

page for reproduction. In addition, the total charge will include a charge based upon employees' time required for the search.

(3) For information which has to be compiled the charge will include the cost of employees' time, cost of computer runs or other equipment use, and other overhead expense. Since there is no obligation on the part of the Eximbank to compile records or data, requests for compilations must be reasonable and not unduly interfere with normal operations or program activities.

(4) Persons may inspect and copy documents by their own means in the Eximbank facilities without charge except for search or compilation charges which may be otherwise payable.

§ 404.7 Appearances and testimony by Eximbank officers and employees.

Whenever an officer or employee of Eximbank is served with a subpoena demanding the disclosure of the information or the production of files, documents, and records described in this part, or is requested by court, committee or other body to disclose such information, the officer or employee shall promptly inform his superior of the requirements of the subpoena or request and shall ask for instructions from the Vice President-Administration with respect thereto. Such officer or employee shall appear before the court, committee or body and, if the Vice President-Administration has not authorized disclosure, the employee shall respectfully decline to disclose the information or produce the files, documents, and records demanded or requested, basing such refusal upon this part.

[SEAL]

HENRY KEARNS,
President and Chairman.

[FR Doc.73-16500 Filed 8-8-73;8:45 am]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Airspace Docket No. 73-AL-16]

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

Redesignation of Colored Federal Airway, Reporting Point, Control Zone and Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to redesignate the Farewell, Alaska, navigational aid, control zone and transition area.

This action is based on the need to convert the Farewell low frequency range to a nondirectional radio beacon. The Farewell RR is currently advertised as unreliable because of shifting courses and multiple course signals. Reliable repairs are impracticable since standard parts are no longer available.

Furthermore, on March 1, 1971, the Federal Aviation Administration issued a Notice under Aeronautical Study No. 71-

AL-18NR, proposing to convert all four-course radio ranges in Alaska to non-directional radio beacons. No objections were received.

For reasons stated above, the Farewell low frequency range will be permanently converted to a nondirectional radio beacon effective September 13, 1973.

Since these amendments involve a change only in the type of navigational aid on which the airspace is described and makes no change to the current airspace configuration, notice and public procedure hereon are unnecessary. However, in order to allow sufficient time to make appropriate changes to aeronautical charts, this amendment will become effective more than 30 days after publication.

In consideration of the foregoing Part 71 of the Federal Aviation Regulations is amended effective 0901 G.m.t., September 13, 1973, as hereinafter set forth.

1. Section 71.105 (38 FR 305) in A-1, "Farewell, Alaska, RR;" is deleted and "Farewell, Alaska, RBN;" is substituted therefor.

2. Section 71.171 (38 FR 351) Farewell, Alaska, control zone is amended to read:

FAREWELL, ALASKA

Within a 5-mile radius of the Farewell airport (latitude 62°30'30" N, longitude 153°52'30" W); and within 3.5 miles each side of the 306° bearing from the Farewell RBN extending from the 5-mile radius zone to 8.5 miles northwest of the RBN. This control zone is effective from 0745 to 1545 local time daily, or during the specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Flight Information Publication, Supplement Alaska.

3. Section 71.181 (38 FR 435) Farewell, Alaska, transition area is amended to read:

FAREWELL, ALASKA

That airspace extending upward from 1,200 feet above the surface within 9.5 miles northeast and 5 miles southwest of the Farewell RBN 126° and 306° bearings, extending from 6 miles southeast to 18.5 miles northwest of the RBN.

4. Section 71.211 (38 FR 618) low altitude reporting points, delete "Farewell, Alaska, RR" and add "Farewell, Alaska, RBN".

(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 Anchorage, Alaska, on July 31, 1973.

THOMAS J. CRESWELL,
Director, Alaskan Region.

[FR Doc.73-16413 Filed 8-8-73;8:45 am]

[Airspace Docket No. 73-WA-35]

PART 73—SPECIAL USE AIRSPACE

Alteration of Restricted Areas

The purpose of this amendment to Part 73 of the Federal Aviation Regulations is to change the title of the designated controlling agency for Restricted Areas R-2533, Oceanside, Calif., R-2908 and

R-2909, Pensacola, Fla., and R-5202, Gardiner's Island, N.Y.

The title, "Radar Air Traffic Control Center (RATCC)," has been changed to "Radar Air Traffic Control Facility (RATCF)." The title of the controlling agency designated for each of the restricted areas, R-2533, R-2908, R-2909 and R-5202 must therefore be corrected.

