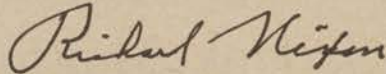


in providing the assistance and resources necessary to discover the cause of multiple sclerosis and its cure and to help alleviate the suffering of persons stricken by this disease.

IN WITNESS WHEREOF, I have hereunto set my hand this eighth day of May, in the year of our Lord nineteen hundred seventy-one, and of the Independence of the United States of America the one hundred ninety-fifth.



[FR Doc.71-6657 Filed 5-10-71;11:01 am]

# Rules and Regulations

## Title 9—ANIMALS AND ANIMAL PRODUCTS

### Chapter I—Agricultural Research Service, Department of Agriculture

#### SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

[Docket No. 71-554]

#### 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, 13-4f), 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, paragraph (e) (10) relating to the State of Texas is amended to read:

(10) *Texas.* (i) All of Harris, Galveston, Liberty, Montgomery, and San Jacinto Counties.

(ii) That portion of the State of Texas comprised of all of Bell, Bosque, Callahan, Collin, Comanche, Eastland, Ellis, Erath, Hill, Hood, Johnson, McLennan, Somervell, Tarrant and Williamson Counties and portions of Brown, Coleman, Coryell, Denton, Falls, Freestone, Hamilton, Limestone, Mills, Navarro, Palo Pinto, Parker, Shackelford, Stephens, Taylor, and Wise Counties, and bounded by a line beginning at the junction of the Tarrant-Dallas-Ellis County lines; thence, following the Dallas-Ellis County line in an easterly direction to the Dallas-Ellis-Kaufman County lines; thence, following the Kaufman-Ellis County line in a southeasterly direction to the Kaufman-Ellis-Henderson County lines; thence, following the Ellis-Henderson County line in a southeasterly direction to the Ellis-Henderson-Navarro County lines; thence, following the Ellis-Navarro County line in a southwesterly direction to Interstate Highway 45 in Ellis County; thence, following Interstate Highway 45 in a southeasterly direction to State Highway 14 in Navarro County; thence, following State Highway 14 in a southwesterly direction to State Highway 7 in Limestone County; thence, following State Highway 7 in a southwesterly direction to State Highway 320 in Falls County; thence, following State Highway 320 in

a southwesterly direction to the Bell-Falls County line; thence, following the Bell-Falls County line in a southeasterly direction to the Bell-Milam-Falls County lines; thence, following the Bell-Milam County line in a southwesterly direction to the Bell-Milam-Williamson County lines; thence, following the Williamson-Milam County line in a southeasterly direction to the Williamson-Milam-Lee County lines; thence, following the Williamson-Lee County line in a southwesterly direction to the Williamson-Burnet County lines; thence, following the Williamson-Burnet County line in a northeasterly direction to the Williamson-Burnet-Bell County lines; thence, following the Bell-Burnet County line in a northwesterly direction to the Bell-Burnet-Lampasas County lines; thence, following the Bell-Lampasas County line in a northerly direction to the Bell-Lampasas-Coryell County lines; thence, following the Bell-Coryell County line in a northeasterly direction to State Highway 36 in Bell County; thence, following State Highway 36 in a northwesterly direction to U.S. Highway 84 in Coryell County; thence, following U.S. Highway 84 in a generally northwesterly direction to State Highway 351 in Taylor County; thence, following State Highway 351 in a northeasterly direction to U.S. Highway 180 in Shackelford County; thence, following U.S. Highway 180 in an easterly direction to State Highway 67 in Stephens County; thence, following State Highway 67 in a northeasterly direction to Farm to Market Road 717 in Stephens County; thence, following Farm to Market Road 717 in a southeasterly direction to U.S. Highway 180 in Stephens County; thence, following U.S. Highway 180 in an easterly direction to Farm to Market Road 920 in Parker County; thence, following Farm to Market Road 920 in a northwesterly direction to Farm to Market Road 1885 in Parker County; thence, following Farm to Market Road 1885 in a northwesterly direction to the Parker-Palo Pinto County line; thence, following the Parker-Palo Pinto County line in a northerly direction to the Parker-Palo Pinto-Jack County lines; thence, following the Parker-Jack County line in an easterly direction to Farm to Market Road 51 in Wise County; thence, following Farm to Market Road 51 in a northeasterly direction to U.S. Highway 81,287 in Wise County; thence, following U.S. Highway 81,287 in a southeasterly direction to Farm to Market Road 730 in Wise County; thence, following Farm to Market Road 730 in a southeasterly direction to the Wise-

