

PROCLAMATION 4321

Leif Erikson Day, 1974

By the President of the United States of America

A Proclamation

Nearly one thousand years ago, Leif Erikson and his small crew of Norse explorers embarked upon a courageous voyage through unknown seas that led them to the bountiful shores of the New World.

Today most of the world's frontiers have been explored but there are still personal frontiers that are no less challenging and forbidding than those faced so many years ago. As we push forward, let us draw inspiration from the indomitable spirit and undaunting determination of Leif Erikson. His achievement is a beacon for all men and women of vision who navigate the rough waters of uncertainty and adversity.

I am honored to comply with the request of the Congress of the United States, in a joint resolution approved September 2, 1964 (78 Stat. 849), that the President proclaim October 9 in each year as Leif Erikson Day.

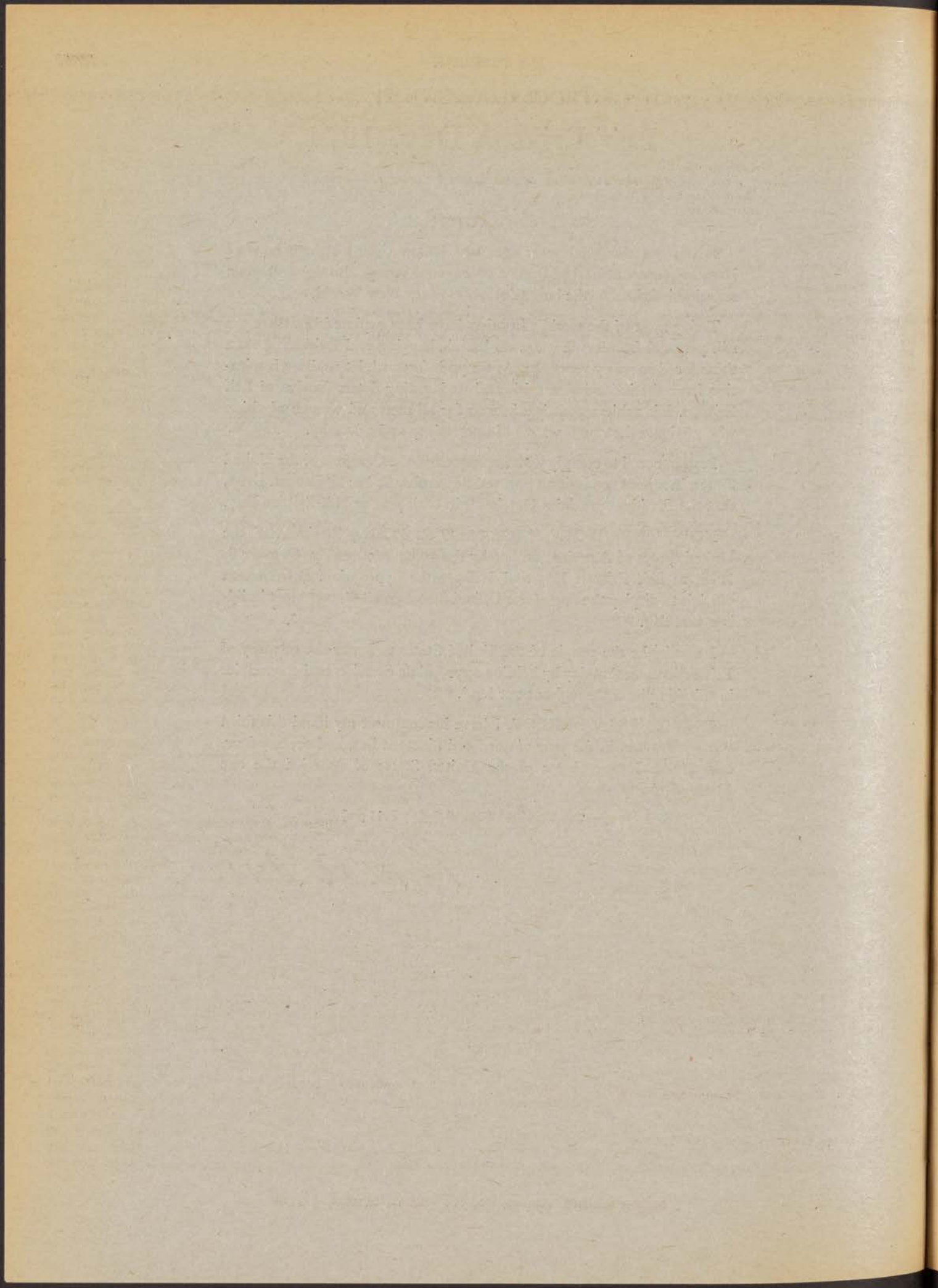
NOW, THEREFORE, I, GERALD R. FORD, President of the United States of America, do hereby designate Wednesday, October 9, 1974, as Leif Erikson Day and I direct the appropriate Government officials to display the flag of the United States on all Government buildings that day.

