with an unused part of the same part number, or an equivalent part.

(f) Upon request with substantiating data submitted through an FAA maintenance inspector, the compliance times specified in this AD may be increased by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region. Equivalent inspections, parts and revisions to service bulletins must be approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

This amendment is effective September 1, 1969.

(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 Jamaica, N.Y., on August 14, 1969.

GEORGE M. GARY,
Director, Eastern Region.

[F.R. Doc. 69-10205; Filed, Aug. 26, 1969; 8:46 a.m.]

[Docket No. 69-EA-102; Amdt. 39-824]

PART 39—AIRWORTHINESS DIRECTIVES

General Electric Engines

Pursuant to the authority delegated to me by the Administrator (14 CFR 11.89; 31 F.R. 13697), an airworthiness directive was adopted on August 12, 1969, and made effective immediately as to all known U.S. Operators of Boeing Vertol 107 and Sikorsky S61 and S62 aircraft with General Electric Engine Models CT58-100-1, CT58-100-2, CT58-110-1, CT58-110-2, CT58-140-2, T58-GE-1, and T58-GE-5. The directive is as follows:

Applies to General Electric Models CT58-100-1, CT58-100-2, CT58-110-1, CT58-110-2, CT58-140-1, CT58-140-2, T58-GE-1, and T58-GE-5 engines, installed in Boeing Vertol 107 and Sikorsky S61 and S62 aircraft.

To prevent failures of first and second stage turbine rotor discs remove from service General Electric part numbers listed below with more than 10,100 cycles at the time of receipt of this telegram, unless already accomplished.

Stage 1 Discs	*Stage 2 Discs*
278D978P002	278D979P002
37D400498P101	37D400499P101
37D400010P101	37D400004P102
37D400227P101	37D400228P102
37D400307P101	4002T96P01
4002T17P01	

For the purposes of this airworthiness directive a cycle is considered as any engine operating sequence involving engine start, at least one acceleration to a power required for takeoff and shutdown.

Since it was found that immediate corrective action was required, notice and public procedure thereon was impracticable and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately as to all known U.S. operators of Boeing Vertol 107 and Sikorsky S61 and S62 aircraft with General Electric Engine Models CT68-100-1, CT58-100-2, CT58-110-1, CT58-110-2, CT-58-140-1, CT58-140-2, T58-GE-1, and T58-GE-5, by individual telegrams dated August 12, 1969. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER as an amendment to section 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons.

This amendment becomes effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective immediately by telegram dated August 12, 1969.

(Sec. 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 Jamaica, N.Y., on August 15, 1969.

GEORGE M. GARY,
Director, Eastern Region.

[F.R. Doc. 69-10206; Filed, Aug. 26, 1969; 8:46 a.m.]

[Airspace Docket No. 69-CE-82]

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

Revocation of Control Zone

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to revoke the Stevens Point, Wis., control zone.

On October 26, 1969, the North Central Airlines Office on the Stevens Point Municipal Airport will be closed with the result that on and after this date no weather reporting services will be available at this airport. Since weather reporting service is required for the designation of a control zone, it is necessary to revoke the Stevens Point control zone designation effective upon closing of the airline office.

Since the revocation will reduce the existing designated Stevens Point control zone, it will not impose any additional burden on any person. Therefore, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., October 26, 1969, as hereinafter set forth:

In § 71.171 (34 F.R. 4557), the following control zone is deleted:

Stevens Point, Wis.

(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 August 11, 1969.

EDWARD C. MARSH,
Director, Central Region.

[F.R. Doc. 69-10209; Filed, Aug. 26, 1969; 8:46 a.m.]

[Airspace Docket No. 69-CE-23]

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

Designation of Transition Area

On page 7976 of the FEDERAL REGISTER dated May 21, 1969, the Federal Aviation Administration published a notice of proposed rule making which would amend section 71.181 of Part 71 of the Federal Aviation Regulations so as to designate a transition area at Jacksonville, Ill.

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., October 16, 1969.

(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 August 11, 1969.

EDWARD C. MARSH,
Director, Central Region.

In § 71.181 (34 F.R. 4637), the following transition area is added:

JACKSONVILLE, ILL.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jacksonville Municipal Airport (latitude 39°46'30" N., longitude 90°14'30" W.); and within 3 miles each side of the 309° bearing from Jacksonville Municipal Airport, extending from the 5-mile radius area to 8 miles northwest of the airport, excluding the portion ... extending upward from 1,200 feet above the surface within 4½ miles southwest and 9½ miles northeast of the 129° and 309° bearings from Jacksonville Municipal Airport, extending from 6 miles southeast to 18½ miles northwest of the airport, excluding the portion which overlies the Springfield, Ill., transition area.

[F.R. Doc. 69-10208; Filed, Aug. 26, 1969; 8:46 a.m.]