Parker-Tarrant County lines; thence, following the Wise-Tarrant County line in an easterly direction to the Tarrant-Denton County line; thence, following the Tarrant-Denton County line in an easterly direction to U.S. Highway 377 in Denton County; thence, following U.S. Highway 377 in a northeasterly direction to State Highway 24 in Denton County; thence, following State Highway 24 in an easterly direction to Farm to Market Road 720 in Denton County; thence, following Farm to Market Road 720 in a southeasterly direction to the Denton-Collin County line; thence, following the Denton-Collin County line in a northerly direction to the Denton-Collin-Grayson County lines; thence, following the Collin-Grayson County line in an easterly direction to the Collin-Grayson-Fannin County lines; thence, following the Collin-Fannin County line in a southerly and then easterly direction to the Collin-Fannin-Hunt County lines; thence, following the Collin-Hunt County line in a southerly direction to the Collin-Hunt-Rockwall County lines; thence, following the Collin-Dallas County line in a westwesterly direction to the Collin-Dallas-Rockwall County lines; thence, following the Collin-Dallas County line in a westerly direction to the Dallas-Denton-Collin County lines; thence, following the Denton-Dallas County line in a westerly direction to the Denton-Dallas-Tarrant County lines; thence, following the Tarrant-Dallas County line in a southerly direction to the junction of the Tarrant-Dallas-Ellis County lines.

(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 quarantines Bell and Williamson Counties in Texas because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. 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 apply to the quarantined counties.

The amendment imposes certain further restrictions necessary to prevent the interstate spread of hog cholera and must be made effective immediately to accomplish its purpose in the public interest. 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 contrary to the public interest, 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 6th day of May 1971.

GEORGE W. IRVING, Jr.,  
Administrator,

Agricultural Research Service.

[FR Doc.71-6559 Filed 5-10-71;8:51 am]

[Docket No. 71-555]

## 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, in paragraph (e) (10) relating to the State of Texas, subdivision (i) relating to Harris, Galveston, Liberty, Montgomery, and San Jacinto Counties is amended to read:

(10) Texas. (i) All of Harris, Galveston, Liberty, Montgomery, San Jacinto, and Tom Green Counties.

(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 quarantines Tom Green County, Tex., because of the existence of hog cholera. This action is deemed necessary to prevent further spread of the disease. 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 apply to the quarantined county.

The amendment imposes certain further restrictions necessary to prevent the interstate spread of hog cholera and must be made effective immediately to accomplish its purpose in the public interest. 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 contrary to the public interest, 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 6th day of May 1971.

GEORGE W. IRVING, Jr.,  
Administrator,

Agricultural Research Service.

[FR Doc.71-6558 Filed 5-10-71;8:51 am]

## Title 8—ALIENS AND NATIONALITY

### Chapter I—Immigration and Naturalization Service, Department of Justice

#### PART 214—NONIMMIGRANT CLASSES

##### Fiancees and Fiances of U.S. Citizens

Reference is made to the notice of proposed rule making which was published in the FEDERAL REGISTER on April 8, 1971 (36 F.R. 6755), pursuant to section 553 of title 5 of the United States Code (80 Stat. 383) and in which there were set out the terms of a proposed amendment to § 214.2(k) pertaining to the approval of visa petitions filed on behalf of fiancees and fiances of U.S. citizens. No representations were received concerning the proposed rule. No change was made in the proposed rule. The proposed rule as set out below is hereby adopted:

Paragraph (k) *Fiancees and fiances of U.S. citizens* of § 214.2 *Special requirements for admission, extension, and maintenance of status* is amended by inserting the following sentence between the existing second and third sentences: "A petition shall not be approved unless the petitioner satisfactorily establishes that he has personally met and seen the beneficiary prior to filing the petition."

(Sec. 103, 66 Stat. 173; 8 U.S.C. 1103)

The basis and purpose of the above-prescribed rule is to provide safeguards against fraud involving visa petitions filed on behalf of fiancees and fiances of U.S. citizens.

This order shall be effective on the date of its publication in the FEDERAL REGISTER (5-11-71). Compliance with the provisions of section 553 of title 5 of the United States Code (80 Stat. 383) as to delayed effective date is contrary to the public interest.

Dated: May 5, 1971.

