trucks complying with DOT regulations (trailerships and trainships only).	
	For sulfuric acid concentrations not to exceed 51%.	
	Metal drums, rubber-lined (DOT-5D) not over 110 gal. cap.	
	Portable tank, rubber-lined (DOT-60) not over 20,000 lb. gr. wt.	
	Tank cars complying with DOT regulations (trainships only).	
	Motor vehicle tank trucks complying with DOT regulations (trailerships and trainships only).	

2. The fifth, sixth, and seventh columns will be revised to read as follows:

...	Required conditions for transportation			...
	Passenger vessel	Ferry vessel, passenger, or vehicle	R.R. car ferry, passenger, or vehicle	
...	Stowage: "On deck protected."	Entry is to be identical with that for cargo vessels, except that the stowage will be "Ferry Stowage AA" and tank cars will not be authorized.	Entry is to be identical with that for cargo vessels, except that the stowage will be "Ferry Stowage BB" and motor vehicle tank trucks will not be authorized.	...
	Outside containers:			
	For sulfuric acid of any concentration.			
	Wooden boxes (DOT-15A, 15B, 15C, 16A, 19A) WIC, not over 200 lb. gr. wt.			
	Carboys, boxed, glass, earthenware, clay or stone (DOT-IX) STC, for export only, not over 6 gal. cap.			
	Fiberboard boxes (DOT-12A) WIC, not over 5 pint cap.			
	Polystyrene cases (DOT-33A), (NRC) WIC not over 5 gal. cap. ea.			
	For sulfuric acid of concentrations not to exceed 100.5%:			
	Carboys, boxed (DOT-1A) not over 13 gal. cap.			
	Carboys in kegs (DOT-1C) not over 13 gal. cap.			
	Carboys, boxed, glass (DOT-1D) not over 6½ gal. cap.			
	Carboys in plywood drums, glass, (DOT-1E) not over 6½ gal. cap.			
	Carboys, boxed (DOT-1K) not over 13 gal. cap.			
	Paper-faced expanded polystyrene board boxes (DOT-12R) with not more than six 5 pint glass bottles.			
	For sulfuric acid of concentrations 77.5% or greater with or without inhibitor, provided such acid has a corrosive effect on steel measured at 100° F. no greater than 93.2% sulfuric acid.			
	Steel barrels or drums:			
	(DOT-5A) not over 55 gal. cap.			
	(DOT-5C) stainless steel. Types 304, 316, or 347, authorized only for sulfuric acid of 93% or greater strength.			
	For sulfuric acid concentrations not to exceed 51% (approximately 1.408 specific gravity (42° Baume)):			
	Metal drums, rubber-lined (DOT-5D) not over 110 gal. cap.			

This proposal is made under authority of R.S. 4405, as amended, R.S. 4417a, as amended, R.S. 4462, as amended, R.S. 4472, as amended, sec. 6(b)(1), 80 Stat. 937; 46 U.S.C. 375, 391a, 416, 170, 49 U.S.C. 1655(b)(1); 49 CFR 1.46(b).

Dated: March 12, 1971.

W. F. REA III,
Rear Admiral, U.S. Coast Guard, Chief, Office of Merchant Marine Safety.

[FR Doc.71-3790 Filed 3-18-71; 8:45 am]

Federal Aviation Administration

[14 CFR Part 71]

[Airspace Docket No. 71-CE-36]

TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amending Part 71 of the Federal Aviation Regulations so as to alter the transition area at Huron, S. Dak.

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

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

Since designation of controlled airspace at Huron, S. Dak., a new instrument approach procedure has been developed for the W. W. Howes Municipal Airport. Accordingly, it is necessary to alter the Huron transition area to adequately protect aircraft executing this new approach procedure.

In consideration of the foregoing, the Federal Aviation Administration proposes to amend Part 71 of the Federal Aviation Regulations as hereinafter set forth:

In § 71.181 (36 F.R. 2140), the following transition area is amended to read:

HURON, S. DAK.

That airspace extending upward from 700 feet above the surface within a 6½-mile radius of the W. W. Howes Municipal Airport (latitude 44°23'03" N., longitude 98°13'39" W.); within 4½ miles northeast and 11 miles southwest of the Huron VORTAC 314° and 134° radials, extending from 5 miles southeast to 18½ miles northwest of the VORTAC; and within 5 miles each side of the Huron ILS localizer southeast course, extending from the 6½-mile radius area to 19½ miles southeast of the OM; and that airspace extending upward from 1,200 feet above the surface within a 25-mile radius of the Huron VORTAC extending from a line 5 miles west of and parallel to the 343° radial clockwise to a line 5 miles north of and parallel to the 269° radial; and within 4½ miles southwest and 9½ miles northeast of the Huron localizer southeast course extending from 6 miles southeast of the OM to 29 miles southeast of the OM.

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Kansas City, Mo., on February 26, 1971.

DANIEL E. BARROW,
Acting Director, Central Region.

[FR Doc.71-3821 Filed 3-18-71;8:47 am]

[14 CFR Part 71]

[Airspace Docket No. 71-SO-27]

CONTROL ZONES AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Louisville, Ky. (Bowman Field and Standiford Field) and the Fort Knox, Ky., control zones and the Louisville, Ky., transition area.

Interested persons may submit such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Federal Aviation Administration, Southern Region, Air Traffic Division, Post Office Box 20636, Atlanta, GA 30320. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No hearing is contemplated at this time, but arrangements for informal conferences with Federal Administration officials may be made by contacting the Chief, Airspace and Procedures Branch. 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 light of comments received.

The official docket will be available for examination by interested persons at the Federal Aviation Administration, Southern Region, Room 724, 3400 Whipple Street, East Point, GA.

The following control zones described in § 71.171 (36 F.R. 2055) would be redesignated as:

LOUISVILLE, KY. (BOWMAN FIELD)

Within a 5-mile radius of Bowman Field (lat. 38°13'40" N., long. 85°39'47" W.); within 3 miles each side of Bowman VOR 064° radial, extending from the 5-mile radius zone to 8.5 miles northeast of the VOR; within 1.5 miles each side of Louisville VOR 331° radial, extending from the 5-mile radius zone to the VOR; excluding the portion within Standiford Field control zone west of a line 1.5 miles east of and parallel to the ILS localizer north course and the portion south of a line 2 miles north of and parallel to Louisville VOR 301° radial.

LOUISVILLE, KY. (STANDIFORD FIELD)

Within a 5-mile radius of Standiford Field (lat. 38°10'33" N., long. 85°44'12" W.); within 1.5 miles each side of the ILS localizer south course, extending from the 5-mile radius zone ot the LOM; within 1.5 miles each side of the ILS localizer west course, extending from the 5-mile radius zone to 1 mile east of Nabb VOR 206° radial; within 2 miles each side of Louisville VOR 301° radial, extending from the 5-mile radius zone to 1 mile northwest of the VOR; excluding the portion within Bowman Field control zone.

FORT KNOX, KY.

Within a 5-mile radius of Godman AAF (lat. 37°54'27" N., long. 85°58'21" W.); within 3 miles each side of the 354° bearing from Fort Knox RBN, extending from the 5-mile radius zone to 8.5 miles north of the RBN; within 3 miles each side of Fort Knox VOR 001°, 052°, 172° and 324° radials, extending from the 5-mile radius zone to 8.5 miles north, northeast, south, and northwest of the VOR.

The Louisville 700-foot transition area described in § 71.181 (36 F.R. 2140) would be redesignated as:

That airspace extending upward from 700 feet above the surface within an 11-mile radius of Standiford Field (lat. 38°10'33" N., long. 85°44'12" W.); within 3 miles each side of the ILS localizer north course, extending from the 11-mile radius area to 8.5 miles north of Louisville VOR 328° radial; within 3 miles each side of the ILS localizer east course, extending from the 11-mile radius area to 8.5 miles east of the LOM; within 9.5 miles west and 4.5 miles east of the ILS localizer south course, extending from the 11-mile radius area to 18.5 miles south of the OM; within 3 miles each side of the ILS localizer west course, extending from the 11-mile radius area to 8.5 miles west of Nabb VOR 206° radial; within a 10-mile radius of Bowman Field (lat. 38°13'40" N, long. 85°39'47" W.); within an 8.5 mile radius of Godman AAF, Fort Knox (lat. 37°54'27" N., long. 85°58'21" W.).

The proposed alterations are required to provide controlled airspace protection for IFR operations in the Louisville and Fort Knox terminal areas in conformance with the application of Terminal Instrument Procedures (TERPs) and current airspace criteria.

This amendment is proposed under the authority of sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)) and of sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in East Point, Ga., on March 9, 1971.

GORDON A. WILLIAMS, JR.,
Acting Director, Southern Region.

[FR Doc.71-3822 Filed 2-18-71;8:47 am]

[14 CFR Part 71]

[Airspace Docket No. 71–WE–6]

CONTROL ZONE AND TRANSITION AREA

Proposed Alteration

The Federal Aviation Administration is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the descriptions of the Walla Walla, Wash., control zone and transition area.

Interested persons may participate in the proposed rule making by submitting such written data, views, or arguments as they may desire. Communications should be submitted in triplicate to the Chief, Airspace and Procedures Branch, Federal Aviation Administration, 5651 West Manchester Avenue, Post Office Box 92007, Worldway Postal Center, Los Angeles, CA 90009. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendments. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Administration officials may be made by contacting the Regional Air Traffic Division Chief. Any data, views, or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposals contained in this notice may be changed in the light of comments received.

A public docket will be available for examination by interested persons in the office of the Regional Counsel, Federal Aviation Administration, 5651 West Manchester Avenue, Los Angeles, CA 90045.

Two new instrument approach procedures are proposed for Walla Walla City-County Airport, Walla Walla, Wash. (VOR A, NDB RWY 20). In addition, an amendment to the VOR RWY 16 is proposed.

The VOR A and VOR RWY 16 will utilize the Walla Walla VOR 036° T (016° M) and 354° T (334° M) radials respectively as final approach radials. The NDB RWY 20 approach procedure will utilize a 012° T (353° M) bearing from the Spring NDB as final approach course. The control zone extension based upon the 215° T (195° M) radial is required for the current VOR RWY 2 approach procedure.

The airspace requirements for Walla Walla City-County Airport were developed in accordance with the criteria contained in the United States Standard for Terminal Instrument Procedures (TERPs). As a result, the proposed 700-foot transition area is required for aircraft executing the procedure turn for the VOR RWY 2 approach at 1,000 feet above the surface. The proposed control zone will provide controlled airspace protection for aircraft operating below 1,000 feet above the surface while executing the prescribed instrument procedures.

In consideration of the foregoing, the FAA proposes the following airspace actions.

In § 71.171 (36 F.R. 2055) the description of the Walla Walla, Wash., control zone is amended to read as follows:

WALLA WALLA, WASH.

Within a 5-mile radius of Walla Walla City-County Airport (latitude 46°05'35" N., longitude 118°17'20" W.), within 3 miles each side of the Walla Walla VOR 215° radial, extending from the 5-mile-radius zone to 8 miles southwest of the VOR and that airspace within an arc of a 14-mile-radius circle centered on the Walla Walla VOR extending clockwise from a line 4 miles west to a line 4 miles southeast of and parallel to the Walla Walla VOR 354° and 036° radials.

In § 71.181 (36 F.R. 2140) the description of the Walla Walla, Wash., transition area is amended as follows:

Delete all before " * * * that airspace extending upward from 1,200 feet * * *" and substitute therefor "that airspace extending upward from 700 feet above the surface within 5 miles southeast and 9.5 miles northwest of the Walla Walla VOR 215° radial, extending from the VOR to 18.5 miles southwest of the VOR * * *"

This amendment is proposed under the authority of section 307(a) of the Federal Aviation Act of 1958, as amended, (49 U.S.C. 1348(a)), and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

Issued in Los Angeles, Calif., on March 10, 1971.

LYNN L. HINK,
Acting Director, Western Region.

[FR Doc.71–3823 Filed 3–18–71;8:47 am]

Hazardous Materials Regulations Board

[49 CFR Part 173]

[Docket No. HM–81; Notice No. 71–8]

TRANSPORTATION OF HAZARDOUS MATERIALS

Sulfuric Acid

The Hazardous Materials Regulations Board is considering amending § 173.272 to delete subparagraphs (c) (2), (3), (5), and (f)(1), and paragraphs (j), (k), and (l). Also, the Board is considering authorizing DOT–33A packaging for any strength sulfuric acid and limiting use of the DOT–17F drum to sulfuric acid not exceeding 98 percent concentration. Certain additional tank cars would be authorized and DOT–12R packaging would be permitted for concentrations of sulfuric acid up to 100.5 percent, with DOT–2E bottles being added as authorized inner packaging. Otherwise, paragraphs (c), (d), (e), (f), (g), (h), and (i) would be changed only editorially.

The Manufacturing Chemists Association has petitioned the Board to delete subparagraphs (c) (2), (3), (5), (f)(1), and the reference to earthenware in (c) (1) in § 173.272, representing the packagings as obsolete; to extend DOT–33A packaging to any strength sulfuric acid for which the Board has accumulated satisfactory experience under special permits; to limit DOT–17F drum use to sulfuric acid not exceeding 98 percent, representing the present authorized concentrations as being too broad; to extend DOT–12R packaging to acid concentrations of 100.5 percent, representing this packaging as being equivalent or superior to DOT–15A packaging presently authorized; to delete present paragraphs (j) and (k), representing these requirements as unnecessary and obsolete; and to delete paragraph (l), representing it as unnecessary. The petition also requested a change to provide for the use of DOT–37P packaging for concentrations of sulfuric acid up to 95 percent.

Another petitioner has requested change to this section to provide for use of certain lined tank cars in 51 percent to 65 percent sulfuric acid service, on the basis of several years satisfactory special permit experience.

A petitioner has requested addition of DOT–2E inner packaging for use with the DOT–12R paper-faced expanded polystyrene board box, on the basis of improvement on inside packaging over the glass bottles now authorized.

The Board believes that while the petitions filed have merit, it does not agree that the addition of DOT–37P packaging to the section would be appropriate at this time. Currently, in connection with another project, the Board is reviewing this specification and upon reaching its conclusion will propose any changes it considers needed or for which a petition has been received.

Interested persons are invited to give their views on this proposal. Communications should identify the docket number and be submitted in duplicate to the Secretary, Hazardous Materials Regulations Board, Department of Transportation, 400 Sixth Street SW., Washington, DC 20590. Communications received on or before May 11, 1971, will be considered before final action is taken on the proposal. All comments received will be available for examination by interested persons at the Office of the Secretary, Hazardous Materials Regulations Board, both before and after the closing date for comments.

In consideration of the foregoing, the Board proposes to amend 49 CFR Part 173 as follows:

In § 173.272, paragraphs (c), (d), (e), (f), (g), (h), and (i) would be amended; paragraphs (j), (k), and (l) would be canceled as follows:

§ 173.272 **Sulfuric acid.**

* * * * *

(c) *Sulfuric acid concentration of 51 percent or less.* Authorized packaging is described in subparagraphs (1) through (16) and (23) through (26) of paragraph (i) of this section.

(d) *Sulfuric acid concentration of greater than 51 percent to not over 65 percent.* Authorized packaging is described in subparagraphs (1) through

(16) and (27) of paragraph (i) of this section.

(e) *Sulfuric acid concentration of greater than 65 percent to not over 77.5 percent.* Authorized packaging is described in subparagraphs (1) through (16) and (20) through (22) of paragraph (i) of this section.

(f) *Sulfuric -acid concentration of greater than 77.5 percent to not over 95 percent.* Authorized packaging is described in paragraphs (i) (1) through (22) of this section.

(g) *Sulfuric acid concentration of greater than 95 percent to not over 100.5 percent.* Authorized packaging is described in subparagraphs (1) through (4), (17), and (19) through (22) of paragraph (i) of this section.

(h) *Sulfuric acid concentration of over 100.5 percent.* Authorized packaging is described in subparagraphs (1) through (4), (17), and (19) through (22) of this section.

(i) Authorized packagings are described as follows:

(1) Specification 15A, 15B, 15C, 16A, or 19A (§§ 178.168, 178.169, 178.170, 178.185, 178.190 of this chapter). Wooden boxes with glass inside containers, not over 1 gallon capacity each, except that glass inside containers up to 3 gallons capacity may be used if only one such container is packed in each outside wooden box.

(2) Specification 12A (§ 178.210 of this chapter). Fiberboard boxes with inside glass bottles not over 5 pints capacity each. Not more than six 5-pint glass bottles may be packed in one outside container. Shipper must have established that the completed package meets test requirements prescribed by § 178.210–10. of this chapter.

(3) Specification 33A (§ 178.150 of this chapter). Polystyrene cases (nonreusable container) with inside glass bottles not over 5 pints capacity each. Not more than four 5-pint bottles may be packed in one outside container.

(4) Specification 1X (§ 178.5 of this chapter). Boxed carboys; single-trip for export only. For shipment by common carriers by water to noncontiguous territories or possessions of the United States and foreign countries; shipments from inland points in the United States which are consigned to such destinations are authorized to be transported to ship side by rail freight in carload lots only and by motor vehicle in truckload lots only.

(5) Specifications 1H, 15P, or 22C (§§ 178.13, 178.182, 178.198). Metal crate with inside polyethylene carboy; or glued plywood or wooden box, or plywood drum as prescribed by § 178.198–2(a) of this chapter with inside specification 2T or 2TL (§ 178.21, 178.27 of this chapter) polyethylene container.

(6) Specification 6D or 37M (nonreusable container) (§§ 178.102, 178.134 of this chapter). Cylindrical steel overpacks with inside spec. 2S, 2SL or 2T (§§ 178.35, 178.35a, 178.21 of this chapter) polyethylene container. Overpack of 55-gallon capacity must be constructed of at least 16-gage steel throughout when used for sulfuric acid of 93 percent or greater concentration.

(7) Specification 16D (§ 178.187 of this chapter). Wirebound wooden overwrap, with inside specification 2T, 2TL, 2S, or 2SL (§§ 178.21, 178.27, 178.35, 178.35a of this chapter), polyethylene container.

