the requirements of § 1424.2 have been met.

§ 1424.5 Basis for approval.

A review and analysis will be made of the information disclosed by the warehouseman's application, warehouse examiner's report and recommendation, financial statement, credit reports, and other pertinent information. If it is determined that the warehouseman and the warehouse conform with the standards and other requirements set out in this subpart, the warehouse will be approved. The applicant also may be approved, if one or more of the standards of § 1424.2, other than the standard of paragraph (a)(5) thereof, are not met, if it is determined that the warehouse storage and handling conditions provide satisfactory protection for oil, that the services of the warehouseman are required by CCC in fulfilling its program responsibilities, and additional bond coverage or acceptable substitute security is furnished in an amount determined to be sufficient to protect the interests of CCC.

§ 1424.6 Basis for disapproval.

A warehouse will not be approved (or its present approval will be terminated) if:

(a) The warehouseman is in violation of any provisions of the regulations of the licensing authority, or if any condition which has resulted or may result in the refusal, suspension, or revocation of the applicable warehouse license has not been corrected. (Correction of any such condition shall not result in automatic approval of the warehouse and CCC may require the submission of a new application, such additional information as it considers pertinent, and a new inspection of the warehouse to determine whether the warehouse meets the requirements of this subpart).

(b) The warehouseman or any of the directors, responsible officers, and employees of the warehouse are suspended or debarred under regulations issued by CCC.

§ 1424.7 List of approved warehouses.

(a) After a warehouse has been approved and the storage agreement has been executed on behalf of CCC, a notice of approval will be forwarded to the warehouseman by CCC. The warehouse will then be eligible to store and handle CCC-owned oil and oil under CCC's price support programs. A list of approved warehouses will be maintained by CCC.

(b) The financial condition and the amount of bond or substitute security furnished by an approved warehouseman will be reviewed from time to time to determine that the requirements of CCC are being met. The warehouse will be reexamined from time-to-time to determine its continued compliance with the standards and requirements of this subpart. If at any time it is determined that a warehouseman or a warehouse does not conform with the standards and other requirements set out in this subpart, CCC shall remove the warehouse from the list of approved warehouses and take such other appropriate action as may be necessary to protect the interests of CCC. If a warehouse is removed from the list of approved warehouses under this section, CCC will inform the warehouseman of the reasons therefor and the warehouseman may obtain reinstatement on presentation of information satisfactory to CCC that the warehouseman or warehouse or both again comply with the standards and requirements of this subpart.

(c) Approval of the warehouse will remain in effect until the warehouse is removed from the list of approved warehouses, or the storage agreement is terminated, or the warehouseman is suspended or debarred from contracting with CCC under applicable regulations.

§ 1424.8 Waiver of requirements.

If the warehousing services required in fulfilling responsibilities under CCC programs cannot be secured under the provisions of this subpart and no reasonable and economical alternative is available, CCC may exempt the applicant from one or more of the provisions of this subpart and may establish such other requirements in lieu thereof as are determined necessary to safeguard the interests of CCC. Such action shall be authorized only by the Executive Vice President, CCC.

Effective date: Date of publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on December 29, 1966.

H. D. GODFREY,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 67-91; Filed, Jan. 4, 1967; 8:49 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER D—EXPORTATION AND IMPORTATION OF ANIMALS AND ANIMAL PRODUCTS

PART 92—IMPORTATION OF CERTAIN ANIMALS AND POULTRY AND CERTAIN ANIMAL AND POULTRY PRODUCTS

Mexico

Pursuant to the provisions of sections 6, 7, 8, and 10 of the Act of August 30, 1890, as amended (21 U.S.C. 102–105), section 2 of the Act of February 2, 1903, as amended (21 U.S.C. 111), section 306 of the Act of June 17, 1930, as amended (19 U.S.C. 1306), and sections 2, 3, 4, and 11 of the Act of July 2, 1962 (21 U.S.C. 134a–134c and 134f), the regulations in Part 92, Subchapter D, Chapter I, Title 9, Code of Federal Regulations, as amended, are hereby amended in the following respects:

1. Section 92.31(a) is amended to read:

§ 92.31 Import permit and application for inspection for animals and animal semen.