[Airspace Docket No. 69-WE-61]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Areas

The purpose of these amendments to Part 73 of the Federal Aviation Regulations is to change the name and using agency of restricted areas R-6402 and R-6407.

In the description of R-6402, the name would be changed from Dugway, Utah, to Deseret Test Center, Dugway, Utah, and the Using Agency from Commanding Officer, Dugway Proving Ground, Dugway, Utah, to Commanding General, Deseret Test Center, Dugway, Utah.

In the description of R-6407, the name would be changed from Dugway West, Utah, to Deseret Test Center, Dugway, Utah, and the Using Agency from Commanding Officer, Dugway Proving Ground, Dugway, Utah, to Commanding General, Deseret Test Center, Dugway, Utah.

Since these amendments are minor in nature and no substantive change in the regulation is effected, notice and public procedure hereon are unnecessary. However, since it is necessary to allow sufficient time to make the appropriate changes to aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, Part 73 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., October 16, 1969, as hereinafter set forth.

In § 73.64 (34 F.R. 4847) the following changes are made:

1. "R-6402 Dugway, Utah" is deleted and "R-6402 Deseret Center Test Center, Dugway, Utah" is substituted therefor.

2. In R-6402 Using Agency, "Commanding Officer, Dugway Proving Ground, Dugway, Utah." is deleted and "Commanding General, Desert Test Center, Dugway, Utah." is substituted therefor.

3. "R-6407 Dugway West, Utah" is deleted and "R-6407 Deseret Test Center, Dugway, Utah" is substituted therefor.

4. In R-6407 Using Agency, "Commanding Officer, Dugway Proving Ground, Dugway, Utah." is deleted and "Commanding General, Deseret Test Center Dugway, Utah." is substituted therefor.

(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 Washington, D.C., on August 21, 1969.

T. McCormack,
Acting Chief, Airspace and Air Traffic Rules Division.

[F.R. Doc. 69-10207; Filed, Aug. 26, 1969; 8:46 a.m.]

[Docket No. 9257; Amdt. 151-35]

PART 151—FEDERAL AID TO AIRPORTS

U.S. Share of Project Costs; In-Runway Lighting Systems

The purpose of these amendments to Part 151 of the Federal Aviation Regulations is to (1) delete exit taxiway lighting systems, in § 151.43(d)(2), as part of in-runway lighting that is eligible for 75 percent Federal participation under the Federal-Aid Airport Program; and (2) substitute references to 5 U.S.C., 554, 556, and 557 in § 151.65(c) for prior references to sections of the Administrative Procedure Act, that has been repealed and superseded.

Deletion of the exit taxiway lighting systems as part of in-runway lighting was proposed in Notice 68-31 and published in the Federal Register on November 22, 1968 (33 F.R. 17315). The two public comments received on the notice objected to the proposal because they considered exit taxiway lighting systems, as a useful tool and essential for safe and efficient operations during adverse weather, to be properly eligible for Federal funds on the same basis as is in-runway centerline lighting.

Basically, the reason for 75 percent Federal participation is because the sponsor is required to include the installation of in-runway lighting in its next FAAP project when the FAA determines it is needed for the safe and efficient use of the airport by aircraft. Exit taxiway lighting is no longer required as part of the in-runway lighting system, therefore the basis for 75 percent participation no longer exists. The reason exit taxiway lighting is no longer required is that the benefit originally anticipated was not achieved—that is, as stated in the notice, it is no longer regarded as necessary to Category II operations.

FAA now considers exit taxiway lighting to be a part of the taxiway centerline lighting system, eligible for 50 percent Federal participation. These amendments therefore delete the item from the parenthetical expressions defining "in-runway lighting" in §§ 151.43 (d)(2) and 151.87(e), and in item 2 under the heading "Typical Eligible Items" in Appendix F to Part 151, and it is considered to be taxiway lighting under § 151.87(f) and item 3 under that heading of Appendix F.

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

These amendments also change § 151.65(c) to substitute references to 5 U.S.C. 554, 556, and 557 for the prior references to sections of the Administrative Procedure Act that have been repealed and superseded. Notice and public procedure thereon are unnecessary since in this respect these amendments merely reflect changes of law.

In consideration of the foregoing, Part 151 of the Federal Aviation Regulations is amended, effective September 26, 1969, as follows:

1. By amending paragraph (d)(2) of § 151.43 to read as follows:

§ 151.43 U.S. share of project costs.

* * * * *

(d) * * *

(2) The costs of installing in-runway lighting (touchdown zone lighting system, and centerline lighting system).

* * * * *

2. By amending paragraph (e) of § 151.87 to read as follows:

§ 151.87 Lighting and electrical work.

* * * * *

(e) In-runway lighting (touchdown zone lighting system, and centerline lighting system) is eligible on the designated instrument landing runway.