This amendment is editorial in nature and it is a minor amendment upon which the public would have no particular reason to comment. Therefore, notice and public procedure thereon are deemed unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, this amendment 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 11, 1973, as hereinafter set forth.

1. In § 73.25 (38 FR 634) the controlling agency for Restricted Area R-2533, Oceanside, Calif., is amended to read as follows:

Controlling agency: FAA, El Toro RATCF

2. In § 73.29 (38 FR 640) the controlling agency for Restricted Area R-2908, Pensacola, Fla., and for R-2909, Pensacola, Fla., is amended to read as follows:

Controlling agency: FAA, Pensacola RATCF

3. In § 73.52 (38 FR 662) the controlling agency for Restricted Area R-5202, Gardiner's Island, N.Y., is amended to read as follows:

Controlling agency: FAA, Quonset RATCF

(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 Washington, D.C., on August 3, 1973.

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

[FR Doc.73-16416 Filed 8-8-73;8:45 am]

[Docket No. 13070; Amdt. No. 876]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Recent Changes and Additions

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

The complete SIAPs for the changes and additions covered by this amendment are described in FAA Forms 3139, 8260-3, 8260-4, or 8260-5 and made a part of the public rule making dockets of the FAA in accordance with the procedures set forth in Amendment No. 97-696 (35 FR 5609).

SIAPs are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation

Administration, 800 Independence Avenue, SW., Washington, D.C. 20591. Copies of SIAPs adopted in a particular region are also available for examination at the headquarters of that region. Individual copies of SIAPs may be purchased from the FAA Public Document Inspection Facility, HQ-405, 800 Independence Avenue, SW., Washington, D.C. 20591 or from the applicable FAA regional office in accordance with the fee schedule prescribed in 49 CFR 7.85. This fee is payable in advance and may be paid by check, draft or postal money order payable to the Treasurer of the United States. A weekly transmittal of all SIAP changes and additions may be obtained by subscription at an annual rate of \$150 per annum from the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Additional copies mailed to the same address may be ordered for \$30 each.

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

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

1. Section 97.23 is amended by originating, amending, or canceling the following VOR-VOR/DME SIAPs, effective September 20, 1973.

Pasco, Wash.—Tri-Cities Arpt., VOR-A, Amdt. 4
Pasco, Wash.—Tri-Cities Arpt., VOR Rwy 29, Amdt. 2
Tifton, Ga.—Henry Tift Myers Arpt., VOR Rwy 27, Orig.
Tifton, Ga.—Henry Tift Myers Arpt., VOR Rwy 33, Amdt. 1

Effective September 13, 1973:

Chicago, Ill.—Chicago O'Hare Int'l Arpt., VOR Rwy 4L, Amdt. 1, Canceled
Chicago, Ill.—Chicago O'Hare Int'l Arpt., VOR Rwy 4R, Amdt. 1
Chicago, Ill.—Chicago O'Hare Int'l Arpt., VOR Rwy 22L, Amdt. 1
Chicago, Ill.—Chicago O'Hare Int'l Arpt., VOR Rwy 22R, Amdt. 11, Canceled

2. Section 97.25 is amended by originating, amending, or canceling the following SDF-LOC-LDA SIAPs, effective September 13, 1973.

New York, N.Y.—LaGuardia Arpt., LOC (BO) Rwy 31, Amdt. 6

Effective August 16, 1973:

St. Paul, Minn.—St. Paul Downtown Holman Field, LOC Rwy 30, Amdt. 2

3. Section 97.27 is amended by originating, amending, or canceling the following NDB/ADF SIAPs, effective September 20, 1973:

Tifton, Ga.—Henry Tift Myers Arpt., NDB Rwy 33, Amdt. 4

Effective September 13, 1973:

Caldwell, N.J.—Caldwell-Wright Arpt., NDB-A, Amdt. 1
Caldwell, N.J.—Caldwell-Wright Arpt., NDB Rwy 22, Amdt. 2

Chicago, Ill.—Chicago O'Hare Int'l Arpt., NDB Rwy 14L, Amdt. 14
Chicago, Ill.—Chicago O'Hare Int'l Arpt., NDB Rwy 27R, Amdt. 13
Chicago, Ill.—Chicago O'Hare Int'l Arpt., NDB Rwy 32R, Amdt. 9
New York, N.Y.—LaGuardia Arpt., NDB Rwy 4, Amdt. 33
New York, N.Y.—LaGuardia Arpt., NDB Rwy 22, Amdt. 8
Shirley, N.Y.—Brookhaven Arpt., NDB-A, Amdt. 1
Teterboro, N.J.—Teterboro Arpt., NDB Rwy 6, Amdt. 13

Effective July 19, 1973:

Newark, N.J.—Newark Int'l Arpt., NDB Rwy 22L, Amdt. 1
Newark, N.J.—Newark Int'l Arpt., NDB Rwy 22R, Amdt. 4

4. Section 97.29 is amended by originating, amending, or canceling the following ILS SIAPs, effective September 20, 1973.

