

(6) By amending Section 401 to read as follows:

"Sec. 401. The approval of the President is hereby given for the employment of retired personnel of the armed services, pursuant to the provisions of subsection 401(a) of the Act as follows: (1) By the Secretary of Defense, not to exceed twenty persons, and (2) by the Director of the Office of Emergency Planning, not to exceed five persons."

SEC. 603. *Other orders.* (a) Executive Order No. 10260 of June 27, 1951, is hereby amended by striking from Section 1 thereof the following: "Office of Civil and Defense Mobilization, the".

(b) Executive Order No. 10346 of April 17, 1952, is hereby amended by substituting for the reference therein to the Director of the Office of Civil and Defense Mobilization, and for each reference therein to the Office and Defense Mobilization except that in the penultimate sentence of Section 2, the following: "the Office of Emergency Planning or the Department of Defense or both, as may be determined under the provisions of appropriate Executive orders".

(c) Executive Order No. 10421 of December 31, 1952, is hereby amended by inserting before the period at the end of Section 3(b) (9) thereof a comma and the following: "including recommendations as to actions necessary to strengthen the program provided for in this order".

(d) Executive Order No. 10529 of April 22, 1954, is hereby amended by substituting for each reference therein to the Director of the Office of Civil and Defense Mobilization the following: "the Director of the Office of Emergency Planning or the Secretary of Defense or both as may be determined under appropriate Executive orders".

(e) Executive Order No. 10582 of December 17, 1954, is hereby amended by striking from Section 3(d) thereof the words "from any officer of the Government designated by the President to furnish such advice" and by inserting in lieu of the stricken words the following: "from the Director of the Office of Emergency Planning. In providing this advice the Director shall be governed by the principle that exceptions under this section shall be made only upon a clear showing that the payment of a greater differential than the procedures of this section generally prescribe is justified by consideration of national security".

(f) Executive Order No. 10789 of November 14, 1958, is hereby amended by striking from Section 21 thereof the words "Office of Civil and Defense Mobilization".

SEC. 604. *Superseded orders.* To the extent that the following have not heretofore been made or become inapplicable, they are hereby superseded and revoked:

- (1) Executive Order No. 9981 of July 26, 1948
- (2) Executive Order No. 10219 of February 28, 1951
- (3) Executive Order No. 10269 of July 6, 1951
- (4) Executive Order No. 10438 of March 13, 1953
- (5) Executive Order No. 10461 of June 17, 1953
- (6) Executive Order No. 10524 of March 31, 1954
- (7) Executive Order No. 10539 of June 22, 1954 (without prejudice to final liquidation of any affairs thereunder)
- (8) Executive Order No. 10638 of October 10, 1955
- (9) Executive Order No. 10773 of July 1, 1958
- (10) Executive Order No. 10782 of September 6, 1958
- (11) Executive Order No. 10902 of January 9, 1961

THE WHITE HOUSE,
September 27, 1962.

JOHN F. KENNEDY

[F.R. Doc. 62-9860; Filed, Sept. 28, 1962; 1:27 p.m.]

Executive Order 11052

COTTON TEXTILES AND COTTON TEXTILE PRODUCTS

By virtue of the authority vested in me by Section 204 of the Agricultural Act of 1956, as amended (7 U.S.C. 1854; P.L. 87-488, 76 Stat. 104), and Section 301 of Title 3 of the United States Code, and as President of the United States, it is ordered as follows:

SECTION 1. The President's Cabinet Textile Advisory Committee, consisting of the Secretaries of State, the Treasury, Agriculture, Commerce, and Labor with the Secretary of Commerce as Chairman, shall exercise supervision over the administration of the Long Term Arrangement Regarding Trade in Cotton Textiles done at Geneva on February 9, 1962, and shall advise generally with respect to problems relating to textiles.