(a) For ruminants, swine, poultry, and animal semen intended for importation from Mexico, the importer shall first apply for and obtain from the Division an import permit as provided in § 92.4: *Provided*, That an import permit is not required for a ruminant or swine offered for entry at a land border port designated in § 92.3(c) if such animal: (1) Was born in the Mexican States of Tamaulipas, Nuevo Leon, Coahuila, Chihuahua, Sonora, Durango, Zacatecas, or Baja California, or the United States, and (2) has been in no country other than the United States or Mexico, and in no Mexican State other than those specified above, and (3) has not, during the preceding 60 days, been corralled, pastured, or held with, or bred by, or inseminated with semen from, any ruminants or swine for which a permit would be required under this part, and (4) is not pregnant as a result of having been bred by, or artificially inseminated with semen from, a ruminant or swine for which a permit would be required under this part.

* * * * *

2. Section 92.34(a) is amended to read:

§ 92.34 Detention at port of entry and periods of quarantine.

(a) Cattle, other ruminants, and swine imported from Mexico and originating in the Mexican States of Tamaulipas, Nuevo Leon, Coahuila, Chihuahua, Sonora, Durango, Zacatecas, or Baja California, except animals being transported in bond for immediate return to Mexico and except animals imported for immediate slaughter, may be detained at the port of entry and there subjected to such disinfection, blood tests, other tests, and dipping as may be required by the Director of Division to determine their freedom from any communicable disease or infection with such disease and the importer shall be responsible for the care, feed, and handling of the animals during the period of detention.

* * * * *

3. Section 92.40 is amended by changing the first sentence therein to read:

§ 92.40 Animals for immediate slaughter.

Swine and ruminants, other than sheep and goats, from the Mexican States of Tamaulipas, Nuevo Leon, Coahuila, Chihuahua, Sonora, Durango, Zacatecas, or Baja California, and horses and poultry from any part of Mexico, may be imported, subject to the applicable provisions of §§ 92.31, 92.32, 92.33, 92.35(a)(2) and 92.39(a) for immediate slaughter if accompanied by a certificate of a salaried veterinarian of the Mexican Government stating that he has inspected such animals on the premises of origin and found them free of evidence of communicable disease, and that, so far as it has been possible to determine, they have not been exposed to any such disease common to animals of their kind during the preced-

ing 60 days, and if the animals are shipped by rail or truck, the certificate shall further specify that the animals were loaded into cleaned and disinfected cars or trucks for transportation directly to the port of entry. * * *

(Secs. 6, 7, 8, 10, 26 Stat. 416, 417, as amended, sec. 2, 32 Stat. 792, as amended, sec. 306, 46 Stat. 689, as amended, sec. 2, 3, 4, 11, 76 Stat. 129, 130, 132; 19 U.S.C. 1306, 21 U.S.C. 102–105, 111, 134a, 134b, 134c, 134f; 29 F.R. 16210, as amended, 30 F.R. 5799, as amended)

The foregoing amendments relieve restrictions upon the importation of certain livestock from the State of Zacatecas, Mexico, so as to afford this State the same status as the seven northern States of Mexico now have in this respect under the regulations, since no communicable disease of livestock is now known to exist in the State of Zacatecas which would justify any different requirement with respect to it. Accordingly, under the administrative procedure provisions (5 U.S.C. 553) it is found upon good cause that notice and other public procedure with respect to the foregoing amendments are impracticable and contrary to the public interest and good cause is found for making the amendments effective less than 30 days after publication hereof in the FEDERAL REGISTER.

Effective date. The foregoing amendment shall become effective upon publication in the FEDERAL REGISTER.

Done at Washington, D.C., this 30th day of December 1966.

E. P. REAGAN,
Acting Deputy Administrator, Agricultural Research Service.

[F.R. Doc. 67-90; Filed, Jan. 4, 1967; 8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Docket No. 7534; Amdts. 61-26, 183-2]

PART 61—CERTIFICATION: PILOTS AND FLIGHT INSTRUCTORS

PART 183—REPRESENTATIVES OF THE ADMINISTRATOR

Medical Certificates Serving as Student Pilot Certificates; Parental Consent Requirements

The purpose of these amendments to Parts 61 and 183 of the Federal Aviation Regulations is to (1) authorize the issuance of student pilot certificates (combined with medical certificates) by aviation medical examiners when examining applicants for medical certification who meet the eligibility requirements of § 61.61 as to age and ability to read, speak, and understand the English language; and (2) delete the requirements of § 61.61 pertaining to consent of the parent or guardian of an unmarried applicant under 21 years of age or the husband of a married female applicant under that age, and statement of membership of a minor applicant in an Armed Force of the United States or enrolled in its ROTC or other training program. These amendments were proposed in Notice No. 66–30 issued on July 28, 1966, and published in the FEDERAL REGISTER on August 3, 1966 (31 F.R. 10415).