(8) Specification 21P (§ 178.225 of this chapter). Fiber drum overpack with inside spec. 2T or 2U (§§ 178.21, 178.24 of this chapter) polyethylene container not over 15-gallon capacity each.

(9) Specification 34 (§ 178.19 of this chapter). Polyethylene container without overpack, not over 30-gallon capacity.

(10) Specification 16A (§ 178.185 of this chapter). Wirebound wooden box (see § 178.185–22 of this chapter) with inside specification 2U (§ 178.24 of this chapter) polyethylene container. The polyethylene container must be separated from the wooden box by a complete corrugated fiberboard liner and top and bottom pads.

(11) Specification 12P (§ 178.211 of this chapter). Fiberboard boxes with inside specification 2U (§ 178.24 of this chapter) polyethylene containers not over 5-gallon capacity each. Wire staples are not authorized for assembly or closure of boxes, except when polyethylene container is completely enclosed in inside boxes free of wire staples or other projections that could cause failures.

(12) Specification 12B (§ 178.205 of this chapter). Fiberboard boxes with inside polyethylene containers or other containers of plastic compatible with the chemical, not over 1-gallon capacity each. Inside containers must be cushioned to prevent movement in the outside box. Not more than four 1-gallon inside containers may be packed in one outside container. Authorized gross weight not over 75 pounds.

(13) Specification 12R (§ 178.212 of this chapter). Paper-faced expanded polystyrene board boxes with inside specification 2E (§ 178.24a of this chapter) polyethylene bottles not over 1-gallon capacity each. Not more than four 1-gallon polyethylene bottles may be packed in one outside packaging.

(14) Specification 12R (§ 178.212 of this chapter). Paper-faced expanded polystyrene board boxes with inside glass bottles not over 5 pints capacity each. Not more than six 5-pint bottles may be packed in one outside shipping container.

(15) Specification 1A, 1C, or 1K (§§ 178.1, 178.3, 178.14 of this chapter), Carboys in boxes or kegs.

(16) Specification 1D or 1E (§ 178.4, 178.7 of this chapter). Glass carboys in boxes or plywood drums, of not over 6.5 gallons nominal capacity.

(17) Specification 5A (§ 178.81 of this chapter). Metal barrels or drums. Authorized for sulfuric acid of 77.5 percent or greater concentrations, with or without an inhibitor, provided such acid has a corrosive effect on steel no greater than 93.2 percent sulfuric acid, measured at 100° F.

NOTE 1: Tapered steel plugs, without gaskets, for standard specification 5A flanges are authorized. Threaded length must not be less than 1.5 inches. Major diameter of plug must not be over $2\frac{11}{32}$ inches, and minor diameter not less than $2\frac{7}{32}$ inches.

(18) Specification 17F (§ 178.117 of this chapter). Metal barrels or drums (single-trip only). Drums equipped with vented closures of an experimental type approved by the Bureau of Explosives are also authorized for export shipments. Authorized for sulfuric acid of 77.5 percent to 98 percent concentrations with or without an inhibitor, provided such acid has a corrosive effect on steel no greater than 93.2 percent sulfuric acid, measured at 100° F.

(19) Specification 5C (§ 178.83 of this chapter). Metal barrels or drums of Type 304, 316, or 347 stainless steel or other types of stainless steel of at least equivalent corrosion resistance and physical properties. Authorized for sulfuric acid of 93 percent or greater concentrations.

(20) Specification 60 (§ 178.255 of this chapter). Portable tank. Authorized for sulfuric acid of 65.25 percent or greater concentrations, provided the corrosive effect in steel is not greater than that of 65.25 percent sulfuric acid, measured at 100° F.

(21) Specification MC 310, MC 311, or MC 312 (§ 178.343 of this chapter). Tank motor vehicles. Authorized for sulfuric acid of concentrations 65.25 percent of greater concentrations, provided the corrosive effect in steel is not greater than that of 65.25 percent sulfuric acid, measured at 100° F.

(22) Specification 103A,[1] 103AW, 111A100F2, or 111A100W2 (§§ 179.200, 179.201 of this chapter). Tank cars. Authorized for sulfuric acid of concentrations 65.25 percent or greater concentrations, provided the corrosive effect in steel is not greater than that of 65.25 percent sulfuric acid, measured at 100° F. Tank cars used for sulfuric acid, mixed acid (nitric and sulfuric acids) (nitrating acid), and other fuming acids, may be equipped with safety vents incorporating lead discs having a $\frac{1}{8}$-inch breather hole in their center. The $\frac{1}{8}$-inch breather hole is not permitted in lead discs of safety vents on oleum tank cars.

(23) Specification 5D (§ 178.84 of this chapter). Rubber-lined metal drums.

(24) Specification 60 (§ 178.255 of this chapter). Rubber-lined portable tanks.

(25) Specification MC 310, MC 311, or MC 312 (§ 178.343 of this chapter). Rubber-lined tank motor vehicles.

(26) Specification 103B,[1] 103BW, or 111A100W5 (§ 179.200, 179.201 of this chapter). Tank cars.

(27) Specification 103AW, 111A100F2, or 111A100W2 (§§ 179.200, 179.201 of this chapter). Tank cars having tanks equipped with a phenolic lining impervious to the lading.

(j) [Canceled]

(k) [Canceled]

(l) [Canceled]

[1] Use of existing tank cars authorized, but new construction not authorized.

This proposal is made under the authority of sections 831–835 of title 18, United States Code, section 9 of the Department of Transportation Act (49 U.S.C. 1657), and title VI and section 902(h) of the Federal Aviation Act of 1958 (49 U.S.C. 1421–2430 and 1472(h)).

Issued in Washington, D.C., on March 12, 1971.

W. F. REA III,
Rear Admiral, U.S. Coast Guard, By direction of Commandant, U.S. Coast Guard.

CARL V. LYON,
Acting Administrator, Federal Railroad Administration.

ROBERT A. KAYE,
Director, Bureau of Motor Carrier Safety, Federal Highway Administration.

SAM SCHNEIDER,
Board Member, For the Federal Aviation Administration.

[FR Doc.71-3789 Filed 3-18-71;8:45 am]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 73]

[Docket No. 19172; FCC 71-261]

FM BROADCAST STATIONS, TABLE OF ASSIGNMENTS, BRUNSWICK, MD.

Notice of Proposed Rule Making and Order To Show Cause

In the matter of amendment of § 73.202, Table of Assignments, FM Broadcast Stations; (Brunswick, Md.), RM-1450.

1. Notice of proposed rule making is given in the above-captioned preceding. The Commission will also issue an order directed to Regional Broadcasting Co., licensee of Station WHAG-FM, Halfway, Md., to show cause why it should not be required to change its operation from Channel 244A to 240A, if it is concluded that Channel 244A should be added in the Table at Brunswick, Md.

2. By petition filed April 30, 1969, Elektra Broadcasting Co., licensee of Station WTRI(AM), Brunswick, Md. (daytime only), requested that the Commission institute rule making proceedings looking toward amendment of § 73.202 of Commission's rules that would result in a revision of the FM Table of Assignments as follows:

City	Channel No.	
	Present	Proposed
Williamsport, Md.	240A	----------
Halfway, Md.	244A	240A
Brunswick, Md.	----------	244A

Elektra also requests that the Commission issue an order to show cause directed against the licensee of WHAG–FM to require it to show why it should not be required to shift channels as proposed above. Elektra contends that the proposed changes would be consonant with the objectives of section 307(b) of the Communications Act of 1934, as amended, and that it will furnish reasonable reimbursement to Regional for any change-over costs necessary to convert operations from Channel 244A to Channel 240A.

3. Regional vigorously opposed the petition, which would require WHAG–FM to change channel. The pleadings subsequent to the petition were very voluminous and much greater in number than is permitted by the Commission's rules in a rule making proceeding. All pleadings subsequent to those permitted by the rules were accompanied by petitions for leave to file the extra pleadings. Because of certain channel assignments made subsequent to the original filings, we will consider the late-filed pleadings on their merits.

4. In support of its pleading, Elektra states that Brunswick, Md., is an incorporated city with a Mayor-Council form of government, having a 1960 population of 3,555 (advance Reports of 1970 Census figures indicate 3,566). Brunswick is situated on the banks of the Potomac and has substantial maintenance operations on the main line of the Baltimore and Ohio Railroad. The railroad industry is the predominant one in the area, but another company, a manufacturer of ladies sportswear has located in Brunswick, and an aluminum company is building a plant which will employ over 1,000 people. The City also submitted, through a letter from the Mayor, that over $1 million has been or will be spent for community facilities (water treatment and sewage) to accommodate a population of up to 20,000 people. In addition, 3,500 homes are being built within 5 air miles from Brunswick, along with a new shopping center, and a builder plans to develop 150–200 homes within its city limits. The city has its own volunteer fire department and police force, one elementary and one modern high school, and churches of nine denominations. Petitioner also asserts that the area around Brunswick abounds with outdoor recreational activity, as evidenced by the C. & O. Canal, nearby fishing, skating, and skiing facilities, etc.

5. Petitioner claims that the proposed channel would provide a first nighttime aural service to Brunswick; but we note that at least part of the city will be within the 1 mv/m contour of a station newly authorized (February 1971) at Braddock Heights, Md. (near Frederick), some 14 miles away. The argument is also put in terms of comparative broadcast outlets in Frederick County, where Brunswick is located, compared to Washington County, where Williamsport and Halfway are situated (about 7 and 3 miles from Hagerstown). As to AM stations, Frederick County has a fulltime regional station at Frederick, daytime stations at Braddock Heights and Brunswick, and a fulltime local (Class IV) station at Thurmont, which operates with 100 watts power. Washington County has two Class IV stations at Hagerstown (250 watts night, 1 kw. day) and a daytime AM station at Halfway (WHAG). As to FM, Frederick County has a Class B station at Frederick and the newly authorized Class A at Braddock Heights, mentioned above; Washington County has two Class B's at Hagerstown and WHAG–FM (Class A) at Halfway, plus the Williamsport assignment which would be deleted under the present proposal. The two counties have 1970 Census populations of 84,927 (Frederick) and 103,829 (Washington).

6. The proposal would involve deletion of the only FM assignment at the community of Williamsport (1970 population 2,270), which has no local station. Petitioner asserts that this community is and will be well served from nearby Hagerstown and Halfway stations; and also submits an affidavit from the party at whose instance the assignment to Williamsport was made in 1968, to the effect that, with a channel otherwise available in this area, it is no longer interested in applying for that assignment (Regional, the licensee of WHAG–FM, claims in opposition that this statement was made after dealings with the principals of the petitioner). Petitioner states that it will apply for the channel at Brunswick if it is assigned.

7. The opposition, the reply and all subsequent pleadings will be treated together on a topical basis. The main thrusts of the Regional opposition pleadings are that (a) the change in channels for WHAG–FM, the only station providing stereophonic service to Washington and Frederick Counties, would cause a disruption in service and thereby be a disservice to the people now receiving the signal on Channel 244A; (b) that the shift would restrict site location improvement of the facilities of WHAG–FM; (c) that Elektra has not made an adequate showing as to other available frequencies; and (d) that the proposed operation on Channel 244A will be shadowed between the site and Brunswick, and that (e) WHAG–FM operation on Channel 240A will result in second harmonic interference to the received aural signal of Station WTOP–TV, Channel 9, Washington, D.C.[1] Regional also contends that Elektra has not shown any "overriding public interest consideration" which would warrant the disruption to WHAG–FM. Finally, Regional claims that the assignment of Channel 280A to Braddock Heights, located in Frederick County, obviates the need for additional FM service in that county and area; and that

[1] Regional also made an argument concerning possible short spacing between Channel 240A if used by it at Halfway, and Channel 241 at Red Lion, Pa. (Station WGCB–FM), based on the assumption that the WGCB–FM license might not be renewed and therefore in the future the reference point would not be its present location (which meets separation) but the center of Red Lion. The license of this station has since been renewed (running until August 1, 1972), and therefore this argument—which is speculative in any event—need not be considered further.

Elektra has not shown the removal of the only assignment at Williamsport is in the public interest as balanced against a second transmission facility for Brunswick.

8. Elektra, in reply pleadings, contends that the disruption will be minimal because the changeover can be made in one night, that the difference in frequency is so close that patrons would hardly be inconvenienced, and that, because of reimbursement to WHAG–FM, no disruption will occur. As to the shadowing and second harmonic problems, both assertedly theoretical and speculative Elektra states that they can be solved relatively easily. It is stated that either channel (240A or 244A) can be used for stereophonic transmission. It is claimed that the objection concerning improvement of the WHAG–FM facilities is not sound since it is colocated with WHAG(AM) and can increase antenna height if necessary. With respect to Regional's allegation that Elektra has not analyzed all assignment possibilities, Elektra states that its study concluded that any channel assignment to Brunswick would require a shift in channels for an existing station, and the present proposal is the only one that can reasonably be made in the circumstances, and would have the least impact on the existing allocation structure. Elektra contends that, even with the Braddock Heights assignment, there is a serious and demonstrable need for additional nighttime service in Brunswick and Frederick County.

Conclusions. 9. The proposal involved here is a difficult one, involving as it does an assignment to a rather small community which already has a local daytime AM station and receives fulltime FM service from one or more stations fairly close by, and which, on the other hand, would require the shift of an existing station and the deletion of the only FM assignment from a community which does not have an AM station. We have not reached any decision as to whether or not the assignment should ultimately be made, and the issuance of this notice is not to be taken as any indication that we have. Nevertheless, the matter of providing a first fulltime local outlet for Brunswick, a fairly substantial community, appears clearly to warrant the institution of rule making so that parties may comment. We note, in this connection, the fact that under established Commission procedure Regional will be reimbursed for the reasonable costs of the shift, the small size of Williamsport and the fact that it is quite close to Halfway and Hagerstown and their stations, and the absence of any demand for the channel at Williamsport, the party who requested its assignment earlier now disavowing any interest. As far as it appears, this proposal is the only way a channel can be provided for Brunswick, at least without changes more complicated than those involved here.

10. The matter of possible second-harmonic interference to television from WHAG–FM, if operating on Channel 240A as proposed, warrants more discussion. Washington County, Md. (Hagerstown), is an area which until early 1970 was without off-air reception of local or nearby signals (it now has UHF Station WHAG–TV, Hagerstown, which presents NBC programs), and where distant signals, including those from Washington, D.C., are extensively used. Television Factbook, 1970–71 edition, shows American Research Bureau (March 1969) survey data to the effect that all four Washington, D.C. VHF stations, and Baltimore Channel 2 (WMAR–TV, CBS), have net weekly circulation in the county of 50 percent or greater (other Baltimore stations and Lancaster, Pa. Channel 8 show lesser viewing). The second harmonic of Channel 240A (191.8 MHz) falls near the aural carrier of Station WTOP–TV, Washington Channel 9, a CBS affiliate. Thus, second harmonic interference to reception of a station which is extensively used by viewers could occur, although it is not the only signal carrying the particular network which is available in the area.

11. However, this matter has been presented in a number of cases in the past, and the Commission has indicated its view that this is a matter which can be corrected, and not a consideration warranting a limitation on the making of FM assignments. See Information Bulletin FCC 65–130 (Feb. 19, 1965) and Public Notices "Policy to Govern the Change of FM Channels to Avoid Interference to Television Reception" and "FM Interference to TV Reception," FCC 66–106 and FCC 67–1012, February 3, 1966 (2 FCC 2d 462) and Sept. 1, 1967, respectively. Where we have changed FM assignments on this basis, it has unusually been in areas where FM channels are plentiful, which is not the case here.

12. While this consideration by itself would probably not warrant denial of the proposal, it is a matter of some significance which the parties should discuss in their comments in support or in opposition. We would expect the party ultimately becoming the permittee on the Brunswick assignment, if it is made, to bear whatever expense is involved in resolving such problems, either at the WHAG–FM transmitter if it operates on Channel 240A, or in the installation of traps in receivers in the area. Comments upon this matter are requested.

13. Accordingly, pursuant to the authority contained in sections 4(i), 303 and 307(b) of the Communications Act of 1934, as amended, it is proposed to amend the Television Table of Assignments in § 73.606(b) of the Commission's rules to read as follows:

City	Channel No.	
	Present	Proposed
Williamsport, Md.	240A	----
Halfway, Md.	244A	240A
Brunswick, Md.	----	244A

14. *It is ordered,* That, Regional Broadcasting Co. is ordered to show cause, pursuant to section 316 of the Communications Act of 1934, as amended, why its license for Station WHAG–FM, Halfway, Maryland, should not be modified to specify Channel 240A instead of Channel 244A, if it is concluded in this proceeding that this change would be in the public interest in order to make possible an FM assignment at Brunswick, Md.

15. Pursuant to applicable procedures set out in section 1.415 of the Commission's rules, interested persons may file comments on or before April 30, 1971, and reply comments on or before May 10, 1971. All submissions by parties to this proceeding or persons acting in behalf of such parties must be made in written comments, reply comments or other appropriate pleadings. Elektra Broadcasting Co. and Regional Broadcasting Co., which have already filed extensive material in this matter, may incorporate it by reference in their comments rather than submit the same matter again; but if so they must mention specifically the pleading which contains the material being referred to.

16. In accordance with the provisions of § 1.419 of the rules, an original and 14 copies of all comments, replies, pleadings, briefs, and other documents shall be furnished the Commission.

Adopted: March 10, 1971.

Released: March 12, 1971.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[FR Doc.71-3812 Filed 3-18-71;8:46 am]

SMALL BUSINESS ADMINISTRATION

[13 CFR Part 121]

SMALL BUSINESS SIZE STANDARDS

Proposed Definition of Small Business for Assistance by Small Business Investment Companies or by Development Companies

Notice is hereby given that the Administrator of the Small Business Administration proposes to amend the definition of a small business concern for the purpose of receiving assistance by small business investment companies or by development companies.