SEC. 2. (a) The President's Cabinet Textile Advisory Committee shall establish a subcommittee to be known as the Interagency Textile Administrative Committee as a successor to the Interagency Textile Administrative Committee established October 18, 1961. It shall be located, for administrative purposes, at the Department of Commerce, and shall be under the Chairmanship of a designee of the Secretary of Commerce. This Committee shall be composed of the Chairman and one representative each from the Departments of State, Treasury, Agriculture, and Labor.

(b) The Interagency Textile Administrative Committee shall recommend actions to be taken by appropriate officials and agencies of the United States Government with regard to the rights and obligations of the United States under the Long Term Arrangement and with regard to such other matters relating to textiles as may be referred to it by the President's Cabinet Textile Advisory Committee. In the event of disagreement within the Interagency Textile Administrative Committee with respect to a proposed recommendation, it shall be reviewed and determined by the President's Cabinet Textile Advisory Committee.

SEC. 3. The Secretary of State, after consultation with the President's Cabinet Textile Advisory Committee in respect of relevant policies, shall undertake the negotiations contemplated by the Long Term Arrangement, including bilateral textile agreements. The Secretary of State shall designate an official of the Department of State to be Chairman of the United States delegation to the Cotton Textiles Committee established by the Contracting Parties to the General Agreement on Tariffs and Trade, and shall request the Secretaries of Commerce and Labor each to appoint a representative of his Department to serve on the delegation.

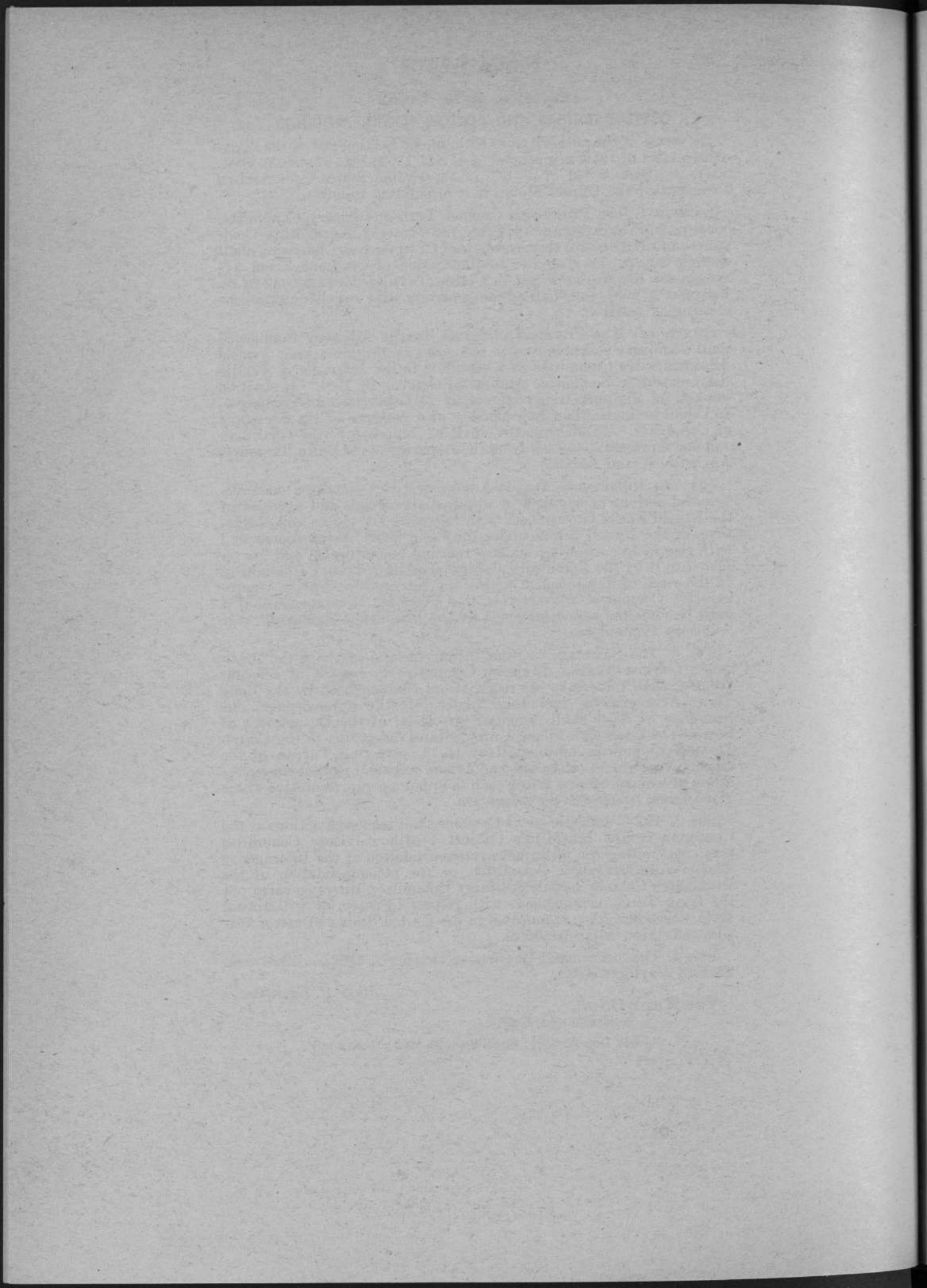
SEC. 4. The Commissioner of Customs shall take such actions as the Chairman of the President's Cabinet Textile Advisory Committee may, upon either the unanimous recommendation of the Interagency Textile Administrative Committee, or the recommendation of the President's Cabinet Textile Advisory Committee, direct to carry out the Long Term Arrangement with respect to entry, or withdrawal from warehouse for consumption in the United States, of cotton textiles and cotton textile products.