Except for dissents evidently based upon misunderstanding of its purpose, the public comments concurred with the first change as a time- and money-saving convenience to applicants for student pilot certificates. One of these two dissents remarked that issuing a pilot certificate is a function and responsibility of the FAA. This comment apparently did not consider the fact that an aviation medical examiner is a representative of the Administrator designated under section 314(a) of the Federal Aviation Act of 1958. The other dissent asked whether there now would be "two classes" of third-class medical certificates. This commentator apparently did not realize that there would still be only one class of third-class (or other-class) medical certificate but that, as explained in the notice, there would be two alternate procedures, one of these providing a certificate serving the dual function of both student pilot and medical certification, and the other preserving the applicant's right to obtain separate medical and student pilot certification from different representatives of the Administrator. As stated in Notice No. 66–30, the latter would be necessary to accommodate situations where the applicant already has an airman certificate, such as a certificated air traffic control tower operator with a second-class medical certificate, who now desires to obtain a student pilot certificate. In this kind of situation, it should not be necessary for him to go to an aviation medical examiner to obtain the pilot certificate.

Some comment was concerned with the disposition of a combination certificate when the student pilot applies for a private pilot certificate, since under prior administrative procedure the student pilot certificate has been surrendered upon issue of a different pilot certificate. The Agency will meet this situation with appropriate administrative methods preserving the continuance of the issued medical certification.

The objectives stated in Notice 66–30 are now implemented by amending § 61.61(b) to state that student pilot certificates are issued by FAA inspectors, designated pilot examiners, and aviation medical examiners when requested by persons being examined by them for medical certification under Part 67. However, it is provided that an aviation medical examiner may not issue a student pilot certificate if the applicant cannot read, speak, and understand the English language, since operating limitations then must be placed on the student pilot certificate that should be determined by another examiner. Section 183.21 also is amended to complete the delegation of authority to aviation medical examiners, and the term "Federal Air Surgeon" is substituted for the term "Civil Air Surgeon" throughout Part 183 to state the correct name of this official of the Agency.

Some comments opposed the deletion of the parental consent requirements from § 61.61, asserting that potentially parents may now be held responsible, without their consent, for damages that may result from operation of aircraft by their children. However, since these regulations provide safety rules prescribing standards for competency of pilots, their content should not depend upon the question of liability of a parent for a child's tort (that is determined by the law of the place where the tort takes place, not by regulations issued by this Agency). Furthermore, as stated in Notice No. 66–30, the parental consent requirement does not seem to serve any realistic safety purpose, and imposes an undue burden on the applicant for a pilot certificate since generally persons less than 21 years of age are inducted into the armed services, can exercise property rights, can marry, and are able to secure automobile driving licenses without parental consent.

Interested persons have been afforded an opportunity to participate in the making of these amendments, and due consideration has been given to all matter presented.

In consideration of the foregoing, Parts 61 and 183 of the Federal Aviation Regulations are amended, effective May 1, 1967, as follows:

1. By striking out paragraph (c) of § 61.61, and amending paragraph (b) of that section to read as follows:

§ 61.61 Eligibility requirements: general.

* * * * *

(b) Student pilot certificates are issued by the following:

(1) FAA inspectors.

(2) Designated pilot examiners.

(3) Aviation medical examiners, when requested by persons being examined by them for medical certificates under Part 67 of this chapter.

However, an aviation medical examiner may not issue a student pilot certificate if operating limitations are required under paragraph (a)(2) of this section.

(c) [Deleted]

2. By amending Part 183 as follows:

a. By striking out the term "Civil Air Surgeon" wherever it appears in Part 183 and substituting the term "Federal Air Surgeon" therefor.

b. By striking out the word "and" at the end of paragraph (c), redesignating paragraph (d) as paragraph (e), and inserting a new paragraph (d), in § 183.21, to read as follows:

§ 183.21 Aviation Medical Examiners.

* * * * *

(d) Issue student pilot certificates as specified in § 61.61 of this chapter; and

* * * * *

(Secs. 313(a), 314(a), 601, 602, Federal Aviation Act of 1958; 49 U.S.C. 1354, 1355, 1421, 1422)

Issued in Washington, D.C., on December 29, 1966.

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 67-65; Filed, Jan. 4, 1967; 8:46 a.m.]