Currently for the purpose of such assistance a concern is small business if, together with its affiliates, it is independtly owned and operated, is not dominant in its field of operation, does not have assets exceeding $5 million, does not have net worth in excess of $2½ million, and does not have an average net income after Federal Income Taxes for the preceding 2 years in excess of $250,000 (average net income to be computed

without benefit of any carryover loss); or it qualifies as a small business for the purpose of receiving an SBA loan.

The above standard became effective October 22, 1960 (25 F.R. 10087).

It has come to the attention of the Small Business Administration that there are now concerns which, in order to become more competitive, need equity financing available under the Small Business Investment Company Program and which, although they meet the currently effective net worth and average net income limitations, have assets in excess of the currently effective $5 million limitation and therefore are not eligible as small business for the purpose of such assistance.

It has been suggested that the currently effective $5 million asset limitation is substantially out of balance with the general increase in price levels since this standard was originally enacted in 1960 and that such imbalance must be corrected if Small Business Investment Companies are to continue as a source of equity capital for the small concerns that need it.

Accordingly, the Administrator proposes to amend the definition of a small business concern for the purpose of receiving financial assistance from a Small Business Investment Company by increasing the assets limitation from $5 million to $7½ million. It is proposed to leave the net worth and average net income limitations at their present levels.

Specifically, it is proposed to amend Part 121 of Chapter I of Title 13 of the Code of Federal Regulations by revising § 121.3–11 to read as follows:

§ 121.3–11 Definition of small business for assistance by small business investment companies or by development companies.

A small business concern for the purpose of receiving financial or other assistance from small business investment companies or development companies is one which:

(a) Together with its affiliates, is independently owned and operated, is not dominant in its field of operation, does not have assets exceeding $7½ million, does not have net worth in excess of $2½ million, and does not have an average net income, after Federal Income Taxes, for the preceding 2 years in excess of $250,000 (average net income to be computed without benefit of any carryover loss); or

(b) Qualifies as a small business concern under § 121.3–10.

Interested parties may file with the Small Business Administration within 30 days after publication of this proposal in the FEDERAL REGISTER, written statements of facts, opinions, or arguments concerning the proposal.

All correspondence should be addressed to:

Associate Administrator for Procurement and Management Assistance, Small Business Administration, 1441 L Street NW., Washington, DC 20416, Attention: Size Standards Staff.

Dated: March 11, 1971.

THOMAS S. KLEPPE,
Administrator.

[FR Doc.71-3839 Filed 3-18-71;8:48 am]

Notices

DEPARTMENT OF THE INTERIOR

Bureau of Indian Affairs

AREA DIRECTORS ET AL.

Delegation of Authority; Exceptions

MARCH 12, 1971.

This notice is published in exercise of authority delegated by the Secretary of the Interior to the Commissioner of Indian Affairs by 230 DM 2 (32 F.R. 13938).

This delegation is issued under the authority delegated to the Commissioner by the Secretary in section 25 of Secretarial Order 2508 (10 BIAM 2.1).

Section 3 of Part 10 of the BIA Manual was published beginning at page 637 in the January 16, 1969, issue of the FEDERAL REGISTER (34 F.R. 637). In order to provide the Billings and Portland Area Directors with requested additional authority to approve loans to individuals, section 3.3F(2) is hereby amended to read as follows:

3.3 *Exceptions.* The authorities redelegated in 3.1 above do not include the following:

* * * * *

F. *Credit.* * * *

(2) The approval of loans and modifications of loans made to corporations, tribes, bands, credit associations, and cooperatives pursuant to 25 CFR 91 where the indebtedness to the lender exceeds $100,000 and any modifications of such loans extending repayment terms regardless of amount and approval of loans made to individual Indians where the indebtedness to the lender exceeds $50,000; except that

(a) The Billings Area Director may approve loans to individual members of the Crow Tribe where the indebtedness to the lender does not exceed $70,000; and

(b) The Portland Area Director may approve loans to individual members of the Confederated Tribes of the Warm Springs Reservation where the indebtedness to the lender does not exceed $100,000.

* * * * *

JAMES E. HAWK,
Acting Commissioner.

[FR Doc.71-3835 Filed 3-18-71;8:48 am]

DEPARTMENT OF COMMERCE

National Oceanic and Atmospheric Administration

[Docket No. Sub-B-38]

AMERICAN STERN TRAWLERS, INC.

Notice of Hearing Regarding Transfer of Fishery

MARCH 17, 1971.

American Stern Trawlers, Inc., has applied for permission to transfer the operations of the 296'10" length overall fishing vessel "Seafreeze Atlantic", constructed with the aid of a fishing vessel construction-differential subsidy, from the fishery for groundfish (cod, cusk, haddock, hake, pollock and ocean perch), whiting, herring, squid, and mackerel to the fishery for groundfish (cod, cusk, haddock, hake, pollock, and ocean perch), whiting, herring, squid, mackerel, and calico scallops.

Notice is hereby given pursuant to the provisions of the U.S. Fishing Fleet Improvement Act, as amended (46 U.S.C. 1401 et seq.) and Notice and Hearing on Subsidies (50 CFR Part 257) and Reorganization Plan No. 4 of 1970, that a hearing in the above-entitled proceedings will be held on April 22, 1971, at 9:30 a.m., in Hearing Room B, 11th floor, Ballston Tower No. 3, 4015 Wilson Boulevard, Arlington, VA. Any person desiring to intervene must file a petition of intervention with the Director, National Marine Fisheries Service, Interior Building, Washington, D.C. 20235, as prescribed in 50 CFR Part 257 at least 10 days prior to the date set for the hearing. If such petition of intervention is granted, the place of the hearing may be changed to a field location. Telegraphic notice will be given to the parties in the event of such a change along with the new location.

JAMES F. MURDOCK,
Chief,
Division of Financial Assistance.

[FR Doc.71-3904 Filed 3-18-71;9:07 am]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

COMMUNITY DEVELOPMENT CORP.

Assignment of Functions

The Community Development Corporation shall perform the functions and duties, and exercise the power and authority, of the Secretary of Housing and Urban Development with respect to the following programs:

1. Assistance for new communities under Part B of the Urban Growth and New Community Development Act of 1970 (Title VII of the Housing and Urban Development Act of 1970, Public Law 91-609, 84 Stat. 1791).

2. Loan guarantees and supplementary grant assistance for new communities under the New Communities Act of 1968 (Title IV of the Housing and Urban Development Act of 1968, Public Law 90-448, 82 Stat. 513, 42 U.S.C. 3901).

The Community Development Corporation is authorized to use the seal of the Department of Housing and Urban Development as its corporate seal. The Corporation may assign such duties and functions to its officers, employees, and agents (who shall be officers and employees of the Department of Housing and Urban Development) as are necessary in carrying out the programs assigned herein.

Supersedure. This delegation supersedes the delegation of authority to the Assistant Secretary for Metropolitan Planning and Development, published at 35 F.R. 2745, February 7, 1970, with respect to the New Communities Act of 1968 (Sec. A,5).

(Sec. 7(d), Department of HUD Act, 42 U.S.C. 3535(d); sec. 729(c) of the Housing and Urban Development Act of 1970, 84 Stat. 1804)

Effective date. This delegation of authority is effective as of March 1, 1971.

GEORGE ROMNEY,
Secretary of Housing and Urban Development.

[FR Doc.71-3840 Filed 3-18-71;8:48 am]

ATOMIC ENERGY COMMISSION

[Docket No. 50-367]

NORTHERN INDIANA PUBLIC SERVICE CO.

Notice of Receipt of Application for Construction Permit and Facility License; Time for Submission of Views on Antitrust Matters

Northern Indiana Public Service Co., 5265 Hohman Avenue, Hammond, IN 46320, pursuant to the Atomic Energy Act of 1954, as amended, has filed an application dated August 24, 1970, for authorization to construct and operate a single-cycle, forced circulation, boiling water nuclear reactor at its Bailly Generating Station site, located in Westchester Township, Porter County, Ind. The proposed site is located on the south end of the shore of Lake Michigan, adjacent to the fossil-fueled Units 7 and 8 of the Bailly Generating Station, and is approximately 12 miles east-northeast of Gary, Ind.

The proposed nuclear reactor, designated by the applicant as Bailly Generating Station—Nuclear 1, is designed for initial operation at approximately 1,931 megawatts (thermal) with a net electrical output of approximately 657 megawatts.

Any person who wishes to have his views on the antitrust aspects of the application presented to the Attorney General for consideration shall submit such views to the Commission within sixty (60) days after March 5, 1971.

A copy of the application is available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C., and at the local office of Northern Indiana Public Service Co., 141 South Calumet Street, Chesterton, IN.

Dated at Bethesda, Md., this 22d day of February 1971.

For the Atomic Energy Commission.

PETER A. MORRIS,
Director,
Division of Reactor Licensing.

[FR Doc.71-2624 Filed 3-4-71;8:45 am]

[Dockets Nos. 50-373, 50-374]

COMMONWEALTH EDISON CO.

Notice of Receipt of Application for Construction Permits and Facility Licenses; Time for Submission of Views on Antitrust Matters

Commonwealth Edison Co., 1 First National Plaza, Chicago, IL 60690, pursuant to the Atomic Energy Act of 1954, as amended, has filed an application dated November 3, 1970, for authorization to construct and operate two single-cycle, forced circulation, boiling water nuclear reactors at its site, located in Brookfield Township, La Salle County, Ill. The proposed site is located approximately 5 miles south-southwest of Seneca, Ill.

The proposed facilities are designated by the applicant as La Salle County Nuclear Power Station, Units 1 and 2. Each reactor is designed for initial operation at approximately 3,293 megawatts (thermal) with a net electrical output of approximately 1,078 megawatts.

Any person who wishes to have his views on the antitrust aspects of the application presented to the Attorney General for consideration shall submit such views to the Commission within sixty (60) days after March 5, 1971.

A copy of the application is available for public inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, DC, and in the Office of the Chairman of the Board of Supervisors, La Salle County Courthouse, Ottawa, Ill.

Dated at Bethesda, Md., this 22nd day of February, 1971.

For the Atomic Energy Commission.

PETER A. MORRIS,
Director,
Division of Reactor Licensing.

[FR Doc.71-2623 Filed 3-4-71;8:45 am]

[Docket No. 50-271]

VERMONT YANKEE NUCLEAR POWER CORP.

Order Changing Date and Place for Prehearing Conference

In the matter of Vermont Yankee Nuclear Power Corp. (Vermont Yankee Nuclear Power Station).

The Atomic Energy Commission by Notice of Hearing issued February 24, 1971, provided for a prehearing conference in this proceeding to be convened by the Atomic Safety and Licensing Board on Tuesday, April 13, 1971, in the Vermont National Guard Armory, 207 Main Street, Brattleboro, VT.

Since the time of the issuance of that notice, many requests have been transmitted to the Commission for a change of the location in Brattleboro of this prehearing conference so that the elderly and others who desire to attend the proceeding may have better access to the place for the prehearing conference. The Commission, in order to accommodate these requests, has received permission to hold this conference in the Brattleboro Union High School Gymnasium, Fairground Road, Brattleboro, VT, but this space is not available on April 13 but will be on April 20, 1971.

Wherefore, pursuant to the Atomic Energy Act, as amended, and the Rules of Practice of the Commission: *It is ordered,* That the date and place heretofore specified are changed and the Commission Notice of Hearing is modified to the extent that the prehearing conference in this proceeding shall convene at 10 a.m. in the Brattleboro Union High School Gymnasium, Fairground Road, Brattleboro, VT, on Tuesday, April 20, 1971.

Issued: March 17, 1971, Germantown, MD.

ATOMIC SAFETY AND LICENSING BOARD,
SAMUEL W. JENSCH,
Chairman.

[FR Doc.71-3895 Filed 3-18-71;8:50 am]

FEDERAL COMMUNICATIONS COMMISSION

[FCC 71-231]

CATV ANNUAL FEE

Deadline for Filing Extended; Required Computation Form Available

MARCH 5, 1971.

Sections 1.1102(c)(2) and 1.1116(b) of the Commission's rules provide, in pertinent part, that CATV systems are required to pay an annual fee of 30 cents per subscriber on or before April 1 for the preceding calendar year. Many questions have arisen concerning the method of calculation of this fee during its first year of application. Accordingly, a CATV Annual Fee Computation Form (FCC Form 326-A) has been prepared to simplify calculations of the appropriate fee for each CATV system, and is now available from the Commission. In addition, the Commission has decided to extend the time for filing the CATV annual fee due for the 1970 calendar year to May 1, 1971.

Since Commission CATV records are kept on a community basis, a separate FCC Form 326-A, with payment attached, must be filed for each separate and distinct community or municipal entity (including single, discrete, unincorporated areas) served by CATV facilities, even if there is a single head end and identical ownership of facilities extending into several communities. Fees should be paid by check or money order payable to the Federal Communications Commission. (Cash or stamps should not be sent.)

Copies of FCC Form 326-A will be sent to all known CATV system owners or operators.

Action by the Commissioner March 3, 1971.[1]

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[FR Doc.71-3816 Filed 3-18-71;8:46 am]

USE OF NEW 70 CHANNEL UHF DETENT TUNING DEVICE TO MEET COMPARABLE TV TUNING REQUIREMENT

Request for Comments

MARCH 15, 1971.

Sarkes Tarzian, Inc., a television tuner manufacturer, has requested the Commission to rule that television receiver manufacturers may use a UHF detent tuning device of its design (described below), with a VHF detent memory tuning system, to meet the requirements of the Commission's comparable tuning rules. See 47 CFR 15.68. Authority is requested for a period of three years.

Sarkes Tarzian describes the device as having the following features:

(a) It has 70 detent positions, one for each UHF channel.

(b) It provides for the display of the precise UHF channel selected at each position.

(c) Sarkes Tarzian states that, "The added cost is less than one-third of the present added cost of any preset memory [device] now available on the market."

(d) The device is said to be usable in all receivers, regardless of size.

(e) The maximum variation from correct frequency at any of the 70 detent positions is ± 3 MHz (1/2 channel). (This is probably comparable to VHF tuning accuracy where the VHF tuning system is not equipped with memory tuning. If the Sarkes Tarzian device were used in combination with wide band AFC or AFT (automatic fine tuning), tuning accuracy would be comparable to that of a VHF system equipped with memory tuning.)

(f) The fine tuning range is ± 5 MHz.

(g) The fine tuning ratio is 14:1 (identical to current single speed planetary UHF drives).

(h) Detent resettability is ± 200 kHz. (This term refers to maximum frequency variation when tuning from one channel to another, and back, without change in the fine tuning adjustments.)

(i) Other electrical and mechanical characteristics are as in current use.

A receiver utilizing the Sarkes Tarzian device (without AFC) and a VHF memory tuning system does not "provide approximately the same degree of tuning accuracy with approximately the same expenditure of time and effort," and therefore would not meet all requirements of the comparable tuning rules (see § 15.68(b)). With a VHF memory

[1] Commissioners Burch (Chairman), Bartley, Robert E. Lee, Johnson, H. Rex Lee, Wells and Houser.

tuning system, fine tuning is rarely necessary. With the Sarkes Tarzian device, unaided by AFC, the user selecting a UHF channel would receive a picture, possibly a viewable picture, but would usually have to fine tune the channel. Fine tuning would be relatively simple and, for most persons, would probably require no more than a few seconds. Use of the Sarkes Tarzian device would appear to satisfy all other requirements of the comparable tuning rules.

If the request were granted, receiver manufacturers could use the device to meet the requirements of the comparable tuning rules. If the request were denied, manufacturers could still use the device for meeting the requirements, but only if they degraded VHF tuning accuracy (by eliminating memory) or upgraded UHF tuning accuracy (by adding AFC). The degradation of VHF tuning is intrinsically undesirable. The addition of AFC would, of course, involve additional cost.

The question presented is whether the public-interest in the full development of UHF television would best be served by granting the authority requested, either wholly or in part, or by denying the request. Comment on this question is requested from interested persons (particularly tuner and receiver manufacturers and UHF broadcasters). Comment may be submitted by letter to the Commission's Chief Engineer on or before March 26, 1971. Consideration may appropriately be given to limitations on any grant of authority relating, for example, to the duration of the grant or to the size or price of receivers to which it may apply.

Copies of this notice are being mailed to persons who filed comments in the comparable tuning rule making proceeding (Docket 18433) or who have submitted written inquiries to the Television Tuning Panel.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

[FR Doc.71-3817 Filed 3-18-71;8:46 am]

[Report No. 535]

COMMON CARRIER SERVICES INFORMATION [1]

Domestic Public Radio Services Applications Accepted for Filing [2]

MARCH 15, 1971.

Pursuant to §§ 1.227(b)(3) and 21.30 (b) of the Commission's rules, an application, in order to be considered with any domestic public radio services application appearing on the attached list, must be substantially complete and tendered for filing by whichever date is earlier: (a) The close of business one business day preceding the day on which the Commission takes action on the previously filed application; or (b) within 60 days after the date of the public notice listing the first prior filed application (with which subsequent applications are in conflict) as having been accepted for filing. An application which is subsequently amended by a major change will be considered to be a newly filed application. It is to be noted that the cut-off dates are set forth in the alternative—applications will be entitled to consideration with those listed in the appendix if filed by the end of the 60-day period, only if the Commission has not acted upon the application by that time pursuant to the first alternative earlier date. The mutual exclusivity rights of a new application are governed by the earliest action with respect to any one of the earlier filed conflicting applications.

The attention of any party in interest desiring to file pleadings pursuant to section 309 of the Communications Act of 1934, as amended, concerning any domestic public radio services application accepted for filing, is directed to § 21.27 of the Commission's rules for provisions governing the time for filing and other requirements relating to such pleadings.

FEDERAL COMMUNICATIONS COMMISSION,
[SEAL] BEN F. WAPLE,
Secretary.

APPLICATIONS ACCEPTED FOR FILING

DOMESTIC PUBLIC LAND MOBILE RADIO SERVICE

File No., applicant, call sign, and nature of application

4789-C2-P-71—Southern Radio-Phone Inc. (New), C.P. for a new 2-way station to be located off Highway, U.S. 1, Sugar Loaf Key, Fla., to operate on 152.06 MHz.