SEC. 5. This order shall be effective October 1, 1962, at 12:01 a.m. Eastern Daylight Time.

JOHN F. KENNEDY

THE WHITE HOUSE,
September 28, 1962.

[F.R. Doc. 62-9881; Filed, Sept. 30, 1962; 11:29 a.m.]



Executive Order 11053

PROVIDING ASSISTANCE FOR THE REMOVAL OF UNLAWFUL OBSTRUCTIONS OF JUSTICE IN THE STATE OF MISSISSIPPI

WHEREAS on September 30, 1962, I issued Proclamation No. 3497 reading in part as follows:

"WHEREAS the Governor of the State of Mississippi and certain law enforcement officers and other officials of that State, and other persons, individually and in unlawful assemblies, combinations and conspiracies, have been and are willfully opposing and obstructing the enforcement of orders entered by the United States District Court for the Southern District of Mississippi and the United States Court of Appeals for the Fifth Circuit; and

"WHEREAS such unlawful assemblies, combinations and conspiracies oppose and obstruct the execution of the laws of the United States, impede the course of justice under those laws and make it impracticable to enforce those laws in the State of Mississippi by the ordinary course of judicial proceedings; and

"WHEREAS I have expressly called the attention of the Governor of Mississippi to the perilous situation that exists and to his duties in the premises, and have requested but have not received from him adequate assurances that the orders of the courts of the United States will be obeyed and that law and order will be maintained:

"NOW, THEREFORE, I, JOHN F. KENNEDY, President of the United States, under and by virtue of the authority vested in me by the Constitution and laws of the United States, including Chapter 15 of Title 10 of the United States Code, particularly sections 332, 333 and 334 thereof, do command all persons engaged in such obstructions of justice to cease and desist therefrom and to disperse and retire peaceably forthwith;" and

WHEREAS the commands contained in that proclamation have not been obeyed and obstruction of enforcement of those court orders still exists and threatens to continue:

NOW, THEREFORE, by virtue of the authority vested in me by the Constitution and laws of the United States, including Chapter 15 of Title 10, particularly Sections 332, 333 and 334 thereof, and Section 301 of Title 3 of the United States Code, it is hereby ordered as follows:

SECTION 1. The Secretary of Defense is authorized and directed to take all appropriate steps to enforce all orders of the United States District Court for the Southern District of Mississippi and the United States Court of Appeals for the Fifth Circuit and to remove all obstructions of justice in the State of Mississippi.