[Airspace Docket No. 66-WE-19]

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

Alteration of Federal Airways

On September 28, 1966, a notice of proposed rule making was published in the FEDERAL REGISTER (31 F.R. 12682) stating that the Federal Aviation Agency was considering amendments to Part 71 of the Federal Aviation Regulations that would raise the floors of Federal airway segments in the Oakland, Calif., Air Route Traffic Control Center area.

Interested persons were afforded an opportunity to participate in the proposed rule making through the submission of comments.

The Air Transport Association of America concurred with the proposals. No other comments were received.

Subsequent to publication of the notice, an evaluation of flight inspection data determined that aircraft westbound for operation along V-244 may cross the Coaldale, Nev., VORTAC at 11,000 feet MSL. This will permit an easterly extension of the 14,500 feet MSL floor on V-244, 6 miles farther east. Such action is taken herein. In addition, revised air traffic control procedures at Reno, Nev., will necessitate a reduction of 2 miles in the length of the 13,100 feet MSL floor on the segment of V-283 south of Reno. Such action is taken herein.

Since these actions are minor in nature and are in the interest of safety, the Administrator has determined that notice and public procedure thereon are impractical.

The proposal to raise the floor on a segment of V-485 will not be considered herein as such action was taken in Airspace Docket No. 66-WE-36 (31 F.R. 14631).

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., March 2, 1967, as hereinafter set forth.

Section 71.123 (31 F.R. 2009, 2475, 5057, 5120, 5121, 6487, 6582, 6685, 6791, 7171, 7172, 7279, 7556, 8747, 10027, 14631) is amended as follows:

1. In V-6 all before "12 AGL Lovelock, Nev.," is deleted and "From INT Oakland, Calif., 221° and Point Reyes, Calif., 161° radials, 12 AGL Oakland; 12 AGL INT Oakland 039° and Sacramento, Calif., 212° radials; 12 AGL Sacramento, including a 12 AGL S alternate via INT Oakland 077° and Sacramento 192° radials; 12 AGL Lake Tahoe, Calif.; 12 AGL Reno, Nev., including a 12 AGL N alternate from Sacramento to Reno via INT Sacramento 038° and Reno 257° radials;" is substituted therefor.

2. In V-23 all between "Fresno, Calif.;" and "Fort Jones, Calif.;" is deleted and "12 AGL INT Fresno 322° and Linden, Calif., 140° radials 10 miles, 12 AGL; 6 miles wide, 12 AGL Linden; 12 AGL Sacramento, Calif., including a 12 AGL W alternate from Fresno to Sacramento via Los Banos, Calif., and Stockton, Calif.; 12 AGL INT Sacramento 346° and Red Bluff, Calif., 158° radials; 12 AGL Red Bluff;" is substituted therefor.

3. In V-25 all between "Salinas 131° radials;" and "INT of Red Bluff 015°" is deleted and "12 AGL INT Salinas 310° and Woodside, Calif., 158° radials; 12 AGL Woodside; 12 AGL San Francisco, Calif.; 12 AGL INT San Francisco 304° and Point Reyes, Calif., 161° radials; 12 AGL Point Reyes; 12 AGL INT Point Reyes 352° and Ukiah, Calif., 147° radials; 28 miles, 12 AGL, 24 miles, 85 MSL, 18 miles, 75 MSL, 12 AGL Red Bluff, Calif.;" is substituted therefor.

4. In V-27 all between "Big Sur;" and "Crescent City, Calif.;" is deleted and "12 AGL INT Big Sur 325° and Point Reyes, Calif., 161° radials; 12 AGL Point Reyes; 12 AGL INT Point Reyes 352° and Ukiah, Calif., 147° radials; 12 AGL Ukiah; 12 AGL Fortuna, Calif.;" is substituted therefor.

5. V-28 is amended to read as follows:

V-28 From Oakland, Calif., 12 AGL INT Oakland 077° and Linden, Calif., 246° radials; 12 AGL Linden; 12 AGL INT Linden 046° and Reno, Nev., 208° radials; 12 AGL Reno.

6. V-87 is amended to read as follows:

V-87 From San Francisco, Calif., 12 AGL INT San Francisco 359° and Napa, Calif., 182° radials; 12 AGL Napa; 12 AGL INT Napa 004° and Maxwell, Calif., 188° radials; 12 AGL Maxwell; 12 AGL Red Bluff, Calif.