4790-C2-TC-(7)71—National Communication Systems, Inc., Consent to transfer of control from Daniel W. Cochran, Lloyd A. French, and Bruce R. Geernaert, Transferors, to: Airsignal International, Inc., Transferees, Stations: KMM703, Lake Tahoe, Calif.; KMA704, Sacramento, Calif.; KMM705, Stockton, Calif.; KMM706, Modesto, Calif.; KJU808, Vallejo, Calif.; KRM981, Sacramento, Calif.; KRM982, Stockton, Calif.

4803-C2-P-71—Airsignal International Inc. (KKG561), C.P. to relocate the (1-way) base facilities operating on 35.22 MHz to 1 Shell Plaza, Houston, TX.

4804-C2-P-71—Airsignal International Inc. (KKE964), C.P. to relocate the (2-way) base facilities operating on 152.21 MHz to 1 Shell Plaza, Houston, TX.

4805-C2-MP-71—Answer Iowa, Inc. (KRS644), Modification of C.P. to relocate the (1-way) facilities operating on 158.70 MHz to 732 18th Street, Des Moines, IA.

4827-C2-P-71—Nevada Mobile Telephone Co. (New), C.P. for a new 2-way station to be located on Elko Mountain, 8 miles northeast of Elko, Nev., to operate on frequency 152.03 MHz.

4861-C2-P-71—Mobilfone of Leoti, Inc. (New), C.P. for a new 2-way station to be located at approximately 1.5 miles east of Intersection Highways 96 and 25, Leoti, Kans., to operate on frequency 152.09 MHz.

3557-C2-R-71—New England Telephone & Telegraph Co. (KA9446), Renewal of Developmental license expiring April 25, 1971. Term: April 25, 1971 to April 25, 1972.

4868-C2-TC-(2)-71, Delta Valley Radiotelephone Co., Inc., Consent to transfer of control from Leonard W. Pores, Transferor, to: Stockton Mobilphone, Inc., Transferee. Stations: KMA743, Sacramento, Calif.; KRM983, Sacramento, Calif. (1-way).

Major Amendment

6283-C2-P-68—Mobile Telephone Service of Wheeling, W. Va. (New), Change frequency to 158.70 MHz: All other particulars same as reported on public notice dated Aug. 28, 1968.

1003-C2-P-71—Florida Telephone Corp. (KIJ360), Amend to add frequency 152.66 MHz. All other particulars same as reported on public notice dated Aug. 31, 1970.

1122-C2-P-(5)-71—Pacific Northwest Bell Telephone Co. (New), Change frequency to 152.84 MHz and change location No. 2 to: 220 Tacoma Avenue South. All other particulars same as reported on public notice dated Aug. 31, 1970.

3517-C2-P-71—Southeast Nebraska Telephone Co. (New), Change frequency to 152.78 MHz. All other particulars same as reported on public notice dated Jan. 11, 1971.

7976-C2-P-70—Pacific Northwest Bell Telephone Co. (New), Change frequency to 152.84 MHz. All other particulars same as reported on public notice dated June 8, 1970.

Correction

3962-C2-AP/AL-71—Iowa City Communications Corp., Correct entry to read: Consent to assignment of license from: Iowa City Communications Corp., Assignor, to Answer Iowa, Inc., Assignee (public notice dated Feb. 8, 1971).

RURAL RADIO SERVICE

4862-C1-P-71—The Mountain Telephone & Telegraph Co. (KPQ39), C.P. to modify transmitters operating on 454.60 MHz communicating with Station KPQ40, Lucin, Utah. Station location: 3.5 miles north-northeast of Wendover, Utah.

4863-C1-P-71—The Mountain Telephone & Telegraph Co. (KPQ40), C.P. to modify transmitters operating on 459.60 MHz communicating with station KPQ39, Wendover, Utah. Station location: 3.5 miles east-northeast of Lucin, Utah.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIER)

4807-C1-MP-71—General Telephone Co. of Wisconsin (WBP52), Modification of C.P. to replace transmitters and change emission designator. Frequencies: 11,245 and 11,485 MHz toward Rib Mountain, Wis. Station location: 521 Fourth Street, Wausau, WI.

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[1] All applications listed in the appendix are subject to further consideration and review and may be returned and/or dismissed if not found to be in accordance with the Commission's rules, regulations and other requirements.

[2] The above alternative cut-off rules apply to those applications listed in the appendix as having been accepted in Domestic Public Land Mobile Radio, Rural Radio, Point-to-Point Microwave Radio and Local Television Transmission Services (Part 21 of the rules).

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIER)—continued

4808–C1–P/ML–71—General Telephone Co. of Pennsylvania (KGP46), C.P. and modification of license to replace transmitter from Motorola, to Microwave Associates. Frequency: 5975.0 MHz toward (WQLN–TV studio). Station location: 1001 State Street, Erie, PA.

4828–C1–P–71—The Pacific Telephone & Telegraph Co. (KMA38), C.P. to add frequency 3750 MHz toward Santiago Peak, Calif. Station location: 434 South Grand Avenue, Los Angeles, CA.

4829–C1–P–71—The Pacific Telephone & Telegraph Co. (KME44), C.P. to replace transmitter to operate on frequency 3890 MHz toward Los Angeles, Calif. Station location: Santiago Peak, Calif.

4830–C1–P–71—Southern Bell Telephone & Telegraph Co. (KIP48), C.P. to add frequency 3910 MHz toward Graves, Ga. Station location: 304 Pine Avenue, Albany, GA.

4831–C1–P–71—Southern Bell Telephone & Telegraph Co. (KRW79), C.P. to add frequency 3870 MHz toward Lumpkin, Ga., and 4110 MHz toward Albany, Ga. Station location: Approximately 3 miles southeast of Graves, Ga.

4832–C1–P–71—Southern Bell Telephone & Telegraph Co. (KIO42), C.P. to add frequency 3910 MHz toward Fort Mitchell, Ala., and 4150 MHz toward Graves, Ga. Station location: Approximately 3.5 miles southwest of Lumpkin, Ga.

4833–C1–P–71—Southern Bell Telephone & Telegraph Co. (KIO59), C.P. to add frequency 4150 MHz toward Fort Mitchell, Ala. Station location: 405 13th Street, Columbus, GA.

4834–C1–P–71—The Pacific Telephone & Telegraph Co. (KMJ95), C.P. to add frequencies 3730, 3810, 3890, and 3970 MHz toward Berryessa Peak, Calif., a new point of communication. Station location: 1407 J Street, Sacramento, CA.

4835–C1–P–71—The Pacific Telephone & Telegraph Co. (KMA29), C.P. to add frequencies 4010, 4090, and 4170 MHz toward Mount Vaca, Calif., and 4198 and 4090 MHz toward San Francisco, Calif., and 11,405 MHz toward Walpert Ridge, Calif. Station location: Mount Diablo, 3.6 miles northeast of Diablo, Calif.

4836–C1–P–71—The Pacific Telephone & Telegraph Co. (KMN91), C.P. to add frequency 11,565 MHz toward Walpert Ridge, Calif. Station location: 95 Almaden Avenue, San Jose, CA.

4837–C1–P–71—The Pacific Telephone & Telegraph Co. (KNB53), C.P. to add frequency 4050 MHz toward Mount Diablo, Calif. Station location: 99 Moultries Street, San Francisco, CA.

4838–C1–P–71—The Pacific Telephone & Telegraph Co. (KTG20), C.P. to add frequency 10,795 MHz toward Mount Diablo, Calif., and 10,835 MHz toward San Jose, Calif. Station location: Walpert Ridge, 3.7 miles east-southeast of Hayward, Calif.

4839–C1–P–71—The Pacific Telephone & Telegraph Co. (KYS41), C.P. to add frequencies 3970, 4050, and 4130 MHz toward Berryessa Peak, Calif., and 3970, 4050, and 4130 MHz toward Mount Diablo, Calif. Station location: Mount Vaca, 6 miles northwest of Vacaville. Calif.

4840–C1–P–71—The Pacific Telephone & Telegraph Co. (KYS42), C.P. to add frequencies 4010, 4090, and 4170 MHz toward Mount Vaca, Calif., and change 4198 MHz to vertical polarization, and add 3770, 3850, 3930, and 4010 MHz toward Sacramento, Calif.

4841–C1–P–71—Florida Telephone Corp. (KIO44), C.P. to change frequencies toward Mount Verde, Fla. to 11,365 and 11,605 MHz. Station location: 33 North Main Street, Winter Garden, FL.

4842–C1–P–71—Florida Telephone Corp. (KIV81), C.P. to change frequencies toward Winter Garden, Fla. to 10,835 and 11,075 MHz. Station location: Railroad Avenue, Mount Verde, CA.

4843–C1–P/ML–71—Pacific Northwest Bell Telephone Co. (KOJ91), C.P. and modification of license to add frequency 6189.8 MHz toward (KAPP–TV near Yakima, Wash.), a new point of communication. Station location: 208 West Yakima Avenue, Yakima, WA.

4844–C1–P–71—The Pacific Telephone & Telegraph Co. (KMQ30), C.P. to add frequencies 3910, 3930, and 4010 MHz toward Mount Gleason, Calif. Station location: 14800 Ventura Boulevard, Sherman Oaks, CA.

4845–C1–P–71—The Pacific Telephone & Telegraph Co. (KMA38), C.P. to add frequency 3930 MHz toward Mount Gleason, Calif. Station location: 434 South Grand Avenue, Los Angeles, CA.

4846–C1–P–71—The Pacific Telephone & Telegraph Co. (KMW58), C.P. to add frequencies 3890 and 3970 MHz toward Mount Emma, Calif., and 3890 and 3970 MHz toward Mojave, Calif. Station location: 2 miles northwest of Hi Vista, Calif.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIER)—continued

4847–C1–P–71—The Pacific Telephone & Telegraph Co. (KNK48), C.P. to add frequencies 3870, 3890, and 3970 MHz toward Sherman Oaks, Calif. and 3890 and 3970 MHz toward Mount Emma, Calif., and 3890 MHz toward Los Angeles, Calif. Station location: 13 miles northeast of Sunland, Mount Gleason, Calif.

4848–C1–P–71—The Pacific Telephone & Telegraph Co. (KNM70), C.P. to add frequencies 3930 and 4010 MHz toward Hi Vista, Calif. Station location: 8.4 miles east-southeast of Mojave, Calif.

4849–C1–P–71—The Pacific Telephone & Telegraph Co. (WBO39), C.P. to add frequencies 3930 and 4010 MHz toward Mount Gleason, Calif., and 3930 and 4010 MHz toward Hi Vista, Calif. Station location: Mount Emma, 6.3 miles west-southwest of Little Rock, Calif.

4850–C1–P–71—Pacific Northwest Bell Telephone Co. (KOQ86), C.P. to add frequency 2114.6 MHz toward Livingston Mountain, Wash., on azimuth of 268°48′. Station location: 5 miles north of Skamania, Wash.

4851–C1–P–71—Pacific Northwest Bell Telephone Co. (KOU55), C.P. to add frequency 2164.6 MHz toward Skamania, Wash. Station location: Livingston Mountain, 6.3 miles northeast of Camas, Wash.

4664–C1–P–71—American Telephone & Telegraph Co. (KQH33), C.P. to change coordinates to 38°21′02″ N., and 81°37′58″ W. Station location: 816 Lee Street, Charleston, WV.

4852–C1–P–71—United Video, Inc. (New), C.P. for a new fixed station, 2.3 miles southeast of Labadie, Mo., at latitude 38°31′00″ N., longitude 90°48′52″ W. Frequencies 6019.3 and 6137.9 MHz on azimuth of 89°29′; 6271.4 and 6390.0 MHz on azimuth of 242°00′.

4853–C1–P–71— United Video, Inc. (New), C.P. for a new fixed station, 1,500 feet north-northeast of Neier, Mo., at latitude 38°23′38.6″ N., longitude 91°06′24″ W. Frequencies 5960.0 and 6078.6 MHz on azimuth of 61°49′; 6019.3 and 6049.0 MHz on azimuth of 257°53′.

4854–C1–P–71—United Video, Inc. (New), C.P. for a new fixed station, 1.28 miles east-northeast of Belle, Mo., at latitude 38°17′33″ N., longitude 91°41′54″ W. Frequencies 6301.0 and 6360.3 MHz on azimuth of 77°31′; 6271.4 and 6330.7 MHz on azimuth of 191°44′.

4855–C1–P–71—United Video, Inc. (New), C.P. for a new fixed station, 1 mile northwest of Rola City Center, Mo., at latitude 37°57′55.5″ N., longitude 91°47′02.9″ W. Frequencies 6049.0 and 6108.3 MHz on azimuth of 11°41′; 5960.0 and 6019.3 MHz on azimuth 247°19′.

4856–C1–P–71—United Video, Inc. (New), C.P. for a new fixed station 0.23 mile east of Waynesville City Center, Mo., at latitude 37°49′42″ N., longitude 92°11′44″ W. Frequencies 6241.7 and 6360.3 MHz on azimuth of 67°4′; 6271.4 and 6330.7 MHz on azimuth of 254°10′.

4857–C1–P–71—United Video, Inc. (New), C.P. for a new fixed station, 3.27 miles northwest of Lebanon Courthouse, MO, at latitude 37°42′39″ N., longitude 92°42′43″ W. Frequencies 6049.0 and 6108.3 MHz on azimuth of 73°51′; 5989.7 and 6078.6 MHz on azimuth of 200°44′.

4858–C1–P–71—United Video, Inc. (New), C.P. for a new fixed station, 1.14 miles southeast of Marshfield, MO, at latitude 37°19′32″ N., longitude 92°53′40″ W. Frequencies 6241.7 and 6301.0 MHz on azimuth of 20°37′; 6271.4 and 6301.0 MHz on azimuth of 243°36′.

4859–C1–P–71—United Video, Inc. (New), C.P. for a new fixed station, 6.4 miles southwest of Springfield City Center, MO, at latitude 37°08.57.8″ N. longitude 93°20′08.5″ W. Frequencies 6049.0 and 5960.0 MHz on azimuth of 243°36′; 6019.3 and 6078.6 MHz on azimuth of 275°43′.

4860–C1–P–71—United Video, Inc. (New), C.P. for a new fixed station, 1.28 miles west-northwest of Phelps, MO, at latitude 37°11′43″ N. longitude 93°55′39″ W. Frequencies 6241.7 and 6360.3 MHz on azimuth of 95°21′; 6301.0 and 6390.0 MHz on azimuth of 257°20′.

(Supplementing the carrier's previous filings for a data transmission network.)

The following Renewal Applications received for licenses expiring Feb. 1, 1971. Term: Feb. 1, 1971 to Feb. 1, 1976.

Puerto Rico Communications Authority

WWM22—Cerro Las Pinas, Caguas, P.R.
WWM23—Cayey, P.R.
WWR68—San Juan, P.R.
WWR69—Ponce, P.R.
WWR70—Cerro de Punta, Jayuya, P.R.
WWS27—Mayaguez, P.R.
WWS28—Maricao, P.R.
WWT51—Munoz Rivera No. 28, Caguas, P.R.
WWT52—El Yunque, Luquillo, P.R.
WWT53—11 Benitez Castano St. Vieques, P.R.
WWY89—Pedro Marques, Culebra, P.R.

Major Amendments

6401–C1–P–70—Southern Pacific Communications Co. (New), East St. Louis: Application is amended to change frequencies toward Waterloo to 6286.2 MHz.

6402–C1–P–70—Southern Pacific Communications Co. (New), Waterloo: Application is amended to change frequencies toward Modoc to 6004.5 MHz, and toward East St. Louis to 6034.2 MHz.

6403–C1–P–70—Southern Pacific Communications Co. (New), Modoc: Application is amended to change frequencies toward Cora to 6315.9 MHz, and toward Waterloo to 6375.2 MHz.

6404–C1–P–70—Southern Pacific Communications Co. (New), Cora: Application is amended to change frequencies toward Oak Ridge to 6004.5 MHz, and toward Modoc to 6063.8 MHz.

6405–C1–P–70—Southern Pacific Communications Co. (New), Oak Ridge: Application is amended to change frequencies toward Chaffee to 6286.2 MHz, and toward Cora to 6256.5 MHz.

6406–C1–P–70—Southern Pacific Communications Co. (New), Chaffee, Mo.: Application is amended to change frequencies toward Dexter to 5974.8 MHz, and toward Oak Ridge to 6034.2 MHz.

6407–C1–P–70—Southern Pacific Communications Co. (New), Dexter, Mo.: Application is amended to change frequencies toward Piggott to 6256.5 MHz, and toward Chaffee to 6286.2 MHz.

6408–C1–P–70—Southern Pacific Communications Co. (New), Piggott, Ark.: Application is amended to change frequencies toward Paragould to 5945.2 MHz, and toward Dexter to 6004.5 MHz.

6409–C1–P–70—Southern Pacific Communications Co. (New), Paragould, Ark.: Application is amended to change frequencies toward Jonesboro to 6286.2 MHz, and toward Piggott to 6197.2 MHz. Change azimuth toward Jonesboro to 203°15′.

6410–C1–P–70—Southern Pacific Communications Co. (New), Jonesboro, Ark.: Application is amended to change frequencies toward Fisher to 6004.5 MHz, toward Jonesboro Station to 5945.2 and 6123.1 MHz, toward Tyronza to 5974.8 MHz, and toward Paragould to 6034.2 MHz. Change azimuth toward Fisher to 212°47′, toward Jonesboro Station to 30°33′, toward Tyronza to 137°16′, and toward Paragould to 23°09′. Also, change station coordinates to 35°47′34″ N., 90°44′41″ W.

6411–C1–P–70—Southern Pacific Communications Co. (New), Jonesboro Station, Ark.: Application is amended to change frequencies toward Jonesboro to 6197.2 and 6375.2 MHz. Change azimuth toward Jonesboro to 210°34′.