* * * * *

3. By amending item 2 under the heading "Typical Eligible Items" in Appendix F to Part 151 to read as follows:

Appendix F

* * * * *

Typical Eligible Items

* * * * *

2. In-runway lighting (touchdown zone lighting system, and centerline lighting system).

4. By amending the third sentence in paragraph (c) of § 151.65 to read as follows:

§ 151.65 Memoranda and hearings.

* * * * *

(c) * * * They are not hearings for the purposes of 5 U.S.C. §§ 554, 556, and 557, and do not terminate in an adjudication as defined in that Act.

* * * * *

(Secs. 1-15 and 17-21, Federal Airport Act, 49 U.S.C. 1101-1114, 1116-1120, sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c), § 1.4(b)(1), Reg. Office of the Secretary of Transportation)

Issued in Washington, D.C., on August 20, 1969.

D. D. Thomas,
Acting Administrator.

[F.R. Doc. 69-10210; Filed, Aug. 26, 1969; 8:46 a.m.]

Title 18—CONSERVATION OF POWER AND WATER RESOURCES

Chapter I—Federal Power Commission

[Docket No. R-362]

PART 2—GENERAL POLICY AND INTERPRETATIONS

Notice of Extension of Time

August 20, 1969.

Reliability and adequacy of electric service—reporting of data, participation of regulatory personnel in Regional Councils.

A number of comments, and petitions for rehearing, reconsideration, or clarification, have been filed by various interested parties with respect to the Commission's order issued June 25, 1969, in the above-designated matter asking, inter alia, that the Commission consider various modifications of the several requests set forth therein.

In order to provide an opportunity to evaluate these suggestions in an orderly manner, the Commission is hereby extending until October 9, 1969, the time specified by paragraph (B) of the order issued June 25, 1969, within which interested parties are invited to submit any comments or proposals as to the material set out in the proposed informational report in Appendix A of that order.

By direction of the Commission.

Gordon M. Grant,
Secretary.

[F.R. Doc. 69-10195; Filed, Aug. 26, 1969; 8:45 a.m.]

Title 29—LABOR

Chapter V—Wage and Hour Division, Department of Labor

PART 681—HOMEWORKERS IN CERTAIN INDUSTRIES IN PUERTO RICO

Minimum Piece Rate Increases

Pursuant to authority in section 6 of the Fair Labor Standards Act of 1938 (29 U.S.C. 206), Reorganization Plan No. 6 of 1950 (3 CFR 1949-53 Comp.,

p. 1004), and Order No. 19-67 of the Secretary of Labor (32 F.R. 12980), § 681.9(c) of Title 29 of the Code of Federal Regulations is amended as set out below.

This amendment merely articulates proportional increases in the minimum piece rates which § 681.9(a) requires to be paid by reason of increases in hourly rates recommended by Industry Committee No. 83-C for the Leather, Leather Goods, and Related Products Industry in Puerto Rico, which are effective August 10, 1969. For this reason, it is hereby found that notice and public procedure thereon are unnecessary. In addition, and for the same reason, good cause is found to curtail the customary delay in the effective date. This amendment shall be effective August 10, 1969.

As amended, 29 CFR 681.9(c) reads as follows:

§ 681.9 Minimum piece rates prescribed by the Administrator.

* * * * *

(c) Piece rates for the hand-lacing of leather wallets, leather wallet covers and plastic wallets. A minimum piece rate of $1.50 cents per dozen stitches shall be paid to homeworkers in Puerto Rico engaged in the hand-lacing, single stitch, with plastic lacing material, of leather wallets and leather wallet covers; a minimum piece rate of 3.68 cents per dozen stitches shall be paid to homeworkers in Puerto Rico engaged in the hand-lacing, double stitch, with plastic lacing material, of leather wallets and leather wallet covers; and a minimum piece rate of 4.57 cents per dozen stitches shall be paid to homeworkers in Puerto Rico engaged in hand-lacing, double stitch, with plastic lacing material, of plastic wallets.

(29 U.S.C. 206)

Signed at Washington, D.C., this 9th day of August 1969.

ROBERT D. MORAN,
Administrator, Wage and Hour and Public Contracts Division.

[F.R. Doc. 69-10234; Filed, Aug. 26, 1969; 8:48 a.m.]

Title 41—PUBLIC CONTRACTS AND PROPERTY MANAGEMENT

Chapter 1—Federal Procurement Regulations

PART 1-1—GENERAL

Small Business and Labor Surplus Area Set-Asides

This amendment provides that under certain circumstances a special procedure shall be applied in determining (a) the eligibility of a small business or labor surplus area concern to participate in the set-aside portion of a procurement containing a partial small business or labor surplus area set-aside and (b) the price at which the award will be made on the set-aside portion. Such procedure shall be applied in circumstances where the recipient of the award on the non-set-aside portion of the procurement is a foreign bidder or the supplier of a foreign product. In addition, this amendment liberalizes the limitation regarding eligibility for participation in a partial small business or labor surplus area set-aside by providing that the bid on the non-set-aside portion of the procurement by a small business or labor surplus area concern must be within 130 percent (formerly 120 percent) of the highest award price on the non-set-aside portion to qualify for negotiation for award on the set-aside portion.