I also invite the people of the United States to honor the memory of Leif Erikson on that day by holding appropriate exercises and ceremonies in suitable places throughout our land.

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

[FR Doc. 74-23357 Filed 10-3-74; 12:11 pm]

Gerald R. Ford



rules and regulations

This section of the FEDERAL REGISTER contains regulatory documents having general applicability and legal effect most of which are keyed to and codified in the Code of Federal Regulations, which is published under 50 titles pursuant to 44 U.S.C. 1510.

The Code of Federal Regulations is sold by the Superintendent of Documents. Prices of new books are listed in the first FEDERAL REGISTER issue of each month.

Title 7—Agriculture

CHAPTER II—FOOD AND NUTRITION SERVICE, DEPARTMENT OF AGRICULTURE

[Amdt. 1]

PART 240—CASH IN LIEU OF COMMODITIES

Commodity Assistance

Public Law 93-326, approved June 30, 1974, amends section 6 of the National School Lunch Act to add a new subsection (e) which provides for a minimum national average value of donated foods, or cash payments in lieu thereof, of 10 cents per lunch with annual adjustments to the nearest one-fourth cent to reflect changes in the series for food away from home of the Consumer Price Index published by the Bureau of Labor Statistics of the Department of Labor.

In addition, the report of the Committee of Conference on H.R. 14354, enacted as Public Law 93-326, states in part as follows:

"At least one State has phased out its commodity distribution facilities according to the previously-stated intention of the Department of Agriculture to terminate the commodity distribution program and now lacks the personnel, facilities, and budget to distribute commodities for the school lunch program. In such a case, it is the Conferees' expectation that the Secretary of Agriculture will be able to work out with the affected State arrangements for the distribution of commodities made possible through this new legislation. At the same time the Conferees wish to stress that no State is to be penalized because of previous action on the part of the State in phasing out commodity distribution facilities and mechanisms."

This amendment authorizes the disbursement of cash in lieu of commodities to such a State. Since it is limited in scope and sets forth standards which are prescribed by law, the Department believes that the proposed rulemaking and public participation procedure is impracticable and unnecessary.

Accordingly, Part 240 of Chapter II of Title 7 of the Code of Federal Regulations is amended as follows:

§ 240.5 [Amended]

1. In § 240.5 the last sentence is deleted.

2. A new § 240.8 is added as follows:

§ 240.8 Phase out of commodity distribution facilities.

Notwithstanding any provision in this part to the contrary, where the Secretary finds that a State has phased out its commodity distribution facilities prior to

July 1, 1974, according to the previously stated intention of the Department of Agriculture to terminate the commodity distribution program and lacks the personnel, facilities, and budget to distribute commodities for the school lunch program, the Secretary shall disburse to such State an amount not less than 10 cents, adjusted annually to reflect changes in the series for food away from home of the Consumer Price Index published by the Bureau of Labor Statistics of the Department of Labor, for each lunch meeting the requirements of § 210.10 of Part 210 of this chapter. Such payments shall be made by means of Letters of Credit issued by FNS to appropriate Federal Reserve Banks in favor of the State agency. Provisions of this part with respect to matching, use of funds for lunches, payments to school food authorities and records and reports of lunches are applicable.

Effective date: This amendment shall become effective October 4, 1974.

Dated: October 2, 1974.

RICHARD L. FELTNER,
Assistant Secretary.

[FR Doc. 74-23186 Filed 10-3-74; 8:45 am]

CHAPTER IX—AGRICULTURAL MARKETING SERVICE (MARKETING AGREEMENTS AND ORDERS; FRUITS, VEGETABLES, NUTS), DEPARTMENT OF AGRICULTURE

[Lemon Reg. 660]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

This regulation fixes the quantity of California-Arizona lemons that may be shipped to fresh market during the weekly regulation period October 6-12, 1974. It is issued pursuant to the Agricultural Marketing Agreement Act of 1937, as amended, and Marketing Order No. 910. The quantity of lemons so fixed was arrived at after consideration of the total available supply of lemons, the quantity of lemons currently available for market, the fresh market demand for lemons, lemon prices, and the relationship of season average returns to the parity price for lemons.

§ 910.960 Lemon Regulation 660.

(a) **Findings.** (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of

the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) The need for this regulation to limit the quantity of lemons that may be marketed during the ensuing week stems from the production and marketing situation confronting the lemon industry.

(i) The committee has submitted its recommendation with respect to the quantity of lemons it deems advisable to be handled during the ensuing week. Such recommendation resulted from consideration of the factors enumerated in the order. The committee further reports the demand for lemons continues somewhat sluggish and about the same as last week for the available sizes and grades. Average f.o.b. price was \$6.81 per carton the week ended September 28, 1974, compared to \$6.41 per carton the previous week. Track and rolling supplies at 106 cars were down 3 cars from last week.