RAYMOND F. FARRELL,  
Commissioner of

Immigration and Naturalization.

[FR Doc.71-6535 Filed 5-10-71;8:49 am]

## Title 13—BUSINESS CREDIT AND ASSISTANCE

### Chapter I—Small Business Administration

[Rev. 10, Amdt. 2]

#### PART 121—SMALL BUSINESS SIZE STANDARDS

##### Definition of Small Business for Purpose of Government Procurement For Air Transportation

On page 294 of the FEDERAL REGISTER of January 8, 1971, there was published a notice that the Administrator of the Small Business Administration proposed

to increase the size standard for qualifying as a small business for the purpose of bidding on a Government contract for air transportation, from 1,000 employees to 1,500 employees. Interested persons were given 30 days to submit written statements of facts, opinion, or arguments concerning the proposal.

After consideration of all relevant matter as was presented by interested persons, the amendment as so proposed is hereby adopted without change and is set forth below.

**Effective date.** This amendment shall become effective on publication in the FEDERAL REGISTER (5-11-71), but shall apply only to procurements for which invitations for bids or requests for proposals are issued on or after such effective date.

Dated: May 3, 1971.

THOMAS S. KLEPPE,  
Administrator.

#### § 121.3-8 Definition of small business for Government procurement.

(f) \* \* \*

(2) As small if it is bidding on a contract for air transportation and its number of employees does not exceed 1,500 persons.

[FR Doc.71-6505 Filed 5-10-71;8:46 am]

[Rev. 10, Amdt. 3]

#### PART 121—SMALL BUSINESS SIZE STANDARDS

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

A proposal was issued on March 19, 1971 (36 F.R. 5302), to amend the definition of a small business for the purpose of receiving financial assistance from small business investment companies or by development companies by increasing the assets limitation from \$5 million to \$7½ million.

Interested parties were given 30 days in which to submit written comment thereon.

No adverse comment was received and the proposed amendment is hereby adopted without change and is set forth below.

**Effective date.** This amendment shall become effective on publication in the FEDERAL REGISTER (5-11-71).

Dated: April 30, 1971.

THOMAS S. KLEPPE,  
Administrator.

#### § 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.

[FR Doc.71-6506 Filed 5-10-71;8:46 am]

## Title 14—AERONAUTICS AND SPACE

### Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 10638; Amdt. 47-11]

#### PART 47—AIRCRAFT REGISTRATION

##### Cancellation of Certificate of Aircraft Registration for Export Purpose; Recorded Rights-Satisfaction or Consent to Transfer

The purpose of this amendment to Part 47 of the Federal Aviation Regulations is to provide that the holder of a Certificate of Aircraft Registration who wishes to cancel the Certificate for the purpose of export to a foreign country that has not ratified or does not adhere to the Convention on International Recognition of Rights in Aircraft (Mortgage Convention) must submit evidence satisfactory to the Administrator that each holder of a recorded right (other than a contract of conditional sale) has been satisfied or has consented to the transfer.

Interested persons have been afforded an opportunity to participate in the making of this amendment by a notice of proposed rule making (Notice 70-40) issued on October 1, 1970, and published in the FEDERAL REGISTER on October 17, 1970 (35 F.R. 16321). Five public comments were received, each of which either concurred in or had no objection to the proposal.

Under paragraph (b) of § 47.47, if the aircraft was to be exported to a foreign country that had ratified or adhered to the Mortgage Convention, the holder formerly was required to submit evidence satisfactory to the Administrator that each holder of a recorded right had been satisfied or had consented to the transfer. This provision fulfilled the obligations of the United States under Article IX of the Mortgage Convention. However, the provision did not apply where the aircraft was to be exported to a country that had not ratified or did not adhere to the Convention, and in such a case the certificate holder needed only to request cancellation and in addition, if there was a contract of conditional sale, submit the written consent of the seller, bailor, or lessor under the contract. As a result, when a recorded right in the aircraft was not a contract of conditional sale, and the aircraft was to be exported to a non-Mortgage Convention country, it was not necessary to show satisfaction

of the recorded right or consent to the transfer. In such a case, the obligations under the Convention could be frustrated by a request indicating that the aircraft would be exported to a non-Mortgage Convention country when in fact it would be exported to a Mortgage Convention country either directly or after a period of registration in the non-Mortgage Convention country.

This amendment modifies § 47.47 to treat all cancellations of Certificates of Aircraft Registration in the same manner and affords greater protection to holders of recorded rights in the United States. It also more fully complies with the objectives of the Mortgage Convention.