Subpart 1-1.7—Small Business Concerns

Section 1-1.706-6(c) is amended by the revision of paragraph (a) of the "Notice of Partial Small Business Set-Aside" set forth therein. As amended, the section reads as follows:

§ 1-1.706-6 Partial set-asides.

* * * * *

(c) * * *

NOTICE OF PARTIAL SMALL BUSINESS SET-ASIDE

(a) *General.* A portion of this procurement, as identified elsewhere in the Schedule, has been set aside for award only to one or more small business concerns. Negotiations for award of this set-aside portion will be conducted only with responsible small business concerns who have submitted responsive bids on the non-set-aside portion at a unit price within 130 percent of the highest award made on the non-set-aside portion. (For the purpose of this paragraph (a), such "unit price" in the case of award of the non-set-aside portion to a foreign bidder or the supplier of a foreign product shall be the evaluated unit price established under applicable Buy American Act procedures. See 41 CFR 1-6.104-4.) Negotiations shall be conducted with such small business concerns in the following order of priority:

Group 1. Small business concerns which are also certified-eligible concerns;

Group 2. Small business concerns which are also persistent labor surplus area concerns;

Group 3. Small business concerns which are also substantial labor surplus area concerns; and

Group 4. Small business concerns which are not labor surplus area concerns.

Within each of the above groups, negotiations with such concerns will be in the order of their bids on the non-set-aside portion, beginning with the lowest responsive bid. The set-aside shall be awarded at the highest unit price awarded on the non-set-aside portion, adjusted to reflect transportation and other cost factors which were considered in evaluating bids on the non-set-aside portion. However, the Government reserves the right not to consider token bids or other devices designed to secure an unfair advantage over other bidders eligible for the set-aside portion. The partial set-aside of this procurement for small business concerns is based on a determination by the Contracting Officer, alone or in conjunction with a representative of the Small Business Administration, that it is in the interest of maintaining or mobilizing the Nation's full productive capacity, or in the interest of war or national defense programs, or in the interest of ensuring that a fair portion of Government procurement is placed with small business concerns.

* * * * *

Subpart 1-1.8—Labor Surplus Area Concerns

Section 1-1.804-2(b) is amended by the revision of paragraph (a) of the "Notice of Labor Surplus Area Set-Aside" set forth therein. As amended, the section reads as follows:

§ 1-1.804-2 Notice to bidders or offerors.

* * * * *

(b) * * *

NOTICE OF LABOR SURPLUS AREA SET-ASIDE

(a) *General.* A portion of this procurement, as identified elsewhere in the Schedule, has been set aside for award only to one or more labor surplus area concerns and, to a limited extent, to small business concerns which do not qualify as labor surplus area concerns. Negotiations for award of the set-aside portion will be conducted only with responsible labor surplus area concerns (and small business concerns to the extent indicated below) which have submitted responsive bids or proposals on the non-set-aside portion at a unit price no greater than 130 percent of the highest award made on the non-set-aside portion. (For the purpose of this paragraph (a), such "unit price" in the case of award of the non-set-aside portion to a foreign bidder or the supplier of a foreign product shall be the evaluated unit price established under applicable Buy American Act procedures. See 41 CFR 1-6.104-4.) Negotiations for the set-aside portion will be conducted with such bidders in the following order of priority:

Group 1. Certified-eligible concerns which are also small business concerns;

Group 2. Other certified-eligible concerns;

Group 3. Persistent labor surplus area concerns which are also small business concerns;

Group 4. Other persistent labor surplus area concerns.

Group 5. Substantial labor surplus area concerns which are also small business concerns;

Group 6. Other substantial labor surplus area concerns; and

Group 7. Small business concerns which are not labor surplus area concerns.

Within each of the above groups, negotiations with such concerns will be in the order of their bids on the non-set-aside portion, beginning with the lowest responsive bid. The set-aside portion shall be awarded at the highest unit price awarded on the non-set-aside portion, adjusted to reflect transportation and other cost factors which were considered in evaluating bids on the non-set-aside portion. However, the Government reserves the right not to consider token bids or other devices designed to secure an unfair advantage over other bidders eligible for the set-aside portion.

* * * * *

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

Effective date. This regulation is effective September 1, 1969, but may be observed earlier.

Dated: August 20, 1969.

ROBERT L. KUNZIG,
Administrator of General Services.

[F.R. Doc. 69-10200; Filed, Aug. 26, 1969; 8:45 a.m.]