7. In V-107 all between "Los Banos, Calif.;" and "The airspace within R-2519" is deleted and "12 AGL Oakland, Calif.; 12 AGL Point Reyes, Calif.; 12 AGL INT Point Reyes 306° and Ukiah, Calif., 172° radials." is substituted therefor.

8. In V-108 all before "From Colorado Springs, Colo.," is deleted and "From San Francisco, Calif., 12 AGL INT San Francisco 304° and Sausalito, Calif., 232° radials; 12 AGL Sausalito; 12 AGL INT Sausalito 052° and Linden, Calif., 269° radials; 12 AGL Linden." is substituted therefor.

9. V-109 is amended to read as follows:

V-109 From Los Banos, Calif., 12 AGL Stockton, Calif.; 12 AGL INT Stockton 268° and Oakland, Calif., 077° radials; 12 AGL Oakland." is substituted therefor.

10. V-111 is amended to read as follows:

V-111 From Big Sur, Calif., 12 AGL Salinas, Calif.; 12 AGL INT Salinas 026° and Los Banos, Calif., 312° radials.

11. V-113 is amended to read as follows:

V-113 From Paso Robles, Calif., via Priest, Calif.; Los Banos, Calif.; 12 AGL Stockton, Calif.; 12 AGL Linden, Calif.; 12 AGL INT Linden 046° and Reno, Nev.; 208° radials; 12 AGL Reno.

12. V-150 is amended to read as follows:

V-150 From San Francisco, Calif., 12 AGL INT San Francisco 304° and Sausalito, Calif., 232° radials; 12 AGL Sausalito; 12 AGL Sacramento, Calif.

13. V-195 is amended to read as follows:

V-195 From Oakland, Calif., 12 AGL INT Oakland 004° and Williams, Calif., 191° radials; 12 AGL Williams; 12 AGL INT Williams 002° and Red Bluff, Calif., 158° radials; 12 AGL Red Bluff; 12 AGL Fortuna, Calif.

14. V-199 is amended to read as follows:

V-199 From San Francisco, Calif., 12 AGL INT San Francisco 304° and Ukiah, Calif., 172° radials; 12 AGL Ukiah; 17 miles 12 AGL, 23 miles 85 MSL, 18 miles 75 MSL, 12 AGL Red Bluff, Calif. The portion outside the United States has no upper limit.

15. In V-200 all before "From Provo, Utah," is deleted and "From Ukiah, Calif., 12 AGL Williams, Calif.; 12 AGL Reno, Nev." is substituted therefor.

16. V-230 is amended to read as follows:

V-230 From INT Big Sur, Calif., 325° and Salinas, Calif., 281° radials; 12 AGL Salinas; 12 AGL Los Banos, Calif.; 12 AGL Fresno, Calif.; 12 AGL Friant, Calif. The portion outside the United States has no upper limit.

17. In V-244 all before "12 AGL Tonopah, Nev.;" is deleted and "From Oakland, Calif., 12 AGL INT Oakland 077° and Stockton, Calif., 268° radials; 12 AGL Stockton, including a 12 AGL S alternate INT Oakland 110° and Stockton 246° radials; 76 miles 12 AGL, 51 miles 145 MSL, 12 AGL Coaldale, Nev.;" is substituted therefor.

18. In V-283 "From Fresno, Calif., via Reno, Nev.;" is deleted and "From Fresno, Calif., 68 miles 12 AGL, 50 miles 131 MSL, 12 AGL Reno, Nev.;" is substituted therefor.

19. V-301 is amended to read as follows:

V-301 From Point Reyes, Calif., 12 AGL Santa Rosa, Calif.; 12 AGL Williams, Calif.

20. In V-459 all after "Friant, Calif.;" is deleted and "12 AGL INT Friant 319° and Linden, Calif., 124° radials; 12 AGL Linden." is substituted therefor.

21. In V-494 all before "12 AGL INT Lake Tahoe 078°" is deleted and "From Ukiah, Calif., 12 AGL INT Ukiah 147° and Santa Rosa, Calif., 325° radials; 12 AGL Santa Rosa; 12 AGL Sacramento, Calif.; 12 AGL INT Sacramento 038° and Lake Tahoe, Calif., 249° radials; 12 AGL Lake Tahoe;" is substituted therefor.

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

Issued in Washington, D.C., on December 28, 1966.

H. B. HELSTROM,
Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 67-66; Filed, Jan. 4, 1967; 8:46 a.m.]

[Airspace Docket No. 66-WE-39]

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

Alteration of Federal Airways

On September 24, 1966, a notice of proposed rule making was published in the