Everett, Wash.—Snohomish County (Paine Field) Arpt., ILS Rwy 16, Amdt. 14
Moses Lake, Wash.—Grant County Arpt., ILS Rwy 32R, Amdt. 7
Pasco, Wash.—Tri-Cities Arpt., ILS Rwy 20R, Amdt. 4

Effective September 13, 1973:

Calverton, N.Y.—Peconic River Plant (Grumman) Arpt., ILS Rwy 5, Amdt. 6
Chicago, Ill.—Chicago O'Hare Int'l Arpt., ILS Rwy 32R, Amdt. 7
Chicago, Ill.—Chicago O'Hare Int'l Arpt., Parallel ILS Rwy 32R, Amdt. 2
Chicago, Ill.—Chicago O'Hare Int'l Arpt., ILS Rwy 14L, Amdt. 18
Chicago, Ill.—Chicago O'Hare Int'l Arpt., Parallel ILS 14L, Amdt. 1
Chicago, Ill.—Chicago O'Hare Int'l Arpt., ILS Rwy 27R, Amdt. 15
Chicago, Ill.—Chicago O'Hare Int'l Arpt., Parallel ILS Rwy 27R, Amdt. 4
New York, N.Y.—LaGuardia Arpt., ILS Rwy 4, Amdt. 29
New York, N.Y.—LaGuardia Arpt., ILS Rwy 13, Amdt. 9
New York, N.Y.—LaGuardia Arpt., ILS Rwy 22, Amdt. 9
Teterboro, N.J.—Teterboro Arpt., ILS Rwy 6, Amdt. 21

Effective July 19, 1973:

Newark, N.J.—Newark Int'l Arpt., ILS Rwy 22L, Amdt. 1
Newark, N.J.—Newark Int'l Arpt., ILS Rwy 22R, Amdt. 5

5. Section 97.31 is amended by originating, amending, or canceling the following RADAR SIAPs, effective September 13, 1973.

Chicago, Ill.—Chicago O'Hare Int'l Arpt., RADAR-1, Amdt. 26

(Secs. 307, 313, 601, 1110, Federal Aviation Act of 1948; 49 U.S.C. 1438, 1354, 1421, 1510, sec. 6(c) Department of Transportation Act, 49 U.S.C. 1655(c) and 5 U.S.C. 552(a)(1).)

Issued in Washington, D.C., on August 2, 1973.

JAMES M. VINES,
Chief, Aircraft Programs Division.

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

[FR Doc. 73-16414 Filed 8-8-73; 8:45 am]

[Docket No. 10865; Amdt. No. 121-105]

PART 121—CERTIFICATION AND OPERATIONS; DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Public Address and Interphone Communications Systems

The purpose of these amendments to Part 121 of the Federal Aviation Regulations is to require that all airplanes having a passenger seating capacity greater than 19 and operated under Part 121 be equipped with an approved electronic public address system and an interphone communication system that are in satisfactory operating condition at takeoff. Parts 123 and 135 of the Federal Aviation Regulations incorporate the requirements of this amendment by references in §§ 123.27 and 135.2. Therefore, this amendment applies to Air Travel Clubs governed by Part 123 and also Air Taxi Operators governed by Part 135 using large airplanes in the conduct of their operations that have a passenger seating capacity greater than 19.

Interested persons have been afforded an opportunity to participate in the making of this amendment by a notice of proposed rulemaking (Notice No. 72-6) published in the FEDERAL REGISTER on March 2, 1972 (37 FR 4358) and due consideration has been given to all comments received in response to the notice, insofar as they relate to matters within the scope of the notice. Except for editorial changes, and except as specifically discussed hereinafter, this amendment and the reasons therefor are the same as those contained in the notice.

All but one of the seven public comments received were in favor of the proposal, but recommended certain specific changes.

The Air Transport Association of America (ATA) and the Aerospace Industries Association of America (AIA) recommended the addition of selector switches and signaling devices to those components that may be common to both the public address system and the crewmember interphone system. The FAA believes this recommendation has merit and has, therefore, included in this amendment selector switches and signaling devices as components that may be common to both systems. However, the FAA is unable to agree with the ATA that the commonality between the two systems should be expanded to include power sources. Accordingly, that recommendation has not been adopted.