SEC. 2. In furtherance of the enforcement of the aforementioned orders of the United States District Court for the Southern District of Mississippi and the United States Court of Appeals for the Fifth Circuit, the Secretary of Defense is authorized to use such of the armed forces of the United States as he may deem necessary.

SEC. 3. I hereby authorize the Secretary of Defense to call into the active military service of the United States, as he may deem appropriate to carry out the purposes of this order, any or all of the units of the Army National Guard and of the Air National Guard of the State of Mississippi to serve in the active military service of the United States for an indefinite period and until relieved by appropriate orders. In carrying out the provisions of Section 1, the Secretary of Defense is authorized to use the units, and members thereof, ordered into the active military service of the United States pursuant to this section.

SEC. 4. The Secretary of Defense is authorized to delegate to the Secretary of the Army or the Secretary of the Air Force, or both, any of the authority conferred upon him by this order.

JOHN F. KENNEDY

THE WHITE HOUSE,
September 30, 1962.

[F.R. Doc. 62-9882; Filed, Sept. 30, 1962; 11:30 a.m.]

Executive Order 11054

CREATING A BOARD OF INQUIRY TO REPORT ON CERTAIN LABOR DISPUTES AFFECTING THE MARITIME INDUSTRY OF THE UNITED STATES

WHEREAS, there exist certain labor disputes between employers (or associations by which such employers are represented in collective bargaining conferences) who are (1) steamship companies or who are engaged as operators or agents for ships engaged in service from or to Atlantic and Gulf Coast ports from Searsport, Maine, to Brownsville, Texas, or from or to other ports of the United States or its territories or possessions, (2) contracting stevedores, (3) contracting marine carpenters, (4) lighterage operators, or (5) other employers engaged in related or associated pier activities and certain of their employees represented by the International Longshoremen's Association, AFL-CIO; and

WHEREAS, such disputes have resulted in a strike which, if permitted to continue, will, in my opinion, affect a substantial part of the maritime industry, an industry engaged in trade, commerce, transportation, transmission, or communication among the several States and with foreign nations, and which strike will, if permitted to continue, imperil the national health and safety and affect the flow and utilization of necessary perishable products, including food, for heavily populated coastal, island, and insular areas;

NOW, THEREFORE, by virtue of the authority vested in me by Section 206 of the Labor-Management Relations Act, 1947 (61 Stat. 155; 29 U.S.C. 176), I hereby create a Board of Inquiry, consisting of Honorable Robben Wright Fleming, as Chairman, Honorable Vernon H. Jensen, and Honorable Robert L. Stutz, as Members, whom I hereby appoint to inquire into the issues involved in such disputes.

The Board shall have powers and duties as set forth in Title II of such Act. The Board shall report to the President in accordance with the provisions of Section 206 of such Act on or before Thursday, October 4, 1962.

Upon the submission of its report, the Board shall continue in existence to perform such other functions as may be required under such Act.

JOHN F. KENNEDY

THE WHITE HOUSE,
October 1, 1962.

[F.R. Doc. 62-9921; Filed, Oct. 1, 1962; 11:08 a.m.]

Rules and Regulations

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Special Civil Air Regulation No. SR-453; Reg. Docket No. 1404]

PART 60—AIR TRAFFIC RULES

Aircraft Operations in Vicinity of Oxford, Mississippi

Recent events involving the University of Mississippi have created such public interest as to cause a potentially hazardous air traffic condition in the vicinity of Oxford, Mississippi. Radar observations have shown a confluence of air traffic not heretofore observed in the area. This sudden increase in air traffic congestion has caused the Federal Aviation Agency to take emergency measures in the establishment of a temporary control tower at the Oxford University Airport to control landings and take-offs at that airport. No tower existed previously at this location.