In consideration of the foregoing, § 47.47 of the Federal Aviation Regulations is amended effective June 10, 1971, to read as follows:

##### § 47.47 Cancellation of Certificate for export purpose.

(a) The holder of a Certificate of Aircraft Registration who wishes to cancel the Certificate for the purpose of export must submit to the FAA Aircraft Registry—

(1) A written request for cancellation of the Certificate describing the aircraft by make, model, and serial number, stating the United States identification number and the country to which the aircraft will be exported; and

(2) The applicable satisfaction of conveyance or consent to transfer, as follows:

(i) When the aircraft is under a contract of conditional sale, the written consent of the seller, bailor, or lessor under the contract.

(ii) When the aircraft is subject to a recorded right other than a contract of conditional sale, evidence satisfactory to the Administrator that the holder of the recorded right has been satisfied, or has consented to the transfer.

(b) The FAA notifies the country to which the aircraft is to be exported of the cancellation by ordinary mail, or by airmail at the owner's request. The owner must arrange and pay for the transmission of this notice by means other than ordinary mail or airmail.

(Secs. 313(a), 503, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1403; section 6(c), Department of Transportation Act; 49 U.S.C. 1655(c); § 1.47(a) of the Regulations of the Office of the Secretary of Transportation (49 CFR 1.47(a)))

Issued in Washington, D.C., on April 29, 1971.

J. H. SHAFFER,  
 Administrator.

[FR Doc.71-6508 Filed 5-10-71;8:46 am]

[Docket No. 11015; Amdts. 47-12, 49-6]

#### PART 47—AIRCRAFT REGISTRATION

##### PART 49—RECORDING OF AIRCRAFT TITLE AND SECURITY DOCUMENTS

###### Validity Period of Signature Authorization

The purpose of these amendments is to relieve the limitation imposed by

§§ 47.13(g) and 49.13(d) on the 3-year duration period for an authorization by one person to sign for another when the duration of that authorization is specifically stated therein; and to clarify certain other provisions of Part 47.

Amendments 47-2 and 49-2, effective August 18, 1966 (31 F.R. 15349, Dec. 8, 1966), extended the validity of a power of attorney or other authorization by one person to sign for another from two to not more than 3 years after the date the instrument was signed. The amendments stated that a specified expiration of the validity of an authorization was imposed to improve the efficiency of the FAA's registration and recordation systems by purging obsolete records.

For FAA purposes, there is a need to limit the duration of an authorization. However, it is considered unnecessary to invalidate an authorization where the latter specifically provides for a duration longer than 3 years, or where its continuing effectiveness is reaffirmed by the appropriate person.

These amendments accordingly provide that an authorization may be valid for a period longer than 3 years where the instrument itself so provides. If no expiration date is so specified in the instrument itself the 3-year limitation on validity will continue to apply. However, these amendments also provide a method to extend the effective period of an authorization for additional 3-year periods upon appropriate reaffirmance in writing that the authorization is still in effect.

Additionally, these amendments make the applicable provisions in § 47.13(d) (3) consistent by providing that the person who may certify an authorization by the board of directors of a corporation is an officer or other person holding a managerial position in the corporation and the title of his office is stated in connection with his signature. Finally, an ambiguity in § 47.13(d) (3) (i) is removed by identifying "the signer" to be the person who signed the application or request.

Since these amendments are procedural in nature, notice and public procedure thereon are not necessary, and they may become effective on less than 30 days' notice.

In consideration of the foregoing, Parts 47 and 49 of the Federal Aviation Regulations are amended, effective May 11, 1971, as follows:

a. By amending paragraphs (d) (3) and (g) of § 47.13 to read as follows:

##### § 47.13 Signatures and instruments made by representatives.

\* \* \* \* \*

(d) \* \* \*

(3) Submit a copy of the authorization from the board of directors to sign for the corporation, certified as true under § 49.21 of this chapter by a corporate officer or other person in a managerial position therein, with the application or request, unless—

(i) The signer of the application or request is a corporate officer or other person in a managerial position in the corporation and the title of his office is stated in connection with his signature; or

(ii) A valid authorization to sign is on file at the FAA Aircraft Registry.