(ii) Having considered the recommendation and information submitted by the committee, and other available information, the Secretary finds that the quantity of lemons which may be handled should be fixed as hereinafter set forth.

(3) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this regulation until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this regulation is based became available and the time when this regulation must become effective in order to effectuate the declared policy of the act is insufficient, and a reasonable time is permitted, under the circumstances, for preparation for such effective time; and good cause exists for making the provisions hereof effective as hereinafter set forth. The committee held an open meeting during the current week, after giving due notice thereof, to consider supply and market conditions for lemons and the need for regulation; interested persons

were afforded an opportunity to submit information and views at this meeting; the recommendation and supporting information for regulation during the period specified herein were promptly submitted to the Department after such meeting was held; the provisions of this regulation, including its effective time, are identical with the aforesaid recommendation of the committee, and information concerning such provisions and effective time has been disseminated among handlers of such lemons; it is necessary, in order to effectuate the declared policy of the act, to make this regulation effective during the period herein specified; and compliance with this regulation will not require any special preparation on the part of persons subject hereto which cannot be completed on or before the effective date hereof. Such committee meeting was held on October 1, 1974.

(b) *Order.* (1) The quantity of lemons grown in California and Arizona which may be handled during the period October 6, 1974 through October 12, 1974, is hereby fixed at 190,094 cartons.

(2) As used in this section, "handled", and "carton(s)" have the same meaning as when used in the said amended marketing agreement and order.

(Secs. 1-19, 48 Stat. 31, as amended (7 U.S.C. 601-674))

Dated: October 2, 1974.

CHARLES R. BRADER,
Deputy Director, Fruit and
Vegetable Division, Agricultural
Marketing Service.

[FR Doc.74-23319 Filed 10-3-74; 8:45 am]

**PART 931—FRESH BARTLETT PEARS
GROWN IN OREGON AND WASHINGTON**
Expenses, Rate of Assessment, and Carry-
over of Unexpended Funds for the 1974-
75 Fiscal Period

This document authorizes expenses of \$23,271 by the Northwest Fresh Bartlett Pear Marketing Committee, under Marketing Order No. 931, for the 1974-75 fiscal period and fixes a rate of assessment of \$0.01 per standard western pear box of Bartlett pears.

On September 12, 1974, notice of proposed rulemaking was published in the FEDERAL REGISTER (39 FR 32919) regarding proposed expenses and the related rate of assessment for the fiscal period July 1, 1974, through June 30, 1975, pursuant to the marketing agreement and Order No. 931 (7 CFR Part 931) regulating the handling of fresh Bartlett pears grown in Oregon and Washington. This notice allowed interested persons until September 30, 1974, to submit written data, views, or arguments pertaining to these proposals. None were submitted. This regulatory program is effective under the Agricultural Marketing Agree-

ment Act of 1937, as amended (7 U.S.C. 601-674). After consideration of all relevant matters presented, including the proposals set forth in such notice which were submitted by the Northwest Fresh Bartlett Pear Marketing Committee (established pursuant to said marketing agreement and order), it is hereby found and determined that:

§ 931.209 Expenses, rate of assessment, and carryover of unexpended funds.

(a) *Expenses.* Expenses that are reasonable and likely to be incurred by the Northwest Fresh Bartlett Pear Marketing Committee during the fiscal period July 1, 1974, through June 30, 1975, will amount to \$23,271.

(b) *Rate of assessment.* The rate of assessment for said period, payable by each handler in accordance with § 931.41, is fixed at \$0.01 per standard western pear box of pears, or an equivalent quantity of pears in other containers or in bulk.

(c) *Carryover of unexpended funds.* Unexpended assessment funds in excess of expenses incurred during the fiscal period ended June 30, 1974, shall be carried over as a reserve in accordance with § 931.42 of said marketing agreement and order.

It is hereby further found that good cause exists for not postponing the effective date hereof until November 4, 1974 (5 U.S.C. 553) in that (1) shipments of the current crop of Bartlett pears grown in Oregon and Washington are now being made; (2) the relevant provisions of said marketing agreement and this part require that the rate of assessment herein fixed shall be applicable to all assessable pears handled during the aforesaid period; and (3) such period began on July 1, 1974, and said rate of assessment will automatically apply to all such pears beginning with such date.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: October 1, 1974.

CHARLES R. BRADER,
Deputy Director, Fruit and
Vegetable Division, Agricultural
Marketing Service.