However, the control of landings and take-offs at the Oxford University Airport involves only one aspect of the air traffic problem in the area. Another critical aspect involves the volume of sightseeing and other unknown aircraft operating in the immediate vicinity which may jeopardize the flow of essential air traffic into and out of the area and create undue risk of collision. It is necessary to limit the volume of air traffic in the immediate area of Oxford and this may only be done under the present circumstances by requiring prior approval for each flight from the air traffic control facility having jurisdiction over the area.

On the basis of the above, I have determined there exists a requirement for the immediate adoption of this regulation for the safety of air commerce. Therefore, I find it contrary to the public interest to comply with the notice and public procedure provisions of the Administrative Procedure Act and that good cause exists for making this regulation effective immediately.

In consideration of the foregoing, the following Special Civil Air Regulation is hereby adopted effective 0001 e.s.t., October 1, 1962:

No aircraft shall be operated below 5,000 feet above mean sea level within ten nautical miles of the Oxford University Airport, Mississippi, unless authorized by the Memphis Air Route Traffic Control Center.

(Section 307 of the Federal Aviation Act of 1958; 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on September 30, 1962.

Effective 0001 e.s.t., October 1, 1962.

N. E. HALABY,
Administrator.

[F.R. Doc. 62-9913; Filed, Oct. 1, 1962; 10:52 a.m.]

Chapter III—Federal Aviation Agency

SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 1402; Amdt. 490]

PART 507—AIRWORTHINESS DIRECTIVES

Douglas DC-8 Series Aircraft

Amendment 484, 27 F.R. 9212 (AD 62-20-1), requires inspection and/or replacement of wing flap actuating cylinder hoses on Douglas DC-8 Series aircraft. Recent service experience has shown the need for more frequent replacement of certain hoses. Accordingly, Amendment 484 is being amended to specify the new replacement times.

As a situation exists which demands immediate action in the interest of safety, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective upon publication in the FEDERAL REGISTER.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended as follows:

Amendment 484, 27 F.R. 9212, Douglas DC-8 Series aircraft, is amended by:

1. Changing paragraph (b) (1) to read:

(b) (1) Hoses with less than 1,400 hours hose time in service on the effective date of this amendment shall be removed from service prior to 1,800 hours total hose time in service.

2. Changing paragraph (b) (2) to read as follows:

(b) (2) Hoses with 1,400 to 2,450 hours hose time in service on the effective date of this amendment shall be removed within the next 400 hours hose time in service or prior to 2,500 hours total hose time in service, whichever occurs first.

3. Adding the following paragraph (b) (3) to read:

(b) (3) Hoses with more than 2,450 hours hose time in service on the effective date of this amendment shall be removed from service within the next 50 hours hose time in service or prior to 3,500 hours total hose time in service, whichever occurs first.

4. Changing the second sentence of paragraph (c) to read:

When replaced with new Douglas, Aeroquip, or Resistoflex hoses with part numbers listed in (b), the replacement hoses shall be removed from service prior to 1,800 hours total hose time in service.

This amendment shall become effective October 2, 1962.

(Sec. 313(a), 601, 603; 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on September 26, 1962.

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

[F.R. Doc. 62-9800; Filed, Oct. 1, 1962; 8:49 a.m.]

SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 62-SW-37]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Alteration of Amendment

On September 8, 1962, there was published in the FEDERAL REGISTER (27 F.R. 8946) amendments to the regulations of the Administrator which altered VOR Federal airway Nos. 16, 278, 830, and 1628 in the vicinity of Paris, Texas. These amendments were to become effective October 18, 1962.

Because of a delay in commissioning the Paris VOR until November 1, 1962, action is taken herein to alter Airspace Docket No. 62-SW-37 by postponing the effective date until November 15, 1962.