6412–C1–P–70—Southern Pacific Communications Co. (New), Tyronza, Ark.: Application is amended to change frequencies toward Jonesboro to 6226.9 MHz, and toward Memphis to 6375.2 MHz. Change azimuth toward Jonesboro to 317°30′.

6413–C1–P–70—Southern Pacific Communications Co. (New), Memphis, Tenn.: Application is amended to change frequencies toward Tyronza to 6063.8 MHz.

6414–C1–P–70—Southern Pacific Communications Co. (New), Fisher, Ark.: Application is amended to change frequencies toward Hilleman to 6197.2 MHz, and toward Jonesboro to 6256.5 MHz. Change azimuth toward Jonesboro to 32°39′.

6415–C1–P–70—Southern Pacific Communications Co. (New), Hilleman, Ark.: Application is amended to change frequencies toward Keevil to 5974.8 MHz, and toward Fisher to 5945.2 MHz.

6416–C1–P–70—Southern Pacific Communications Co. (New), Keevil, Ark.: Application is amended to change frequencies toward Stuttgart to 6286.2 MHz, and toward Hilleman to 6404.8 MHz.

6417–C1–P–70—Southern Pacific Communications Co. (New), Stuttgart, Ark.: Application is amended to change frequencies toward Pine Bluff to 6004.5 MHz, and toward Keevil to 6034.2 MHz.

6418–C1–P–70—Southern Pacific Communications Co. (New), Pine Bluff, Ark.: Application is amended to change frequencies toward Rison to 6197.2 MHz, and toward Stuttgart to 6256.5 MHz.

6419–C1–P–70—Southern Pacific Communications Co. (New), Rison, Ark.: Application is amended to change frequencies toward Fordyce to 6034.2 MHz, and toward Pine Bluff to 5945.2 MHz.

6420–C1–P–70—Southern Pacific Communications Co. (New), Fordyce, Ark.: Application is amended to change frequencies toward Camden to 6226.9 MHz, and toward Rison to 6286.2 MHz.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIER)—continued

6421–C1–P–70—Southern Pacific Communications Co. (New), Camden, Ark.: Application is amended to change frequencies toward Waldo to 5945.2 MHz, and toward Fordyce to 5974.8 MHz.

6422–C1–P–70—Southern Pacific Communications Co. (New), Waldo, Ark.: Application is amended to change frequencies toward Brightstar to 6256.5 MHz, and toward Camden to 6197.2 MHz.

6423–C1–P–70—Southern Pacific Communications Co. (New), Brightstar, Ark.: Application is amended to change frequencies toward Cussetta Mountain to 6034.2 MHz, toward Benton to 5974.8 MHz, toward Texarkana to 5945.2 and 6123.1 MHz, and toward Waldo to 6004.5 MHz.

6424–C1–P–70—Southern Pacific Communications Co. (New), Texarkana, Tex.: Application is amended to change frequencies toward Brightstar to 6197.2 and 6375.2 MHz.

6425–C1–P–70—Southern Pacific Communications Co. (New), Benton, La.: Application is amended to change frequencies toward Brightstar to 6226.9 MHz, and toward Shreveport to 6315.9 MHz. Change azimuth toward Shreveport to 179°09′.

6426–C1–P–70—Southern Pacific Communications Co. (New), Shreveport, La.: Application is amended to change frequencies toward Benton to 6063.8 MHz. Change azimuth toward Benton to 359°09′.

6427–C1–P–70—Southern Pacific Communications Co. (New), Cussetta Mountain, Tex.: Application is amended to change frequencies toward Mount Pleasant to 6226.9 MHz, and toward Brightstar to 6286.2 MHz.

6428–C1–P–70—Southern Pacific Communications Co. (New), Mount Pleasant, Tex.: Application is amended to change frequencies toward Sulphur Springs to 6004.5 MHz, toward Cussetta Mountain to 5974.8 MHz, and toward Latch to 6063.8 MHz.

6429–C1–P–70—Southern Pacific Communications Co. (New), Latch, Tex.: Application is amended to change frequencies toward Mount Pleasant to 6315.9 MHz, and toward Tyler to 6256.5 MHz.

6430–C1–P–70—Southern Pacific Communications Co. (New), Tyler, Tex.: Application is amended to change frequencies toward Latch to 6004.5 MHz.

6431–C1–P–70—Southern Pacific Communications Co. (New), Sulphur Springs, Tex.: Application is amended to change frequencies toward Commerce to 6375.2 MHz, and toward Mount Pleasant to 6256.5 MHz.

6432–C1–P–70—Southern Pacific Communications Co. (New), Commerce, Tex.: Application is amended to change frequencies toward Nevada to 6093.5 MHz, and toward Sulphur Springs to 6123.1 MHz.

6433–C1–P–70—Southern Pacific Communications Co. (New), Nevada, Tex.: Application is amended to change frequencies toward Dallas to 6226.9 MHz, and toward Commerce to 6345.5 MHz.

6434–C1–P–70—Southern Pacific Communications Co. (New), Dallas, Tex.: Application is amended to change frequencies toward Midlothian to 6123.1 MHz, and toward Nevada to 5974.8 MHz.

6435–C1–P–70—Southern Pacific Communications Co. (New), Midlothian, Tex.: Application is amended to change frequencies toward Ennis to 6286.2 MHz, toward Dallas to 6375.2 MHz, and toward Fort Worth to 6345.5 and 6404.8 MHz.

6436–C1–P–70—Southern Pacific Communications Co. (New), Fort Worth, Tex.: Application is amended to change frequencies toward Midlothian to 5974.8 and 6093.5 MHz.

6437–C1–P–70—Southern Pacific Communications Co. (New), Ennis, Tex.: Application is amended to change frequencies toward Corsicana to 6063.8 MHz, and toward Midlothian to 6034.2 MHz.

6438–C1–P–70—Southern Pacific Communications Co. (New), Corsicana, Tex.: Application is amended to change frequencies toward Mexia to 6315.9 MHz, and toward Ennis to 6256.5 MHz.

6439–C1–P–70—Southern Pacific Communications Co. (New), Mexia, Tex.: Application is amended to change frequencies toward Bremond to 5974.8 MHz, and toward Corsicana to 6063.8 MHz.

6440–C1–P–70—Southern Pacific Communications Co. (New), Bremond, Tex.: Application is amended to change frequencies toward Hearne to 6256.5 MHz, and toward Mexia to 6226.9 MHz.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIER)—continued

6441–C1–P–70—Southern Pacific Communications Co. (New), Hearne, Tex.: Application is amended to change frequencies toward Bryan to 6063.8 MHz, and toward Bremond to 6004.5 MHz.

6442–C1–P–70—Southern Pacific Communications Co. (New), Bryan, Tex.: Application is amended to change frequencies toward Navasota to 6404.8 MHz, and toward Hearne to 6315.9 MHz.

6443–C1–P–70—Southern Pacific Communications Co. (New), Navasota, Tex.: Application is amended to change frequencies toward Hempstead to 6034.2 MHz, and toward Bryan to 6093.5 MHz.

6444–C1–P–70—Southern Pacific Communications Co. (New), Hempstead, Tex.: Application is amended to change frequencies toward Satsuma to 6345.5 MHz, and toward Navasota to 6286.2 MHz.

6445–C1–P–70—Southern Pacific Communications Co. (New), Satsuma, Tex.: Application is amended to change frequencies toward Rosenburg to 6063.8 MHz, toward Hempstead to 6093.5 MHz, and toward Houston to 6034.2, and add 6093.5 MHz toward Houston.

6446–C1–P–70—Southern Pacific Communications Co. (New), Houston, Tex.: Application is amended to change frequency toward Satsuma to 6286.2, and add frequency 6345.5 MHz toward Satsuma.

6447–C1–P–70—Southern Pacific Communications Co. (New), Rosenburg, Tex.: Application is amended to change frequencies toward Eagle Lake to 6256.5 MHz, and toward Satsuma to 6315.9 MHz.

6448–C1–P–70—Southern Pacific Communications Co. (New), Eagle Lake, Tex.: Application is amended to change frequencies toward Glidden to 6063.8 MHz, and toward Rosenburg to 6004.5 MHz.

6449–C1–P–70—Southern Pacific Communications Co. (New), Glidden, Tex.: Application is amended to change frequencies toward Flatonia to 6256.5 MHz, and toward Eagle Lake to 6315.9 MHz.

6450–C1–P–70—Southern Pacific Communications Co. (New), Flatonia, Tex.: Application is amended to change frequencies toward Luling to 6093.5 MHz, and toward Glidden to 6004.5 MHz.

6451–C1–P–70—Southern Pacific Communications Co. (New), Luling, Tex.: Application is amended to change frequencies toward Marion to 6256.5 MHz, and toward Flatonia to 6345.5 MHz.

6452–C1–P–70—Southern Pacific Communications Co. (New), Marion, Tex.: Application is amended to change frequencies toward San Antonio to 6152.8 MHz, and toward Luling to 6004.5 MHz.

6453–C1–P–70—Southern Pacific Communications Co. (New), San Antonio, Tex.: Application is amended to change frequencies toward Loma Alta to 6345.5 MHz, and toward Marion to 6404.5 MHz. Also, change station coordinates to 29°26′02″ N., 98°27′36″ W.

6454–C1–P–70—Southern Pacific Communications Co. (New), Loma Alta, Tex.: Application is amended to change frequencies toward Seco Siding to 6034.2 MHz, and toward San Antonio to 6093.5 MHz.

6455–C1–P–70—Southern Pacific Communications Co. (New), Seco Siding, Tex.: Application is amended to change frequencies toward Uvalde to 6256.5 MHz, and toward Loma Alta to 6286.2 MHz.

6456–C1–P–70—Southern Pacific Communications Co. (New), Uvalde, Tex.: Application is amended to change frequencies toward Cline to 5974.8 MHz, and toward Seco Siding to 6004.5 MHz.

6457–C1–P–70—Southern Pacific Communications Co. (New), Cline, Tex.: Application is amended to change frequencies toward Spofford to 6197.2 MHz, and toward Uvalde to 6226.9 MHz.

6458–C1–P–70—Southern Pacific Communications Co. (New), Spofford, Tex.: Application is amended to change frequencies toward Del Rio to 6004.5 MHz, and toward Cline to 5945.2 MHz.

6459–C1–P–70—Southern Pacific Communications Co. (New), Del Rio, Tex.:: Application is amended to change frequencies toward Comstock to 6226.9 MHz, and toward Spofford to 6256.5 MHz.

6460–C1–P–70—Southern Pacific Communications Co. (New), Comstock, Tex.: Application is amended to change frequencies toward Langtry to 6034.2 MHz, and toward Del Rio to 5974.8 MHz.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIER)—continued

6461–C1–P–70—Southern Pacific Communications Co. (New), Langtry, Tex.: Application is amended to change frequencies toward Malvado to 6345.5 MHz, and toward Comstock to 6286.2 MHz. Change azimuth toward Comstock to 110°24′.

6462–C1–P–70—Southern Pacific Communications Co. (New), Malvado, Tex.: Application is amended to change frequencies toward Sanderson to 6004.5 MHz, and toward Langtry to 6093.5 MHz.

6463–C1–P–70—Southern Pacific Communications Co. (New), Sanderson, Tex.: Application is amended to change frequencies toward Longfellow to 6226.9 MHz, and toward Malvado to 6256.5 MHz.

6464–C1–P–70—Southern Pacific Communications Co. (New), Longfellow, Tex.: Application is amended to change frequencies toward Mount Ord to 6034.2 MHz and toward Sanderson to 5974.8 MHz.

6465–C1–P–70—Southern Pacific Communications Co. (New), Mount Ord, Tex.: Application is amended to change frequencies toward Aragon to 6345.5 MHz, and toward Longfellow to 6286.2 MHz.

6467–C1–P–70—Southern Pacific Communications Co. (New), Aragon, Tex.: Application is amended to change frequencies toward Valentine to 6004.5 MHz, and toward Mount Ord to 6093.5 MHz.

6468–C1–P–70—Southern Pacific Communications Co. (New), Valentine, Tex.: Application is amended to change frequencies toward Van Horn Mountain to 6197.2 MHz and toward Aragon to 6256.5 MHz.

6469–C1–P–70—Southern Pacific Communications Co. (New), Van Horn Mountain, Tex.: Application is amended to change frequencies toward Twin Peak to 6004.5 MHz, and toward Valentine to 5945.2 MHz.

6470–C1–P–70—Southern Pacific Communications Co. (New), Twin Peak, Tex.: Application is amended to change frequencies toward Comauche Peak to 6226.9 MHz, and toward Van Horn Mountain to 6256.5 MHz.

6471–C1–P–70—Southern Pacific Communications Co. (New), Comanche Peak, Tex.: Application is amended to change frequencies toward Adens Hill to 6093.5 MHz, toward Twin Peak to 5974.8 MHz, and toward El Paso to 11,055, and 11,135 MHz. Change azimuth toward Twin Peak to 122°51′. Also, transmitters toward El Paso changed to Model 76D3.

6472–C1–P–70—Southern Pacific Communications Co. (New), El Paso, Tex.: Application is amended to change frequencies toward Comanche Peak to 11,265 and 11,345 MHz. Also transmitters changed to Model 76D3.

6473–C1–P–70—Southern Pacific Communications Co. (New), Adens Hill, N. Mex.: Application is amended to change frequencies toward Deming to 6212.1 MHz, and toward Comanche Peak to 6345.5 MHz.

6474–C1–P–70—Southern Pacific Communications Co. (New), Deming, N. Mex.: Application is amended to change frequencies toward Gage to 6123.1 MHz, and toward Adens Hill to 6049.0 MHz.

6475–C1–P–70—Southern Pacific Communications Co. (New), Gage, N. Mex.: Application is amended to change frequencies toward Lookout Hill to 6301.0 MHz, and toward Deming to 6375.2 MHz.

6476–C1–P–70—Southern Pacific Communications Co. (New), Lookout Hill, N. Mex.: Application is amended to change frequencies toward Heliograph Peak to 5960.0 MHz, and toward Gage to 6049.0 MHz. change azimuth toward Heliograph to 290°09′.

6477–C1–P–70—Southern Pacific Communications Co. (New), Heliograph Peak, Ariz.: Application is amended to change frequencies toward Mount Lemmon to 6256.5 MHz, and toward Lookout Hill to 6419.6 MHz.

6478–C1–P–70—Southern Pacific Communications Co. (New), Mount Lemmon, Ariz.: Application is amended to change frequencies toward Pinal Peak to 6093.5 MHz, toward Heliograph Peak to 6152.8 MHz, and toward Tucson to 11,385 and 11,625 MHz. Also, transmitters toward Tucson changed to Model 76D3.

6479–C1–P–70—Southern Pacific Communications Co. (New), Tucson, Ariz.: Application is amended to change frequencies toward Mount Lemmon to 10,775 and 11,015 MHz. Also transmitters changed to Model 76D3.

6480–C1–P–70—Southern Pacific Communications Co. (New), Pinal Peak, Ariz.: Application is amended to change frequencies toward Phoenix to 6197.2 MHz, and toward Mount Lemmon to 6256.5 MHz.

POINT-TO-POINT MICROWAVE RADIO SERVICE (TELEPHONE CARRIER)—continued

6481–C1–P–70—Southern Pacific Communications Co. (New), Phoenix, Ariz.: Application is amended to change frequencies toward White Tanks Mountain to 6123.1 MHz, and toward Pinal Peak to 6093.5 MHz.

6482–C1–P–70—Southern Pacific Communications Co. (New), White Tanks Mountain, Ariz.: Application is amended to change frequencies toward Oatman Mountain to 6197.2 MHz, and toward Phoenix to 6315.9 MHz.

6483–C1–P–70—Southern Pacific Communications Co. (New), Oatman Mountain, Ariz.: Application is amended to change frequencies toward Telegraph Pass to 6034.2 MHz, and toward White Tanks Mountain to 6034.2 MHz.

6484–C1–P–70—Southern Pacific Communications Co. (New), Telegraph Pass, Ariz.: Application is amended to change frequencies toward Midway Wells to 6315.9 MHz, toward Oatman Mountain to 6256.5 MHz, and toward Yuma to 11,265 and 11,505 MHz. Change azimuth toward Yuma to 280°34'. Also, transmitters toward Yuma changed to Model 76D3.

6485–C1–P–70—Southern Pacific Communications Co. (New), Yuma, Ariz.: Application is amended to change frequencies toward Telegraph Pass to 10,815 and 11,055 MHz. Change azimuth toward Telegraph Pass to 100°25'. Also, transmitters changed to Model 76D3.

6486–C1–P–70—Southern Pacific Communications Co. (New), Midway Wells, Calif.: Application is amended to change frequencies toward El Centro to 6004.5 MHz, and toward Telegraph Pass to 5974.8 MHz. Change azimuth toward El Centro to 283°14'.

6487–C1–P–70—Southern Pacific Communications Co. (New), El Centro, Calif.: Application is amended to change frequencies toward Superstition to 6256.5 MHz, and toward Midway Wells to 6315.9 MHz. Change azimuth toward Superstition to 306°05', and toward Midway Wells to 103°01'.

Major Amendments

5768–C1–P–70—United Video, Inc. Amendment to pending application for a new fixed station at St. Louis, Mo., at latitude 38°31'08" N., longitude 90°24'08" W. to add frequencies 6241.7 and 6330.7 MHz on azimuth of 269°44'.

5790–C1–P–70—United Video, Inc. Amendment to pending application for a new fixed station at Joplin, Mo., at latitude 37°04'49" N., longitude 94°33'25" W. to add frequencies 5960.0 and 6049.0 MHz on azimuth of 76°57'.

POINT-TO-POINT MICROWAVE RADIO SERVICE (NONTELEPHONE)

4896–C1–P–71—American Microwave & Communications, Inc. (KQL44), C.P. to add frequency 6387.5 MHz on azimuth 310°00'. Location: Millie Hill, 1 mile east of Iron Mountain, Mich., at latitude 45°59'15" N., longitude 88°02'30" W.