(g) A power of attorney or other evidence of a person's authority to sign for another, submitted under this part, is valid for the purposes of this section, unless sooner revoked, until—

(1) Its expiration date stated therein; or

(2) If an expiration date is not stated therein, for not more than 3 years after the date—

(i) It is signed; or

(ii) The grantor (a corporate officer or other person in a managerial position therein, where the grantor is a corporation) certifies in writing that the authority to sign shown by the power of attorney or other evidence is still in effect.

b. By amending § 49.13(d) to read as follows:

**§ 49.13 Signatures and acknowledgments.**

(d) A power of attorney or other evidence of a person's authority to sign for another, submitted under this part, is valid for the purposes of this section, unless sooner revoked, until—

(1) Its expiration date stated therein; or

(2) If an expiration date is not stated thereon, for not more than 3 years after the date—

(i) It is signed; or

(ii) The grantor (a corporate officer or other person in a managerial position therein, where the grantor is a corporation) certifies in writing that the authority to sign shown by the power of attorney or other evidence is still in effect.

(Sec. 313(a), Title V, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1401-1406; sec. 6(c), Department of Transportation Act; 49 U.S.C. 1655(c); § 1.47(a) of the Regulations of the Office of the Secretary of Transportation)

Issued in Washington, D.C., on April 29, 1971.

J. H. SHAFER,  
Administrator.

[FR Doc.71-6507 Filed 5-10-71;8:46 am]

[Airspace Docket No. 71-SO-28]

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

**Alteration of Transition Area**

On March 25, 1971, a notice of proposed rule making was published in the FEDERAL REGISTER (36 F.R. 5620), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Memphis, Tenn., transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., July 22, 1971, as hereinafter set forth.

In § 71.181 (36 F.R. 2140), the Memphis, Tenn., transition area is amended as follows: " \* \* \* south of the RBN \* \* \* " is deleted and " \* \* \* south of the RBN; within an 8.5-mile radius of Olive Branch Municipal Airport (lat. 34°58'44" N., long. 89°47'33" W.) \* \* \* " is substituted therefor.

(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 April 30, 1971.

JAMES G. ROGERS,  
Director, Southern Region.

[FR Doc.71-6509 Filed 5-10-71;8:47 am]

[Airspace Docket No. 71-SO-30]

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

**Designation of Transition Area**

On March 25, 1971, a notice of proposed rule making was published in the FEDERAL REGISTER (36 F.R. 5620), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate the Vernon, Ala., transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., July 22, 1971, as hereinafter set forth.

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

**VERNON, ALA.**

That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Lamar County Airport (lat. 33°50'30" N., long. 88°07'10" W.); within 2.5 miles each side of Hamilton VORTAC 195° radial, extending from the 6.5-mile radius area to 17 miles south of the VORTAC, excluding the portion within Columbus, Miss., transition area.

(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 April 30, 1971.

JAMES G. ROGERS,  
Director, Southern Region.

[FR Doc.71-6510 Filed 5-10-71;8:47 am]

[Airspace Docket No. 71-SO-42]

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

**Alteration of Transition Area**

On March 26, 1971, a notice of proposed rule making was published in the

FEDERAL REGISTER (36 F.R. 5709), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Rome, Ga., transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., July 22, as hereinafter set forth.

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

**ROME, GA.**

That airspace extending upward from 700 feet above the surface within a 12-mile radius of Richard B. Russell Airport (lat. 34°20'57" N., long. 85°09'31" W.); within 5 miles each side of Rome VOR 350° radial, extending from the 12-mile radius area to the VOR.

(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 April 30, 1971.

JAMES G. ROGERS,  
Director, Southern Region.

[FR Doc.71-6511 Filed 5-10-71;8:47 am]

[Airspace Docket No. 70-SW-57]

**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 Johnson City, Tex., transition area.

On October 6, 1970, a notice of proposed rule making was published in the FEDERAL REGISTER (35 F.R. 15647) stating the Federal Aviation Administration proposed to alter the transition area at Johnson City, Tex.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. No specific objections were received.

Since publication of the notice of proposed rule making on October 6, 1970, the following changes have been made, as indicated below:

1. Johnson City Airport has been changed from a public-use facility to a private-use airport.

2. Airport and radio beacon (RBN) site coordinates have been determined by survey.

3. A change to the initially proposed NDB approach procedure has been made which will permit a reduction in the northerly extension of the transition area from 18.5 miles to 10 miles north of the Johnson City RBN.

As these changes will have no significant airspace effects and will lessen the burden on the public by reducing the extent of controlled airspace, additional