The AIA recommended that for practical reasons, such as the possibility that use of the public address or interphone system may be preempted by a flight crewmember in the pilot compartment, the regulation should allow a delay of ten seconds for operation of either system by a flight attendant in the passen-

ger compartment. The FAA concurs and provision for such a ten second delay has been made in the amendment adopted. However, the FAA does not agree that a ten second delay is appropriate for use of the two systems by flight crewmembers in the pilot compartment. In our opinion, safety considerations require both systems to be accessible for immediate use from each of two flight crewmember stations in the pilot compartment and such a requirement is adopted in this amendment.

Comment also objected to the proposal to require, with respect to the interphone system for large turbojet-powered airplanes, both aural and visual signals for use by flight crewmembers and flight attendants to alert each other of an impending call. The FAA believes there is adequate justification for such redundancy in the alerting system, since it will reduce the probability of a complete alert system failure or delays in responding to an alert, and provide greater assurance that the recipient of an emergency call will be alerted. Accordingly, this requirement is adopted as proposed. In this regard, it should be noted that the requirement for both aural and visual signals does not extend to the requirement for a means that enables the recipient to determine whether it is a normal or an emergency call.

The wording of the proposal regarding the location of interphone stations for use by flight attendants in the passenger compartment of a large turbojet-powered airplane has been changed in this amendment to more clearly express its intent. As adopted, the wording of § 121.319(b) (5) (i) makes it clear that the interphone system on those airplanes must be accessible for use at enough flight attendant stations so that all floor level emergency exists in the passenger compartment are observable from one or more of those stations so equipped.

With regard to the requirement in § 121.319(b) (5) (iv) for a separate ground to flight attendant interphone communication system, the FAA believes that experience gained from incidents endangering the security of passenger-carrying airplanes clearly indicates the need for a ground communication capability with a flight attendant in the passenger compartment. The FAA anticipates that operators will establish appropriate procedures pertaining to interphone switching and alerting functions and include them in their operations manuals and training programs for the guidance of flight crewmembers and flight attendants.

One commentator recommended that operators be given four years to achieve compliance with the public address and interphone equipment requirements of §§ 121.318 and 121.319. On the basis of our review of this matter, we believe the two year compliance period proposed will provide operators with a sufficient amount of time to accomplish the required equipment installations and modifications.

Other minor word changes have been adopted in this amendment for editorial and clarification purposes.

These amendments are issued under the authority of sections 313(a), 601, and 604 of the Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, and 1424, and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, Part 121 of the Federal Aviation Regulations is amended, effective September 8, 1973, as follows:

1. By adding a new § 121.318 to read as follows:

§ 121.318 Public address system.

(a) After September 8, 1975, no person may operate an airplane with a seating capacity of more than 19 passengers unless the airplane is equipped with a public address system that:

(1) Is capable of operation independent of the crewmember interphone system required by § 121.319(a) except for handsets, headsets, microphones, selector switches, and signaling devices; and

(2) Meets the requirements of paragraph (b) of this section.

(b) The public address system required by paragraph (a) of this section must be approved in accordance with § 21.305 of this chapter and meet the following requirements:

(1) It must be accessible for immediate use from each of two flight crewmember stations in the pilot compartment;

(2) It must be accessible for use from at least one normal flight attendant station in the passenger compartment;

(3) It must be capable of operation within ten seconds by a flight attendant at those stations in the passenger compartment from which its use is accessible; and

(4) Transmission must be audible at each passenger and flight attendant seat and in each lavatory.

2. By adding a new § 121.319 to read as follows:

§ 121.319 Crewmember interphone system.

(a) After September 8, 1975, no person may operate an airplane with a seating capacity of more than 19 passengers unless the airplane is equipped with a crewmember interphone system that:

(1) Is operational at takeoff;

(2) Is capable of operation independent of the public address system required by § 121.318(a) except for handsets, headsets, microphones, selector switches, and signaling devices; and

(3) Meets the requirements of paragraph (b) of this section.