Since more than thirty days will elapse from the time of publication of the rule as initially adopted to the new effective date, this change is in compliance with section 4 of the Administrative Procedure Act.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) effective immediately, Airspace Docket No. 62-SW-37 (27 F.R. 8946) is amended as follows: "effective 0001 e.s.t. October 18, 1962." is deleted and "effective 0001 e.s.t. November 15, 1962." is substituted therefor.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on September 25, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.

[F.R. Doc. 62-9772; Filed, Oct. 1, 1962; 8:45 a.m.]

[Airspace Docket No. 61-NY-122]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

Alteration of Federal Airways

On July 11, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 6561) stating that the Federal Aviation Agency was considering the alteration of low altitude VOR Federal airway No. 282, intermediate altitude VOR Federal airway No. 1689 and intermediate altitude VOR Federal airway No. 1740.

The Air Transport Association of America submitted a comment concurring with the proposal. No other comments were received.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendments having been published, therefore, pursuant to the authority delegated

to me by the Administrator (25 F.R. 12582) and for the reasons stated in the notice the following actions are taken:

1. Section 600.6282 (14 CFR 600.6282) is amended to read:

§ 600.6282 VOR Federal airway No. 282 (Brandon, N.Y., to St. Eustache, Quebec).

That airspace over United States territory from the INT of the Massena, N.Y., VOR 163° and the St. Eustache, Quebec, VOR 200° radials to the St. Eustache VOR.

2. Section 600.1689 (14 CFR 600.1689) is amended to read:

§ 600.1689 VOR Federal airway No. 1689 (Albany, N.Y., to the United States/Canadian border).

From the Albany, N.Y., VOR via the INT of the Massena, N.Y. VOR 163° and the St. Eustache, Quebec, VOR 200° radials to the INT of the Massena VOR 096° and the St. Eustache VOR 200° radials; thence 10-mile wide airway via the St. Eustache VOR 200° radial to the United States/Canadian border.

3. Section 600.1740 (14 CFR 600.1740) is amended to read:

§ 600.1740 VOR Federal airway No. 1740 (Massena, N.Y., to Hartford, Conn.).

From the Massena, N.Y., VOR via the Albany, N.Y., VOR to the Hartford, Conn., VOR.

These amendments shall become effective 0001 e.s.t., November 15, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on September 25, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.
[F.R. Doc. 62-9773; Filed, Oct. 1, 1962;
8:45 a.m.]

[Airspace Docket No. 62-EA-60]

PART 600—DESIGNATION OF FEDERAL AIRWAYS

PART 601—DESIGNATION OF CON- TROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CON- TROL AREAS

Alteration of Federal Airway and Associated Control Area

The purpose of these amendments to Parts 600 and 601 of the regulations of the Administrator is to extend VOR Federal airway No. 483 south from Rockdale, N.Y., to Sparta, N.J., to overlie VOR Federal airway Nos. 449 and 249.

This action will not involve the designation of any additional airspace. The intention of the Federal Aviation Agency is to simplify verbiage in the issuance of clearances for aircraft departing from the New York Metropolitan area to Syracuse, N.Y.

Since these amendments are minor in nature and impose no additional burden on any person, compliance with the notice and public procedure provisions of section 4 of the Administrative Procedure Act is unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 12582), the following changes are made:

1. Section 600.6483 (14 CFR 600.6483) is amended to read:

§ 600.6483 VOR Federal airway No. 483 (Sparta, N.J., to Syracuse, N.Y.).

From the Sparta, N.J., VORTAC via the Huguenot, N.Y., VORTAC; Delancey, N.Y., VOR; Rockdale, N.Y., VOR; INT of the Rockdale VOR 325° and the Syracuse, N.Y., VORTAC 100° radials; to the Syracuse, N.Y., VORTAC.

2. The caption of § 601.6483 (14 CFR 601.6483) is amended to read:

§ 601.6483 VOR Federal airway No. 483 control area (Sparta, N.J., to Syracuse, N.Y.).

These amendments shall become effective 0001 e.s.t. December 13, 1962.