(INFORMATIVE: Applicant proposes to provide the television signal of station WBAY–TV to Bates Fire Tower, Ishpeming, Marquette, and Munising, Mich. This signal will replace the present signal of WFRV–TV carried to these communities. Applicant requests a waiver of section 21.701(i) of the FCC rules.)

4897–C1–P–71—Maine Microwave, Inc. (KCK59), C.P. to add frequency 6274.7 MHz on azimuth 3°00'. Location: Quoggy Joe Mountain, 5.5 miles south of Presque Isle, Maine, latitude 46°36'15" N., longitude 68°00'30" W.

4898–C1–P–71—Maine Microwave, Inc. (New), C.P. for a new station near Van Buren, Maine, at latitude 47°08'40" N., longitude 67°57'25" W. Frequencies: 11,605 and 11,685 MHz on azimuth 304°48'.

(INFORMATIVE: Applicant proposes to provide the television signals of Stations WLBZ–TV and WEMT(TV) to H & B Communications Corp. in Madawaska, Maine, and the signal of WEMT(TV) to Van Buren TV Cable Co. in Van Buren, Maine. Applicant requests waiver of section 21.701(i) of the FCC rules.)

4899–C1–P–71—Wyoming Microwave Corp. (KPB65), C.P. to reinstate expired construction permit file No. 1241–C1–MP–71. Location: Copper Mountain, 12.3 miles north-northwest of Bonneville, Wyo., at latitude 43°26'15" N., longitude 107°59'47" W. Frequency: 3810.0 MHz on azimuth 20°44'.

(INFORMATIVE: Facility will be used to carry the signal of KWGN–TV to CATV systems in Buffalo and Gillette, Wyo.)

4900–C1–P–71—Western Maryland Communications, Inc. (KG030), C.P. to power split frequencies 11,287.5 and 11,237.5 MHz on azimuth 232°00'. Location: 3.2 miles east of Cumberland, Md., at latitude 39°37'35" N., longitude 78°42'33" W.

POINT-TO-POINT MICROWAVE RADIO SERVICE (NONTELEPHONE)—continued

(INFORMATIVE: Applicant proposes to provide the television signals of Stations WDCA–TV of Washington, D.C., and WMPB of Baltimore, Md., to Keyser Television Co., Inc., in Keyser, W. Va.)

4901–C1–MP–71—Frank K. Spain, doing business as Microwave Service Co. (KUV91), Modification of C.P. to change frequency 6375.2 MHz to 6409.0 MHz on azimuth 114°30'. Location: West Point, 0.5 miles northwest of West Point, Miss., at latitude 33°36'44.5" N., longitude 88°39'42.6" W.

700–C1–P–71—American Microwave & Communications, Inc. (New), Application amended to change frequency from 6204.7 MHz to 6182.4 MHz toward Clarkston, Mich. on azimuth of 322°30'. Station location: Pontiac, Mich.

701–C1–P–71—American Microwave & Communications, Inc. (New), Application amended to change frequency from 6130.5 MHz to 6115.7 MHz toward Flint, Mich., on azimuth of 321°30'. Station location: 3.5 miles north-northwest of Clarkston, Mich.

Other particulars are same as reported on public notices dated August 10 and October 26, 1970.

3476–C1–MP–71—American Microwave & Communications, Inc. (KQM45), Application amended to change frequency from 6390.0 MHz to 6241.7 MHz toward Boyne City and Charlevoix, Mich., on azimuths of 307°06' and 315°51', respectively. Station location: 1.5 miles southeast of Elmira, Mich.

Other particulars are same as reported on public notice dated January 11, 1971.

7664–C1–MP–70—American Microwave & Communications, Inc. (KYO50), Major amendment: Change frequencies to 6212.0 and 6330.7 MHz on azimuth 4°05'. Location: West of Harrison, Mich. All other particulars same as reported in public notices dated June 1, 1970 and Aug. 17, 1970.

[FR Doc.71–3805 Filed 3–18–71;8:45 am]

FEDERAL POWER COMMISSION

[Docket No. CP71–68 etc.]

COLUMBIA LNG CORP. ET AL.

Order Consolidating and Phasing Proceedings, Granting Interventions, and Fixing Dates for Submission of Direct Case and Prehearing Conference

MARCH 11, 1971.

On September 22, 1970, Columbia LNG Corp. (Columbia LNG) filed in Docket No. CP71–68 an application pursuant to section 3 of the Natural Gas Act for an order of the Commission authorizing the importation of liquefied natural gas (LNG) from Algeria into the United States. Columbia seeks to import up to an annual quantity of 123,187,500 MM B.t.u.[1] for a term of 25 years. The LNG will be purchased from El Paso Algeria Corp. (El Paso Algeria) and would be transported by cryogenic tanker to Columbia LNG's proposed terminal at Cove Point, Md.

On November 25, 1970, Southern Energy Co. (Southern Energy) filed a similar application in Docket No. CP71–151 to import LNG from Algeria of up to 205,312,500 MM B.t.u.[2] of LNG annually for 25 years.[3] Southern Energy proposes to purchase the LNG from El Paso Algeria and to construct an LNG terminal at Savannah, Ga.

Also on November 25, 1970, Consolidated Gas Supply Corp. (Consolidated) filed an application in Docket No. CP71–153 to import Algerian LNG in volumes

[1] Equivalent to approximately 109,500,000 Mcf per year or 300,000 Mcf per day of natural gas in the vapor phase at 1,125 B.t.u./cubic foot.

[2] Equivalent to approximately 182,500,000 Mcf per year or 500,000 Mcf per day of 1,125 B.t.u./cubic foot of natural gas in the vapor phase.

[3] El Paso Atlantic Co. concurrently filed notice of withdrawal of its application in Docket No. CP71–67 for the importation of these volumes of LNG.

of up to 82,125,000 MM B.t.u.[4] annually for 25 years.[5] Consolidated would purchase the LNG from El Paso Algeria, and the volumes would be delivered to Columbia LNG's proposed terminal at Cove Point, Md., or to some other port in the northeastern seacoast of the United States.

Petitions seeking leave to intervene in these proceedings were timely filed (except where noted by an asterisk) as follows:

Petitioner	Dockets Nos. CP71-68	CP71-151	CP71-153
Alabama Gas Corp.		X	
Amoco International Oil Co.	X	X	X
Atlanta Gas Light Co.		X	
Atlantic Richfield Co.	X(*)		
Brooklyn Union Gas Co.	X	X	X
Carolina Pipeline Co.		X	
Chattanooga Gas Co.		X(*)	
Commonwealth Natural Gas Corp.	X		
Consolidated Edison Co. of New York, Inc.			X(*)
Consolidated Gas Supply Corp.	X		
Columbia LNG Corp.		X(*)	X(*)
El Paso Algeria Corp.	X	X	X
Esso LNG, Inc.	X	X	X
Florida Gas Transmission Co.		X	
Glover Hefner Kennedy Oil Co.		X	X
Mississippi Valley Gas Co.		X	
Mobil Oil Corp.	X(*)	X	X
New England LNG Co., Inc.	X		
Newmont Mining Corp., Newmont Overseas Petroleum Co., & Newmont Oil Co.	X(*)	X	X
Pacific Lighting Service Co. & Southern California Gas Co.		X	X
Pennsylvania Gas & Water Co.	X		
Philadelphia Gas Works, a division of UGI Corp.	X	X(*)	X(*)
Public Service Electric & Gas Co.	X	X(*)	X(*)
Rochester Gas & Electric Corp.			X
San Diego Gas & Electric Co.		X	X
Shell Oil Co.	X	X	X
Sinclair Mediterranean Petroleum Co.	X(*)		
Sonatrach	X(*)	X(*)	X(*)
South Carolina Electric & Gas Co.		X	
Southern Energy Co.	X(*)		X(*)
Superior Oil Co.	X	X	X
Tennessee Gas Pipeline Co.	X	X	X
Texas Eastern Transmission Corp.	X		
UGI Corp.	X		
United Gas Pipe Line Co.	X		
Washington Gas Light Co.	X		

Notices of intervention were filed in these proceedings by the following parties: Public Service Commission of the State of New York (in all Dockets), and in Docket No. CP71-151, the Public Service Commissions of Georgia and Tennessee.

On March 3, 1971, El Paso Algeria (the supplier of LNG to all three applicants) filed a motion to expedite these proceedings and requested, inter alia, that the applications be consolidated and an initial phase of the hearings be held on the foreign aspects of the applications. By this order we grant such motion and set forth certain procedures for the expeditious handling of these proceedings. We note that related applications pursuant to section 7 of the Natural Gas Act will be forthcoming from applicants, and that Columbia LNG has filed an application to import LNG from Venezuela in Docket No. CP71-69. These related applications will be consolidated with the above-docketed applications, but to permit the expeditious disposition of these matters, Phase I may proceed to hearing prior to such further consolidation.

A prehearing conference shall be held before an Examiner on March 23, 1971. While we envision that Phase I of the hearing will focus on the questions raised by the Algerian LNG supply and ocean transportation incident thereto, the scope of Phase I, as well as the further phasing of this proceeding, will be subject to discussion at the prehearing conference. We note that El Paso Algeria has filed testimony and exhibits relating to its part in the foreign operations involved herein. Any additional testimony and exhibits constituting applicants' direct case on Phase I shall be filed on or before March 16, 1971. At the prehearing conference, the Examiner shall set a date for the filing of answering testimony and exhibits on Phase I matters, and shall fix the date for formal hearing of Phase I at the earliest reasonable time.

At the prehearing conference, all parties should attempt to define the issues in this proceeding, to stipulate as to evidentiary matters, to resolve those issues which are capable of resolution on agreed evidence, and to use any other possible means to expenditiously dispose of this matter consistent with due process and the Natural Gas Act. Additionally, pursuant to the revisions to the practice of service contained in Order No. 424, issued February 23, 1971, all parties should submit at the conference the name or names (not to exceed two) of the persons to be served. The Secretary thereafter shall compile the official service list in this proceeding.

The Commission finds:

(1) It is desirable to allow the above-named petitioners to intervene in these proceedings.

(2) It is necessary and appropriate that the proceedings in the above-named applications be consolidated for hearing and decision, and that the hearing be phased.

The Commission orders:

(A) Each of the above-named petitioners and State Commissions is permitted to intervene in these proceedings subject to the rules and regulations of the Commission: *Provided, however,* That the participation of such intervenors shall be limited to matters affecting asserted rights and interests specifically set forth in the petitions to intervene: *And provided, further,* That the admission of such intervenors shall not be construed as recognition by the Commission that they or any of them might be aggrieved by any order or orders entered in these proceedings.

(B) The above-designated matters are consolidated for the purposes of hearing and disposition. Additionally, the hearing shall be phased in order to permit the expeditious handling of these proceedings.

(C) Applicants' direct case on the foreign aspects of the proposed importation shall be filed and served on all parties on or before March 18, 1971.

(D) A prehearing conference be convened in the proceedings entitled Columbia LNG Corporation et al., Docket No. CP71-68, et al., in a hearing room of the Federal Power Commission, 441 G Street NW., Washington, DC, on March 23, 1971, at 10 a.m., e.s.t. The Chief Examiner will designate an appropriate officer of the Commission to preside at the prehearing conference and at the formal hearing of these matters, pursuant to the Commission's rules of practice and procedure.

By the Commission.

[SEAL] KENNETH F. PLUMB, *Acting Secretary.*

[FR Doc.71-3768 Filed 3-18-71;8:45 am]

[4] Equivalent to approximately 73,000,000 Mcf per year or 200,000 Mcf per day of natural gas at 1,125 B.t.u./cubic foot.

[5] El Paso Eastern Co. concurrently filed notice of withdrawal of its application to import such volumes in Docket No. CP71-66.

[Docket Nos. RP70-6, etc.]

LAWRENCEBURG GAS TRANSMISSION CORP.

Order Accepting Tracking Increase for Filing, Allowing Proposed Revised Tariff Sheets To Become Effective Subject to Further Orders and Consolidating Proceedings

MARCH 15, 1971.

Lawrenceburg Gas Transmission Corp. (Lawrenceburg), on February 18, 1970, tendered for filing in Docket No. RP71-95 proposed changes in its FPC Gas Tariff, Original Volume No. 1,[1] designed solely to track the rate increase filed by its supplier, Texas Gas Transmission Corp. (Texas Gas), on February 16, 1971, to become effective March 17, 1971. Lawrenceburg proposes that its increase become effective on March 17, 1971, but requests that if its filing is suspended, such suspension not extend beyond the date on which Texas Gas' rate filing becomes effective. Lawrenceburg's proposed rate changes would increase charges under its two jurisdictional rate schedules, CDS-1 and EX-1, by approximately $8,289 annually, based on volumes for the 12-month period ended June 30, 1969.

In support of its filing, Lawrenceburg submitted cost of service and other data substantially identical to that which it submitted in support of its rate increase filings in Dockets Nos. RP70-6, RP70-26 and RP70-44.[2]

In view of the fact that the purpose of Lawrenceburg's filing is to track its supplier's rate increase we will accept Lawrenceburg's revised tariff sheets for filing and allow them to become effective March 17, 1971, subject to further orders

[1] The proposed revised tariff sheets are Sixth Revised Sheet Nos. 4 and 12.

[2] Docket No. RP70-44 was consolidated with the previously consolidated Dockets Nos. RP70-6 and RP70-26, by order issued July 28, 1970.

of the Commission in Docket No. RP70–6, et al., as consolidated herein.

The fact that the cost and related data relied upon by Lawrenceburg in support of its filings in Dockets Nos. RP71–95, RP70–6, RP70–26, and RP70–44 are substantially the same raises issues of law and fact common to each proceeding. Under these circumstances, it is appropriate that Docket No. RP71–95 be consolidated with the latter proceedings for purposes of hearing and decision.

The Commission finds:

It is reasonable and appropriate that the proposed revised tariff sheets contained in Footnote 1, above, be accepted for filing and allowed to become effective March 17, 1971, as hereinafter ordered and conditioned.

The Commission orders:

(A) Sixth Revised Sheets Nos. 4 and 12 of Lawrenceburg's FPC Gas Tariff, Original Volume No. 1, are accepted for filing, to become effective March 17, 1971, subject to further orders of the Commission as may be issued in the proceedings in Docket No. RP70–6, et al., as consolidated herein.

(B) The proceedings in Dockets Nos. RP71–95 and RP70–6, et al., are hereby consolidated.

By the Commission.

[SEAL] KENNETH F. PLUMB,
Acting Secretary.

[FR Doc.71–3844 Filed 3–18–71;8:49 am]

[Docket No. E–7612]

MINNESOTA POWER & LIGHT CO.

Notice of Application

MARCH 15, 1971.

Take notice that on March 3, 1971, Minnesota Power & Light Co. (applicant) filed an application with the Federal Power Commission seeking an order pursuant to section 204 of the Federal Power Act authorizing the issuance of $23 million principal amount of first mortgage bonds.

Applicant is incorporated under the laws of the State of Minnesota, with its principal place of business office at Duluth, Minn., and is engaged in the electric utility business within the State of Minnesota.

The bonds will be sold at competitive bidding in accordance with the Commission's regulations, are to be dated April 1, 1971, and are to mature either April 1, 1977, or April 1, 2001. If the bonds have a maturity of 30 years they will not be callable for purposes of refunding with money borrowed at a lower cost for a period not to exceed 5 years from the date of issuance. If the Bonds have a maturity of 6 years they will not be callable until 12 month prior to maturity but will be callable in whole or in part during the 12 months prior to maturity.

The proceeds from the sale of the bonds will be applied to the payment of an estimated $18 million in short-term borrowings and will finance, in part, the applicant's construction program which is expected to require the expenditure of $33 million in 1971. This program includes $2.4 million for transmission lines, $2.2 million for substations and $25 million for production facilities.

Any person desiring to be heard or to make any protest with reference to said application should, on or before April 1, 1971, file with the Federal Power Commission, Washington, D.C. 20426, petitions to intervene or protests in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Persons wishing to become parties to a proceeding or to participate as a party in any hearing therein must file petitions to intervene in accordance with the Commission's rules. The application is on file with the Commission and available for public inspection.

KENNETH F. PLUMB,
Acting Secretary.

[FR Doc.71–3847 Filed 3–18–71;8:49 am]

[Docket No. CP71–218]

NORTHERN NATURAL GAS CO.

Notice of Application

MARCH 15, 1971.

Take notice that on March 8, 1971, Northern Natural Gas Co. (Applicant), 2223 Dodge Street, Omaha, NE 68102, filed in Docket No. CP71–218 an application pursuant to section 7(c) of the Natural Gas Act for a certificate of public convenience and necessity authorizing the operation on a stand-by emergency basis of an existing side valve for deliveries of natural gas to Liberal Gas Co. (Liberal), all as more fully set forth in the application which is on file with the Commission and open to public inspection.

Applicant states that on January 5, 1971, it commenced emergency deliveries of natural gas to Liberal through an existing side valve on its 4-inch gathering line located in Seward County, Kans. In accordance with a contract between the parties dated February 19, 1971, Applicant will provide up to 2,500 Mcf per day during periods of emergency experienced by Liberal subject to a determination that such deliveries can be made without impairing Applicant's other service obligations. In order to provide the proposed stand-by service, Applicant requests authorization to operate, as a permanent delivery point, the aforementioned side valve.

Any person desiring to be heard or to make any protest with reference to said application should on or before April 5, 1971, file with the Federal Power Commission, Washington, D.C. 20426, a petition to intervene or a protest in accordance with the requirements of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.10) and the regulations under the Natural Gas Act (18 CFR 157.10). All protests filed with the Commission will be considered by it in determining the appropriate action to be taken but will not serve to make the protestants parties to the proceeding. Any person wishing to become a party to a proceeding or to participate as a party in any hearing therein must file a petition to intervene in accordance with the Commission's rules.