(b) The crewmember interphone system required by paragraph (a) of this section must be approved in accordance with § 21.305 of this chapter and meet the following requirements:

(1) It must provide a means of two-way communication between the pilot compartment and the passenger compartment;

(2) It must be accessible for immediate use from each of two flight crewmember stations in the pilot compartment;

(3) It must be accessible for use from at least one normal flight attendant station in the passenger compartment;

(4) It must be capable of operation within ten seconds by a flight attendant at those stations in the passenger compartment from which its use is accessible; and

(5) For large turbojet-powered airplanes:

(i) It must be accessible for use at enough flight attendant stations so that all floor level emergency exits in the passenger compartment are observable from one or more of those stations so equipped;

(ii) It must have an alerting system incorporating both aural and visual signals for use by the flight crewmember to alert flight attendants and for use by flight attendants to alert flight crewmembers;

(iii) The alerting system required by subparagraph (b) (5) (ii) of this section must have a means for the recipient of a call to determine whether it is a normal call or an emergency call; and

(iv) When the airplane is on the ground, it must provide a means of two-way communication between ground personnel and at least one flight attendant in the passenger cabin, and separately, between ground personnel and either of at least two flight crewmembers in the pilot compartment. The interphone system station for use by the ground personnel must be so located that personnel using the system may avoid visible detection from within the airplane.

Issued in Washington, D.C., on July 27, 1973.

JAMES E. DOW,
Acting Administrator.

[FR Doc. 73-16410 Filed 8-8-73; 8:45 aml]

**Title 16—Commercial Practices
CHAPTER I—FEDERAL TRADE
COMMISSION**

PART 14—ADMINISTRATIVE INTERPRETATIONS, GENERAL POLICY STATEMENTS, AND ENFORCEMENT POLICY STATEMENTS

Foreign Language Advertising; Correction

FR Doc. 73-16085, appearing at page 20820 for the issue of Friday, August 3, 1973, is corrected to read as follows:

§ 14.9 Requirements concerning clear and conspicuous disclosures in foreign language advertising and sales materials.

The Federal Trade Commission has noted that, with increasing intensity, advertisers are making special efforts to reach foreign language-speaking consumers. As part of this special effort, advertisements, brochures and sales documents are being printed in foreign languages.

In recent years the Commission has issued various cease-and-desist orders as well as rules, guides and other state-

ments, which require affirmative disclosures in connection with certain kinds of representations and business activities. Generally, these disclosures are required to be "clear and conspicuous." Because questions have arisen as to the meaning and application of the phrase "clear and conspicuous" with respect to foreign language advertisements and sales materials, the Commission deems it appropriate to set forth the following enforcement policy statement:

(a) Where cease-and-desist orders as well as rules, guides and other statements require "clear and conspicuous" disclosure of certain information, that disclosure must be in the same language as that principally used in the advertisements and sales materials involved.

(b) Any respondent who fails to comply with this requirement may be the subject of a civil penalty proceeding for violating the terms of a Commissioner cease-and-desist order.

(Sec. 5, 38 Stat. 719, as amended; 15 U.S.C. 45)

By direction of the Commission dated July 24, 1973.

[SEAL] CHARLES A. TOBIN,
Secretary.

[FR Doc.73-16442 Filed 8-8-73;8:45 am]

Title 28—Judicial Administration
CHAPTER I—DEPARTMENT OF JUSTICE

[Civil Division Memo 374; Civil Division Directive 44-73]

PART O—ORGANIZATION OF THE DEPARTMENT OF JUSTICE

Subpart Y—Authority To Compromise and Close Civil Claims and Responsibility for Judgments, Fines, Penalties, and Forfeitures

DELEGATION OF AUTHORITY TO UNITED STATES ATTORNEYS IN CIVIL DIVISION CASES

The purpose of this Directive is to increase the authority of United States Attorneys to accept or reject offers in compromise or to close claims other than by compromise or entry of judgment, in cases under the jurisdiction of the Assistant Attorney General in charge of the Civil Division.

By virtue of the authority vested in me by Part O of Title 28, Code of Federal Regulations, particularly §§ 0.45, 0.46, 0.160, 0.162, 0.164, 0.166, and 0.168, Civil Division Memo No. 374 of the Appendix to Subpart Y of Part O of Chapter I of Title 28, Code of Federal Regulations, is amended as follows:

1. The figure "\$10,000" is substituted for the figure "\$5,000" in paragraphs A, B, D, E(1), and F of section 3 each place where that figure appears.

2. The figure "\$20,000" is substituted for the figure "\$10,000" in paragraph E(2) of section 3 each place where that figure appears.