(Sec. 307(a), 72 Stat. 749; 49 U.S.C. 1348)

Issued in Washington, D.C., on September 25, 1962.

CLIFFORD P. BURTON,
Chief, Airspace Utilization Division.
[F.R. Doc. 62-9774; Filed, Oct. 1, 1962;
8:45 a.m.]

[Airspace Docket No. 61-LA-58]

PART 600—DESIGNATION OF FED- ERAL AIRWAYS

PART 601—DESIGNATION OF CON- TROLLED AIRSPACE, REPORTING POINTS, POSITIVE CONTROL ROUTE SEGMENTS, AND POSITIVE CON- TROL AREAS

Alteration of Federal Airways and Associated Control Areas

On May 10, 1962, a notice of proposed rule making was published in the FEDERAL REGISTER (27 F.R. 4488) stating that the Federal Aviation Agency proposed the following actions:

1. Realign VOR Federal airway No. 27 between Newport, Ore., and Seattle, Wash., including the designation of a west alternate between Astoria, Ore., and Seattle.

2. Extend VOR Federal airway No. 112 and its associated control areas from Portland, Ore., to Astoria.

3. Realign VOR Federal airway Nos. 1751 and 1753 between Newport and Seattle.

4. Realign VOR Federal airway No. 1762 between Olympia, Wash., and Seattle.

The Air Transport Association of America, the Department of the Army, and the Department of the Air Force offered no objection to the proposed amendments. However, the Department of the Army pointed out the existence of a controlled firing area in the vicinity of Warrenton, Oregon. The Department of the Air Force requested that Victor 112 be reduced to a width of 4 miles on the south side for a distance of 15 miles west of the Portland VORTAC to permit simultaneous use of the "Glenwood Jet Aircraft Procedure" and en route operations along the proposed segment of Victor 112. The controlled firing area would have no adverse effect on the proposed airways. The Federal Aviation Agency agrees that Victor 112 should be reduced as requested. For ease of description, Victor 112 will be reduced to an 8-mile wide airway to 15 nautical miles west of the Portland VORTAC.

No other comments were received.

Interested persons have been afforded an opportunity to participate in the making of the rules herein adopted, and due consideration has been given to all relevant matter presented.

The substance of the proposed amendments having been published, therefore, pursuant to the authority delegated to me by the Administrator (25 F.R. 12582) and for the reasons stated herein and in the notice, the following actions are taken:

§ 600.6027 [Amendment]

1. In the text of § 600.6027 (14 CFR 600.6027, 27 F.R. 3437, 4591) "Hoquiam, Wash., VOR; to the Seattle, Wash., VORTAC" is deleted and "Astoria, Ore., VOR (11-mile wide airway from 45 nautical miles from the Newport VOR to 45 nautical miles from the Astoria VOR); Olympia, Wash., VOR; INT of the Olympia VOR 010° and the Seattle, Wash., VORTAC 247° radials; to the Seattle VORTAC, including a W alternate from the Astoria VOR to the INT of the Olympia VOR 010° and the Seattle VORTAC 247° radials via the Hoquiam, Wash., VOR." is substituted therefor.

§ 600.6112 [Amendment]

2. Section 600.6112 (27 F.R. 3539) is amended as follows:

(a) In the caption "Portland," is deleted and "Astoria," is substituted therefor.

(b) In the text "From the Portland, Ore., VORTAC via the" is deleted and "From the Astoria, Ore., VOR via the Portland, Ore., VORTAC (8-mile wide airway from 15 nautical miles west of the Portland VORTAC to the Portland VORTAC)," is substituted therefor.

3. Section 600.1751 (26 F.R. 9311) is amended to read:

§ 600.1751 VOR Federal airway No. 1751 (Newport, Ore., to Seattle, Wash.).

From the Newport, Ore., VOR; 10-mile wide airway via the INT of the Newport VOR 005° and the Hoquiam, Wash., VOR 167° radials; Hoquiam, VOR; to the