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act and the Commission's rules of practice and procedure, a hearing will be held without further notice before the Commission on this application if no petition to intervene is filed within the time required herein, if the Commission on its own review of the matter finds that a grant of the certificate is required by the public convenience and necessity. If a petition for leave to intervene is timely filed, or if the Commission on its own motion believes that a formal hearing is required, further notice of such hearing will be duly given.

Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

KENNETH F. PLUMB,
Acting Secretary.

[FR Doc.71–3848 Filed 3–18–71;8:49 am]

[Docket No. RP71–90]

SYLVANIA CORP.

Order Permitting Rate Increase Filing To Become Effective Without Suspension

MARCH 15, 1971.

The Sylvania Corp. (Sylvania) on January 19, 1971, as supplemented on February 16, 1971,[1] filed First Revised Sheet No. 6 to its FPC Gas Tariff, Original Volume No. 2, proposing to increase the rate and charge for storage service to United Natural Gas Co. (United), an affiliate, by approximately $26,000 per annum based on operations for the 12-month period ended November 30, 1970. Sylvania requested an effective date of March 1, 1971. The service is provided under Rate Schedule X–1, which contains a cost of service formula rate.

The only change in the formula rate from that reflected in the currently effective tariff sheets is to increase the rate of return component to 8⅛ percent. That overall rate of return results in a 10.52-percent return on equity based on the capitalization of Sylvania's parent, National Fuel Gas Co., as of November 30, 1970.

Based on our review of the data submitted, we find that the proposed increase

[1] By letter dated Feb. 1, 1971, the Secretary advised Sylvania that the proposed filing was considered deficient and no filing date would be assigned the submittal pending receipt of proper supporting material. Such material was received by the Commission on Feb. 16, 1971.

in rates has been supported and should be permitted to be effective 30 days following the date of completion of the filing.

The Commission orders:

(A) First Revised Sheet No. 6 to Sylvania's FPC Gas Tariff, Original Volume No. 2, is hereby accepted for filing to be effective as of March 18, 1971.

(B) This order is without prejudice to any findings or orders which have been or may hereafter be made by this Commission in any proceeding now pending or hereafter instituted by or against Sylvania or any other person affected by the rate hereby permitted to be effective.

By the Commission.

[SEAL] KENNETH F. PLUMB, *Acting Secretary.*

[FR Doc.71-3845 Filed 3-18-71;8:49 am]

[Docket Nos. RP70-29, etc.]

TEXAS EASTERN TRANSMISSION CORP.

Order Permitting Tracking of Purchased Gas Increase and Consolidating Proceedings

MARCH 15, 1971.

On February 16, 1971, Texas Eastern Transmission Corp. (Texas Eastern) filed in Docket No. RP71-93 proposed changes in its FPC Gas Tariff, Second Revised Volume No. 1,[1] to become effective March 17, 1971. The proposed rate changes would increase Texas Eastern's jurisdictional revenues by $182,672 annually, based on volumes, for the 12-month period ended December 31, 1969, as adjusted. This is in addition to the increases in jurisdictional revenues, subject to refund, in Dockets Nos. RP70-29 of $60,150,000[2] effective as of November 1, 1970, RP71-49 of $196,000 effective as of January 1, 1971, and RP71-61 of $6,931,249 effective as of January 10, 1971.

Texas Eastern in its filing states that the proposed changes in its rates are designed to recoup only the effect of an increase in the cost of gas purchased from Texas Gas Transmission Corp. (Texas Gas) resulting from the latter's rate filing in Docket No. RP70-33 on February 16, 1971.

Texas Eastern requests waiver of section 154 of the Commission's regulations to permit the proposed tariff sheets to become effective, without suspension, on March 17, 1971, the same day as Texas Gas has requested that its rate increase go into effect.

Texas Eastern served copies of its filing on its jurisdictional customers and interested State commissions. Notice was published on March 2, 1971 (36 F.R. 3949), and no petitions to intervene, protests or objections to the changes have been filed with the Commission.

Texas Eastern's filing in Docket No. RP71-61 reflects the tracking of supplier rate increases, filed by producers in Southern Louisiana as a result of Order No. 413 issued October 27, 1970, in Docket No. R-394. Since Texas Eastern's rates are presently the subject of proceedings in Dockets Nos. RP70-29, RP71-12, and RP71-49, it appears appropriate that the proceedings in Dockets Nos. RP71-61 and RP71-93 be consolidated therewith.

The Commission orders:

(A) Section 154 of the Commission's regulations under the Natural Gas Act is hereby waived to permit filing of the above listed tariff sheets, to be effective March 17, 1971, subject to any orders heretofore issued in Docket No. RP70-29 and such orders which hereafter may be issued in these consolidated proceedings.

(B) Dockets Nos. RP71-61 and RP71-93 are hereby consolidated with Dockets Nos. RP70-29, RP71-12, and RP71-49, for purposes of hearing and decision.

By the Commission.

[SEAL] KENNETH F. PLUMB, *Acting Secretary.*

[FR Doc.71-3846 Filed 3-18-71;8:49 am]

FEDERAL RESERVE SYSTEM

FIRST MASSACHUSETTS FINANCIAL CORP.

Order Approving Action To Become a Bank Holding Company

In the matter of the application of First Massachusetts Financial Corp., Westwood, Mass., for approval of action to become a bank holding company through the acquisition of 51 percent or more of the voting shares of Massachusetts Bank and Trust Co., Brockton, Mass.

There has come before the Board of Governors, pursuant to section 3(a)(1) of the Bank Holding Company Act of 1956 (12 U.S.C. 1842(a)(1)), and § 222.3(a) of Federal Reserve Regulation Y (12 CFR 222.3(a)), an application by First Massachusetts Financial Corp., Westwood, Mass., for the Board's prior approval of action whereby Applicant would become a bank holding company through the acquisition of 51 percent or more of the voting shares of Massachusetts Bank and Trust Co., Brockton, Mass.

As required by section 3(b) of the Act, the Board gave written notice of receipt of the application to the Massachusetts Commissioner of Banks and requested her views and recommendation. The Commissioner recommended approval of the application.

Notice of receipt of the application was published in the FEDERAL REGISTER on February 19, 1971 (36 F.R. 3221), providing an opportunity for interested persons to submit comments and views with respect to the proposal. A copy of the application was forwarded to the U.S. Department of Justice for its consideration. Time for filing comments and views has expired and all those received have been considered by the Board.

The Board has considered the application in the light of the factors set forth in section 3(c) of the Act, including the effect of the proposed acquisition on competition, the financial and managerial resources and future prospects of the Applicant and the banks concerned, and the convenience and needs of the communities to be served, and finds that:

Applicant is a nonoperating corporation formed for the purpose of acquiring Bank (deposits $8.6 million). As it has no present operations or subsidiaries, consummation of the proposal would eliminate neither existing nor potential competition. On the contrary, the acquisition would, as noted below, have a procompetitive effect by strengthening one of the three commercial banking alternatives in the city of Brockton.

Considerations relating to the financial and managerial resources of Bank lend strong support toward approval of the application. Bank suffers from a substantial capital weakness and, as part of the proposal, and in an attempt to remedy this situation, Applicant will immediately place new capital into Bank through the purchase of common stock. Applicant further proposes to provide additional capital to Bank, if needed, at the conclusion of the first year after acquisition. Applicant proposes managerial changes which should also serve to strengthen Bank and both changes should permit it to become a viable competitor in Brockton. Both the Massachusetts Commissioner of Banks and the Federal Deposit Insurance Corporation have strongly recommended approval of the application, in both cases on the basis of considerations concerning the banking factors. While there is no evidence that substantial banking needs of the Brockton community are going unserved, the proposal would benefit the convenience and needs of the community by strengthening a convenient local source of banking services. Considerations relating to the convenience and needs of the communities to be served thus lend additional weight toward approval of the application. It is the Board's judgment that the proposed transaction would be in the public interest and that the application should be approved.

It is hereby ordered, For the reasons set forth above, that said application be and hereby is approved, provided that the acquisition so approved shall not be consummated (a) before the 30th calendar day following the date of this order, or (b) later than 3 months after the date of this order, unless such period is extended for good cause by the Board, or by the Federal Reserve Bank of Boston pursuant to delegated authority.

[1] Fourth Revised Sheet No. 10B; Seventh Revised Sheet No. 25, 57; 11th Revised Sheet No. 12A, 65L; 14th Revised Sheet No. 28A, 44B; 17th Revised Sheet No. 65G, 65H; 18th Revised Sheet No. 14, 16, 17, 19, 23, 30, 32, 33, 35, 39, 41, 44, 46, 48, 49, 51, 55, 65B, 65F; 19th Revised Sheet No. 27, 56, 59; 20th Revised Sheet No. 24 and 21st Revised Sheet No. 61.

[2] As reduced by $4,303,586 in Docket No. RP71-12.

By order of the Board of Governors,[1] March 12, 1971.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[FR Doc.71-3834 Filed 3-18-71;8:48 am]

UNION BANK

Order Approving Application for Merger of Banks Under Bank Merger Act

In the matter of the application of Union Bank, Los Angeles, Calif., for approval of merger with Bank of Long Beach, N.A., Long Beach, Calif.

There has come before the Board of Governors, pursuant to the Bank Merger Act (12 U.S.C. 1828(c)), an application by Union Bank, Los Angeles, Calif., a member State bank of the Federal Reserve System, for the Board's prior approval of the merger of that bank and Bank of Long Beach, N.A., Long Beach, Calif., under the charter and name of Union Bank. As an incident to the merger, the two existing offices and an approval office (not yet in operation) of Bank of Long Beach, N.A. would become branches of the resulting bank. Notice of the proposed merger, in form approved by the Board, has been published as required by said Act.

In accordance with the Act, the Board requested reports on the competitive factors involved from the Attorney General, the Comptroller of the Currency, and the Federal Deposit Insurance Corporation. The Board has considered all relevant material contained in the record in the light of the factors set forth in the Act, including the effect of the proposal on competition, the financial and managerial resources and prospects of the banks concerned, and the convenience and needs of the communities to be served, and finds that:

Union Bank (deposits of $1.5 billion) is the seventh largest bank in California, having about 3.3 percent of the commercial bank deposits in the State. (All banking data are as of June 30, 1970.) It operates its main office and 16 branches in southern California; in northern California it maintains 10 offices and has recently (February 11, 1971) received approval to operate another office as an incident to a merger. Bank of Long Beach, N.A. (deposits of $16 million) operates two offices in Long Beach, Calif., and has received approval to operate an office in the downtown district of that city.

Bank of Long Beach, N.A., with about 2.5 percent of market deposits, ranks eighth among the 12 banks (total of 50 offices) operating in its market area, which includes the cities of Long Beach, Lakewood, and Signal Hill. Among the competitors of Bank of Long Beach, N.A. are five of the largest banks in the State; these five banks operate 64 percent of the offices located in the area and control about 69 percent of the deposits in the area.

The office of Union Bank located closest to the nearest office of Bank of Long Beach, N.A. is in Torrance, which is about 12 miles west of Long Beach. A large number of offices of other banks are located in the densely population areas intervening between the present offices of Union Bank and Bank of Long Beach, N.A. There is, therefore, no substantial existing competition between these two banks.

Under California law each bank could be permitted to establish de novo branch offices in the areas served by the other. Because of the small size of Bank of Long Beach, N.A., it appears unlikely that bank would in the near future establish a de novo branch outside its market. It also does not appear probable that Union Bank would establish a de novo branch office in the Long Beach area. In 1966, Union Bank withdrew an application to establish such a branch because a large scale real estate development did not progress beyond the planning stages; since that time, Union Bank indicates that the area is not sufficiently attractive for establishment of a de novo office of Union Bank. Furthermore, since Bank of Long Beach, N.A. has only a very small share of the deposits in its area, the amount of potential competition between the merging banks which would be eliminated in this market area by the proposed transaction is not significant; at the same time, Union Bank's entry into the market by acquisition of Bank of Long Beach, N.A. would likely increase competition among the large banks in the market.

On the basis of the foregoing, the Board concludes that consummation of the proposal would not eliminate significant existing or potential competition. Considerations relating to the financial and managerial resources and future prospects of the banks are consistent with approval of the application. Customers of Long Beach, N.A. would benefit by the merger because Union Bank plans to offer them an additional source of a wider range of banking services, such as computer and trust services, and through its larger lending limit would be better able to meet the needs of medium and large-sized business customers. Therefore, convenience and needs considerations lend support to approval of the application. It is the Board's judgment that consummation of the proposed merger would be in the public interest, and that the application should be approved.

It is hereby ordered, On the basis of the findings summarized above, that said application be and hereby is approved; *Provided,* That the merger so approved shall not be consummated (a) before the 30th calendar day following the date of this order, or (b) later than 3 months after the date of this order, unless such period is extended for good cause by the Board, or by the Federal Reserve Bank of San Francisco pursuant to delegated authority.

[1] Voting for this action: Vice Chairman Robertson and Governors Mitchell, Daane, Maisel, Brimmer, and Sherrill. Absent and not voting: Chairman Burns.

By order of the Board of Governors,[1] March 12, 1971.

[SEAL] KENNETH A. KENYON,
Deputy Secretary.

[FR Doc.71-3806 Filed 3-18-71;8:45 am]

SECURITIES AND EXCHANGE COMMISSION

[812-2862]

CONSOLIDATED FINANCIAL CORP. AND BAKER, FENTRESS & CO.

Notice of Filing of Application for Order Exempting Transactions

MARCH 12, 1971.

Notice is hereby given that Consolidated Financial Corp., a Florida corporation (Consolidated), and Baker, Fentress & Co., Suite 2200, 208 South La Salle Street, Chicago, IL 60604, a Delaware corporation (Baker Fentress), have filed an application pursuant to section 17(b) of the Investment Company Act of 1940 (Act) for an order exempting from section 17(a) of the Act certain transactions incident to a proposed merger of Consolidated into Baker Fentress. Consolidated has been registered under the Act since 1960 as a nondiversified, closed-end investment company. Baker Fentress, which formerly claimed exemption from the Act under section 3(c)(1) thereof as a private investment company, registered under the Act on November 23, 1970, as a nondiversified, closed-end investment company in anticipation of the proposed merger. All interested persons are referred to the application on file with the Commission for a statement of the representations made therein, which are summarized below.

Consolidated and Baker Fentress are each affiliated persons of the other, under section 2(a)(3) of the Act. Baker Fentress owns 176,016 shares (19.5 percent) of the outstanding shares of Consolidated, and an additional 3,200 shares of Consolidated are owned by a retirement trust for employees of Baker Fentress. The five directors of Baker Fentress are among the nine directors of Consolidated, and two of them are the highest ranking officers of both companies. At December 31, 1970, the directors and officers of Consolidated and of Baker Fentress and members of their families owned 35,420 shares (3.6 percent)) of Consolidated and 258,079 shares (11.9 percent) of Baker Fentress. In addition, directors of Baker Fentress held at that date an aggregate of 41,494 shares of Consolidated as trustee or nominee or in other fiduciary capacities.

Pursuant to the proposed agreement of merger, Consolidated would be merged into Baker Fentress, and Baker Fentress

[1] Voting for this action: Vice Chairman Robertson and Governors Mitchell, Daane, Maisel, Brimmer, and Sherrill. Absent and not voting: Chairman Burns.

would succeed to the business and assets of, and would assume the liabilities of, Consolidated by statutory merger as the surviving corporation under the law of Delaware. It is expected that the surviving corporation would qualify as a regulated investment company for federal income tax purposes during 1971 and succeeding years. A ruling has been received from the Internal Revenue Service to the effect that the merger would be a tax-free reorganization for federal income tax purposes. Completion of the merger would be conditioned upon, among other things, the approval by the holders of a majority of the outstanding shares of each company and the issuance by the Commission of the order of exemption requested in the application.

Under the terms of the proposed merger agreement, the outstanding shares of Consolidated (other than those owned by Baker Fentress) would be converted into shares of Baker Fentress on the basis of the respective net asset value of each company as of the day on which the merger becomes effective, except that securities for which market quotations are not readily available would be valued by the respective boards of directors as of the day preceding the day on which the merger is approved by the latter of the shareholders of the companies voting on the merger. It is expected that such valuations by the boards of directors will be set forth in an amendment to the application to be filed shortly after the meetings of the shareholders of Consolidated and Baker Fentress scheduled to be held on March 16 and 17, 1971, respectively. The net asset value of each company will be adjusted by deducting an amount equal to 10 percent of the realized and unrealized net taxable capital gain on investments, provided that no adjustment shall be made if the proportion of such gain to aggregate net asset value is larger in the case of Consolidated than it is in the case of Baker Fentress. For these computations, a prorata part of the net assets of Consolidated applicable to the shares of Consolidated owned by Baker Fentress would be treated as if it were owned directly by Baker Fentress. The outstanding whole shares of Baker Fentress would continue unchanged as outstanding shares of the surviving corporation, while the treasury shares of both companies and the shares of Consolidated owned by Baker Fentress would be canceled.

The joint proxy statement of Consolidated and Baker Fentress with respect to the proposed merger sets forth, among other things, financial information concerning each of the two companies and the fundamental policies and the policies with respect to security investments of Baker Fentress. Consolidated and Baker Fentress have similar investment objectives.

At December 31, 1970, Consolidated had total net assets of $70,688,368 and had 903,507 shares of common stock outstanding for a net asset value per share of $78.24. At the same date, Baker Fentress had total net assets of $59,821,149 and had 1,636,494 shares of common stock outstanding for a net asset value per share of $36.55 after imputed provision for federal income taxes of $6.28 per share on unrealized appreciation of investments. Based upon the above data, the computation of adjusted net asset values as provided in the agreement of merger would have resulted in a conversion of each share of Consolidated into 1.7215 shares of the surviving corporation if the merger had become effective on December 31, 1970. Fractional interests of both Baker Fentress and Consolidated shareholders in shares of the surviving corporation would be settled by cash payments at adjusted net asset value.

Section 17(a) of the Act prohibits, with certain exceptions, an affiliated person of a registered investment company or an affiliated person of such affiliated person, from selling to, or purchasing from, such registered company any security, or other property. Section 17(b) provides that the commission, upon application, may grant an exemption from the provisions of section 17(a) after finding that the terms of the proposed transaction are reasonable and fair and do not involve overreaching on the part of any person concerned and that the proposed transaction is consistent with the policy of each registered investment company concerned and with the general purposes of the act.