3. Paragraph C of section 3 is revised to read as follows:

C. General claims section matters.

1. Claims by the Government and Government owned corporations, other than claims involving fraud, or negligence claims arising out of personal injury or property damage, whenever the amount claimed does not exceed \$10,000, exclusive of interest and costs, as follows:

a. Claims for the recovery of the possession of Government personal property or for the conversion thereof, including the conversion of personal property mortgaged to the Government, but excluding conversion claims involving ships, cargoes and other maritime property.

b. Statutory civil penalty and civil monetary forfeiture claims of the Government which are not assigned to any other organizational unit within the Department of Justice.

c. Claims in bankruptcy, insolvency and decedents' estate proceedings involving non-tax debts due the Government.

d. Loan default, contractual and quasi-contractual claims arising under statutes administered by the Department of Agriculture.

e. Contractual and quasi-contractual claims of the Army and Air Force Exchange Service and other non-appropriated fund instrumentalities of the Government.

f. Claims referred upon General Accounting Office certificates of indebtedness, except those involving carriage of goods by water.

g. Loan default, contractual and quasi-contractual claims arising under statutes administered by the General Services Administration.

h. Claims of the Department of Housing and Urban Development on account of loans made or insured by that Department and claims arising under HUD planning advance agreements.

i. Contractual and quasi-contractual claims of the U.S. Postal Service.

j. Claims of the Railroad Retirement Board for the recovery of benefit payments and the enforcement or vindication of RRB liens.

k. Claims of the Small Business Administration arising out of the lending programs of that agency, except loans on the security of vessels.

l. Claims by the Treasury Department for the collection of customs duties and for recovery against sureties on customs bonds provided by importers.

m. Claims by the Veterans Administration on account of farm, business and home loans made, guaranteed or insured by that Agency.

n. Claims by the Veterans Administration for the escheat of funds pursuant to 38 U.S.C. 3203(e) and for the vesting of personal estates of deceased veterans pursuant to 38 U.S.C. 5220-5228.

2. Suits in which the United States or an officer or agency thereof or a Government-owned corporation has been made a party defendant pursuant to 28 U.S.C. 2410 in a quiet title, foreclosure, partition or interpleader action because of a lien of the Government and the cur-

rent lien interest of the Government does not exceed \$10,000, exclusive of interest and costs, but excluding suits in which the Government's interest is a tax lien, a lien on a vessel or other maritime property, or in which the lien arises from a criminal fine judgment or judgment on an appearance bond.

4. Existing sections 4, 5, 6, 7, 8 and 9 are renumbered as sections 5, 6, 7, 8, 9 and 10, respectively, and the following new section 4 is inserted:

SEC. 4. Further delegations.

Notwithstanding any of the provisions of this Memorandum, Section Chiefs, may delegate to U.S. Attorneys any claims or suits, including those involving amounts greater than as set forth above, and up to the maximum limit of said Section Chiefs' authority, where the circumstances warrant such delegation. Upon recommendations of Section Chiefs, the Assistant Attorney General may delegate to U.S. Attorneys any claims or suits including those involving amounts greater than as set forth above, and up to the maximum limit of said Assistant Attorney General's authority, where the circumstances warrant such delegations. Such further delegations are intended to effect maximum utilization of U.S. Attorneys' resources and provide on-site litigating authority wherever feasible.

IRVING JAFFE,
Acting Assistant Attorney
General, Civil Division.

Approved: August 2, 1973.

ELLIOT L. RICHARDSON,
Attorney General.

[FR Doc.73-16439 Filed 8-8-73;8:45 am]

Title 33—Navigation and Navigable Waters
CHAPTER II—CORPS OF ENGINEERS, DEPARTMENT OF THE ARMY

PART 204—DANGER ZONE REGULATIONS

Florida Bay, Fla.

Pursuant to the provisions of section 7 of the River and Harbor Act of August 8, 1917 (40 Stat. 266; 33 U.S.C. 1) § 204.86 establishing and governing the use of a danger zone in Florida Bay, Northeast of Pine Islands, Florida is hereby revoked, effective August 9, 1973.

Since the revocation constitutes only a procedural matter, notice of proposed rule making and public procedures thereto are considered unnecessary. Accordingly, § 204.86 Florida Bay northeast of Pine Islands, Fla., live firing area for strafing, of Title 33 of the Code of Federal Regulations is hereby revoked.

(Regs., July 16, 1973, 1523-01 (Florida Bay, Fla.) DAEN-CWO-N; Sec. 7, 40 Stat. 266; 33 U.S.C. 1)

For the Adjutant General

R. B. BELNAP,
Special Advisor to TAG.

[FR Doc.73-16440 Filed 8-8-73;8:45 am]