Notice is further given that any interested person may, not later than March 29, 1971 at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission shall order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Consolidated and Baker Fentress at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0–5 of the Rules and Regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing, or advice as to whether a hearing is ordered, will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation pursuant to delegated authority.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71-3836 Filed 3-18-71;8:48 am]

[70-4995]

PENNSYLVANIA POWER CO. AND OHIO EDISON CO.

Notice of Proposed Issue and Sale of Common Stock to Holding Company, Proposed Increase in Authorized Number of Common Shares and Proposed Issue and Sale of First Mortgage Bonds at Competitive Bidding

MARCH 12, 1971.

Notice is hereby given that Ohio Edison Co., (Ohio Edison), a registered holding company, and its electric utility subsidiary company, Pennsylvania Power Co. (Pennsylvania), 47 North Main Street, Akron, OH 44308, have filed an application with this Commission pursuant to the Public Utility Holding Company Act of 1935 (Act), designating sections 6(a)(2), 6(b), 9(a), 10, and 12(f) of the Act and Rules 43 and 50 promulgated thereunder as applicable to the proposed transactions. All interested persons are referred to the application, which is summarized below, for a complete statement of the proposed transactions.

Pennsylvania proposes to issue and sell to Ohio Edison, its sole common stockholder, 340,000 additional shares of its authorized and unissued common stock, par value $30 per share, and Ohio Edison proposes to acquire these shares for cash at par, or for a total consideration of $10,200,000. It is proposed that 170,000 of these shares be issued and sold on or before April 14, 1971, and that the remainder be issued and sold on or about July 1, 1971.

Pennsylvania further proposes to increase its authorized number of shares of common stock of the par value of $30 per share from 1 million (of which all but 50,000 shares have been issued) to 1,290,000 shares. Pennsylvania must seek the consent and approval of its sole voting stockholder Ohio Edison, and Ohio Edison proposes to give such consent and approval.

Pennsylvania also proposes to issue and sell, subject to the competitive bidding requirements of Rule 50, $12 million principal amount of first mortgage Bonds, ____ percent Series due 2001. The interest rate (which will be a multiple of one-eighth of 1 percent) and the price, exclusive of accrued interest, to be paid to Pennsylvania (which will be not less than 100 percent nor more than 102.75 percent of the principal amount thereof) will be determined by the competitive bidding. The bonds will be issued under the Indenture dated November 1, 1945, between Pennsylvania and First National City Bank, as successor Trustee, as heretofore amended and supplemented and to be further amended and supplemented by the Ninth Supplemental Indenture to be dated as of April 1, 1971, which includes a prohibition until April 1, 1976, against refunding the issue with the proceeds of funds borrowed at a lower interest cost.

The net proceeds from the sale of the common stock and the bonds will be

used by Pennsylvania to construct and acquire new facilities, for the betterment of existing facilities, to pay back loans (estimated to aggregate $5 million at the time of the sale of the bonds), and to reimburse its treasury in part for monies expended for such purposes. Pennsylvania estimates that its plant additions for 1971 will aggregate $34,296,000.

It is stated that the Pennsylvania Public Utility Commission has jurisdiction over the proposed issue and sale of the common stock and the bonds, and that such Commission's orders will be supplied by amendment. It is represented that no other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transactions. The fees and expenses to be incurred in connection with the issue and sale of the bonds will be supplied by amendment. The fees and expenses to be incurred in connection with the issue and sale of the common stock are estimated at $21,000, including State Excise Tax of $20,400 and counsel fee of $500.

Notice is further given that any interested person may, not later than April 5, 1971, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said 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 (airmail 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 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. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71-3837 Filed 3-18-71;8:48 am]

[812-2769]

SMALL BUSINESS INVESTMENT COMPANY OF NEW YORK, INC.

Notice of Filing of Application for Order of Exemption

MARCH 10, 1971.

Notice is hereby given that Small Business Investment Company of New York, Inc. (Applicant), 64 Wall Street New York, NY 10005, a closed-end, nondiversified, management investment Company registered under the Investment Company Act of 1940 (Act) and licensed as a Small Business Investment Company (SBIC) under the Small Business Investment Act of 1958, has filed an application pursuant to Section 6(c) of the Act requesting an order exempting Applicant from the provisions of section 12(d)(3) of the Act so that Applicant may invest in the common stock of Willie Daniels & Co. (Daniels) a proposed broker-dealer firm that intends to purchase a seat on the New York Stock Exchange. All interested persons are referred to the application on file with the Commission for a statement of the representations therein which are summarized below.

Daniels, which will be organized under the laws of Delaware and have its office in New York City, will have a capitalization of $500,000, consisting of $345,000 of voting common stock and $155,000 of subordinated debentures. The subordinated debentures will be due in installments maturing 1972 through 1982. SBICNY will subscribe to $39,500, Pioneer Capital Corp. (Pioneer), $15,000; and Noel Fund, a private venture capital partnership, $100,000. Each share of common stock will have equal rights to dividends, equal liquidation preference, and the common stock will carry preemptive rights. Applicant states that it will purchase 2,333 shares for $80,488.50. Pioneer Capital Corp., a licensed SBIC which is not a registered investment company, will acquire 1,000 shares for $34,500. The remaining 6,667 shares are to be purchased by the three principals of Daniels, Mr. Willie Daniels, Mr. Milton P. Aeder, and Mr. Travers Jerome Bell,Jr., for a total of $230,011.50.

Applicant states that up to $205,000 of this $230,011.50 will be borrowed personally by the three principals from persons unrelated to Applicant on straight unsecured personal notes. Applicant states that Mr. Daniels has advised Applicant that he and his two associates expect to obtain these loans from an individual who is a stockholder in another brokerage firm and from a group of six banks; that the lenders will receive no participation in the equity of Daniels or call thereon or other consideration apart from the notes; and that the lenders will look solely to the borrowers for payment and have no claim against Daniels.

Applicant states that Daniels proposes to engage in a general securities brokerage business, seeking to attract primarily institutional and substantial individual accounts. Upon its inception, Daniels will clear its brokerage transactions on a disclosed basis through a large New York Stock Exchange member with substantial capital resources. Applicant states that accordingly in most cases Daniels will not physically handle money or securities for its customers.

Applicant states that Daniels will agree that so long as Applicant holds its stock, Daniels will not, without Applicant's consent (1) purchase or sell securities as underwriter or dealer, nor (2) open any branch office, carry any margin accounts, or otherwise extend credit to customers, execute and clear for its own account, execute or clear through any stock exchange firm not approved by Applicant. Applicant further states that it will not give consent under item (1) above, without the approval of the Small Business Administration (SBA), or under item (2) unless Daniels proves it has operated a well-run and profitable business brokerage concern. Moreover, Applicant states that in no event will it make any purchases or sales of securities from, to, or through Daniels; nor will Daniels effect transactions in shares of Applicant or of any company in which Applicant has an investment; nor will Daniels render investment advice nor engage in the investment advisory business without a further Commission order.

Applicant states it is contemplated that Applicant will commit to loan to Daniels up to $500,000 at the request of Daniels at any time during the next 5 years contingent upon Daniels obtaining an amount of additional common stock equal to the total amount to be loaned. Such loan would be represented by 10 percent notes due December 31, 1980, payable in equal quarterly installments beginning in 1976. A 1 percent per annum commitment fee would be paid for such loan commitment. Applicant states that the SBA has loaned to it $1,085,000 for investment in small businesses which qualify as socially or economically disadvantaged enterprises and its loan to Daniels will come from this amount.

Applicant states that after making its proposed stock investment, Applicant will have less than 2 percent of its assets in Daniels, and if Daniels exercised its right to borrow $500,000 from Applicant and Applicant subscribed to 24 percent of the shares being sold in connection with the borrowing, Applicant would have less than 7 percent of its present assets in Daniels.

Section 12(d)(3) of the Act makes it unlawful for any registered investment company or companies controlled by such registered company to purchase or otherwise acquire any security issued by, or any other interest in, the business of any person who is a broker, a dealer, engaged in the business of underwriting, or is either an investment adviser of an investment company or registered under the Investment Adviser Act of 1940, unless the person is (a) a corporation all the outstanding securities of which are, or will after the acquisition, be owned by one or more registered investment companies and (b) primarily engaged in the business of underwriting and distributing securities issued by other persons, selling securities to customers, or any one or more of such or related activities, and the gross income of such persons normally is derived principally from such business or related activities.

Section 6(c) of the Act provides that the Commission, by order upon application, may conditionally or unconditionally exempt any person or transaction from any provision of the Act, if and to the extent that such exemption is necessary or appropriate in the public interest and consistent with the protection

of investors and the purposes fairly intended by the policy and provisions of the Act.

Notice is further given that any interested person may, not later than April 5, 1971, at 5:30 p.m., submit to the Commission in writing a request for a hearing on the matter accompanied by a statement as to the nature of his interest, the reason for such request and the issues of fact or law proposed to be controverted, or he may request that he be notified if the Commission should order a hearing thereon. Any such communication should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request shall be served personally or by mail (airmail if the person being served is located more than 500 miles from the point of mailing) upon Applicant at the address stated above. Proof of such service (by affidavit or in case of an attorney at law by certificate) shall be filed contemporaneously with the request. At any time after said date, as provided by Rule 0-5 of the rules and regulations promulgated under the Act, an order disposing of the application herein may be issued by the Commission upon the basis of the information stated in said application, unless an order for hearing upon said application shall be issued upon request or upon the Commission's own motion. Persons who request a hearing or advice as to whether a hearing is ordered will receive notice of further developments in this matter, including the date of the hearing (if ordered) and any postponements thereof.

By the Commission.

[SEAL] ROSALIE F. SCHNEIDER,
Recording Secretary.

[FR Doc.71-3838 Filed 3-18-71;8:48 am]

TARIFF COMMISSION

[AA1921-72/74]

PIG IRON FROM CANADA, FINLAND, AND WEST GERMANY

Notice of Joint Investigations and Hearing

Having received advice from the Treasury Department on March 15, 1971, that pig iron from Canada, Finland, and West Germany is being, and is likely to be, sold in the United States at less than fair value, the U.S. Tariff Commission has instituted joint investigations Nos. AA1921-72 (Canada), AA1921-73 (Finland), and AA1921-74 (West Germany) under section 201(a) of the Antidumping Act, 1921, as amended (19 U.S.C. 160 (a)), to determine whether an industry in the United States is being or is likely to be injured, or is prevented from being established, by reason of the importation of such merchandise into the United States.

Hearing. A public hearing in connection with the investigation will be held in the Tariff Commission's Hearing Room, Tariff Commission Building, 8th and E Streets NW., Washington, DC, beginning at 10 a.m., e.d.s.t., on May 11, 1971. All parties will be given opportunity to be present, to produce evidence, and to be heard at such hearing. Interested parties desiring to appear at the public hearing should notify the Secretary of the Tariff Commission, in writing, at its offices in Washington, D.C., at least 5 days in advance of the date set for the hearing.

Issued: March 16, 1971.

By order of the Commission.

[SEAL] KENNETH R. MASON,
Secretary.

[FR Doc.71-3842 Filed 3-18-71;8:49 am]

INTERSTATE COMMERCE COMMISSION

[Notice 665]

MOTOR CARRIER TRANSFER PROCEEDINGS

MARCH 16, 1971.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), 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-72515. By order of March 4, 1971, the Motor Carrier Board approved the transfer to Pearson Trucking & Rigging, Inc., Los Angeles, Calif., of the operating rights in Certificate No. MC-61166 and Certificate of Registration No. MC-61166 (Sub-No. 3) issued April 8, 1955, and April 2, 1964, respectively, to A. R. Pearson Truck Co., Inc., Los Angeles, Calif., authorizing the transportation of machinery between points in the Los Angeles, Calif., commercial zone and between Los Angeles Harbor, Calif., on the one hand, and, on the other, Los Angeles, Calif., and Vernon, Calif., and general commodities, with exceptions, between points in a described area in California. R. Y. Schureman, 1545 Wilshire Boulevard, Los Angeles, Calif. 90017, attorney for applicants.

No. MC-FC-72533. By order of March 8, 1971, the Motor Carrier Board approved the transfer to A. A. Martin Transportation Co., Inc., Dedham, Mass., of Certificate No. MC-59828, issued July 8, 1957, to Augusta & Barry, Inc., Boston, Mass., authorizing the transportation of: General commodities, with the usual exceptions, between Boston, Mass., and points within 12 miles of Boston; and from Boston, Mass., to Providence and Pawtucket, R.I.; wool and wool waste, rayon, mohair, and burlap, between Boston, Mass., on the one hand, and, on the other, points in Massachusetts and between Holyoke, Pittsfield, and Barre, Mass. and points in that part of Massachusetts on and east of Massachusetts Highway 12, on the one hand, and, on the other, points in Bristol and Providence Counties, R.I. Frank J. Weiner, 6 Beacon Street, Boston, Mass. 02108, attorney for applicants.

No. MC-FC-72590. By order of March 4, 1971, the Motor Carrier Board approved the transfer to Pendleton Transfer Co., Inc., Pendleton, Oreg., of the operating rights in certificate No. MC 113064 issued April 8, 1952, to Owen Helms, doing business as Pendleton Transfer Co., Pendleton, Oreg., authorizing the transportation of household goods, as defined by the Commission, between points in Umatilla, Grant, and Wallowa Counties, Oreg. Joe French, 116 Southeast Second Street, Pendleton, OR 97801, attorney for applicants.

No. MC-FC-72678. By order of March 4, 1971, the Motor Carrier Board approved the transfer to Hufford & Sons, Inc., Goshen, Ind., of the operating rights in permit No. MC 126162 issued April 27, 1965, to Max Summers and Jerry Summers, a partnership, doing business as M & J Summers Trucking, Covington, Ind., authorizing the transportation of fertilizer and fertilizer materials from Indianapolis, Ind., to points in a specified portion of Illinois, those in Kentucky, the Lower Peninsula of Michigan and Ohio, and from Streator, Ill., to points in Indiana; and shipments on return for reprocessing. Robert C. Smith, 711 Chamber of Commerce Building, Indianapolis, Ind. 46204, attorney for applicants.

No. MC-FC-72712. By order of March 5, 1971, the Motor Carrier Board approved the transfer to Everett Trucking, Inc., Everett, Pa., of the operating rights in certificate No. MC-133866 issued August 13, 1970, to Samuel E. Leonard, Norman E. Wilt, Floyd R. Mearkle, Richard E. Koontz, and Richard Riley, a partnership, doing business as Everett Associates, Everett, Pa., authorizing the transportation of coal from points in Somerset County, Pa., to Winchester and Clearbrook, Va., and from points in Cambria County, Pa., to Clearbrook, Va., from points in Bedford County, Pa., to Williamsport, Md., and from points in Westmoreland County, Pa., to Lime Kiln and Baltimore, Md. Arthur J. Diskin, 806 Frick Building, Pittsburgh, Pa. 15219, attorney for applicants.

No. MC-FC-72718. By order of March 5, 1971, the Motor Carrier Board approved the transfer to Ryals Truck Line, Inc., Albany, Oreg., of the operating rights in certificates Nos. MC-28956, MC-28956 (Sub-No. 1), MC-28956 (Sub-No. 5), MC-28956 (Sub-No. 6), MC-28956 (Sub-No. 9), MC-28956 (Sub-No. 12), MC-28956 (Sub-No. 13), issued February 24, 1941, September 30, 1958, January 10,

1964, August 31, 1964, May 10, 1967, September 30, 1968, and May 6, 1968, respectively, to G. P. Ryals, doing business as Ryals Truck Service, Albany, Oreg., collectively authorizing the transportation of general and various specified commodities from, to or between specified points in Washington and Oregon. Lawrence V. Smart, Jr., 419 Northwest 23d Avenue, Portland, OR 97210, attorney for applicants.

No. MC–FC–72720. By order of March 4, 1971, the Motor Carrier Board approved the transfer to Glen Floyd, Box 88, Beattie, KS 66046, of the operating rights in certificates Nos. MC–8182 and MC–8182 (Sub-No. 1) issued May 14, 1951, to Donald Winkler, 304 North First Street, Seneca, KS 66538, authorizing the transportation of household goods as defined by the Commission and general commodities, with usual exceptions, between Kelly, Kans., and St. Joseph, Mo.; livestock between Kelly, Kans., and points within 10 miles thereof, on the one hand, and, on the other, Kansas City, Kans., and Kansas City, Mo.; and livestock and seeds from points in Nemaha County, Kans., and the sites of Community Sales or within 5 miles of Marysville and Frankfort, Kans., to Omaha, Nebr., and St. Joseph, North Kansas City, and Kansas City, Mo., and livestock, millfeed, and farm machinery on return.

No. MC–FC–72721. By order of March 5, 1971, the Motor Carrier Board approved the transfer to C & S Trucking, Inc., Los Angeles, Calif., of certificates Nos. MC–126327 (Sub-No. 1) and MC–126327 (Sub-No. 2) issued August 31, 1965 and July 18, 1968, to Gerald Smith and Jack Collie, a partnership, doing business as C & S Trucking, Los Angeles, Calif., authorizing the transportation of bakery products, between points in California and Arizona. Ernest D. Salm, 3846 Evans Street, Los Angeles, CA 90027, representative for applicants.

No. MC–FC–72724. By order of March 5, 1971, the Motor Carrier Board approved the transfer to Gale Shellito, doing business as Shellito Ranch Trucking, Philip, S. Dak., of certificate No. MC–124755 (Sub-No. 3), issued June 12, 1967, to Hoag Trucking, Inc., Philip, S. Dak., authorizing the transportation of feed, between specified points and areas in South Dakota and Iowa.

[SEAL] ROBERT L. OSWALD,
Secretary.

[FR Doc.71–3841 Filed 3–18–71;8:49 am]

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