[FR Doc.74-22804 Filed 10-3-74; 8:45 am]

Title 9—Animals and Animal Products
**CHAPTER III—ANIMAL AND PLANT
HEALTH INSPECTION SERVICE (MEAT
AND POULTRY PRODUCTS INSPEC-
TION), DEPARTMENT OF AGRICULTURE**

**PART 317—LABELING, MARKING
DEVICES, AND CONTAINERS**

**PART 381—POULTRY PRODUCTS
INSPECTION REGULATIONS**

**Calendar Date on Labeling of Meat and
Poultry Products; Correction**

The amendments to the Federal meat inspection regulations and the poultry products inspection regulations published in the FEDERAL REGISTER of August 8, 1974 (39 FR 28515-28516, FR Doc. 74-17787), concerning calendar dates on labeling of meat and poultry products contain an

error, in that they do not reflect an amendment to § 381.126(a) published in the FEDERAL REGISTER on February 5, 1974 (39 FR 4569).

The first sentence of § 381.126(a) is changed to read as follows: "Either the immediate container or the shipping container of all poultry food products shall be plainly and permanently marked by code or otherwise with the date of packing."

Done at Washington, D.C., on: Sep-
tember 30, 1974.

F. J. MULHERN,
Administrator, Animal and Plant
Health Inspection Service.

[FR Doc.74-23139 Filed 10-3-74; 8:45 am]

Title 14—Aeronautics and Space
**CHAPTER I—FEDERAL AVIATION ADMIN-
ISTRATION, DEPARTMENT OF TRANS-
PORTATION**

[Docket No. 73-CE-22-AD; Amdt. 39-1983]

PART 39—AIRWORTHINESS DIRECTIVES

Cessna Model 500 Airplanes

Amendment 39-1763, AD 73-26-9, published in the FEDERAL REGISTER on December 26, 1973 (39 FR 35232, 35233), is an Airworthiness Directive (AD) which requires repetitive inspections of the flight compartment side windows (P/N 5511265-3 and -4) of Cessna Model 500 airplanes to detect cracks. Subsequent to the issuance of AD 73-26-9, the manufacturer has designed and has made available to aircraft owners a new improved window installation, which, when installed, eliminates the need for further compliance with this AD. This installation has been incorporated into production aircraft starting with aircraft Serial Number 500-0184. Accordingly, AD 73-26-9 is being revised to provide that the new improved window installation when installed in Cessna Model 500 airplanes negates the need for further compliance with said AD.

Since this amendment is relieving in nature and is in the interest of safety it imposes no additional burden on any person. Consequently, notice and public procedure hereon are impracticable and good cause exists for making the amendment effective in less than thirty (30) days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator 14 CFR 11.89 (31 FR 13697), § 39.13 of Part 39, Amendment 39-1763 (38 FR 35232, 35233), AD 73-26-9, is amended in the following respects:

1. The applicability statement is amended to read as follows:

CESSNA. Applies to Model 500 (Serial Numbers 500-0001 through 500-0183) airplanes, with 400 or more hours' time in service

2. Add Paragraph (D):

(D) The inspections and 400 hour window replacement requirements of this AD may be discontinued upon installation of left and right flight compartment side windows (P/N

5511285-3 and -4) in accordance with Cessna Service Bulletin SB 56-4 dated July 24, 1974, or later approved revisions. Any equivalent method must be approved by the Chief, Engineering and Manufacturing Branch, FAA, Central Region.

This amendment becomes effective October 9, 1974.

(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 Kansas City, Missouri, on September 25, 1974.

GEORGE R. LACAILLE,
Acting Director,
Central Region.

[FR Doc.74-23132 Filed 10-3-74;8:45 am]

[Docket No. 74-EA-62; Amdt. 39-1984]

PART 39—AIRWORTHINESS DIRECTIVE Lycoming Aircraft Engines

The Federal Aviation Administration is amending § 39.13 of Part 39 of the Federal Aviation Regulations so as to amend AD 73-23-01.

Subsequent to publication of AD 73-23-01, it has been determined that additional engines now fall within the criteria for establishing potential piston pins.

Since the same urgency exists in terms of air safety as for the original airworthiness directive, notice and public procedure hereon are impractical and good cause exists for making the amendment effective in less than 30 days.

In view of the foregoing and because the deficiency is one which affects air safety, notice and public procedure hereon are impractical and good cause exists for making the amendment effective in less than 30 days.

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator, 14 CFR 11.89 [31 FR 13697] § 39.13 of Part 39 of the Federal Aviation Regulations is amended by amending AD 73-23-01, as follows:

Amend AD 73-23-01 as follows:

1. Delete Lycoming Service Bulletin No. 367D wherever it appears and insert in lieu thereof Lycoming Service Bulletin No. 367F.

2. Add the following:

AIO-360 Series, L-165-63A thru L-171-63A.
TIO-360 Series, L-112-64A thru L-115-64A.

3. Add the following engine numbers to the IO-360 and HIO-360 series.

L-9421-51A, L-9442-51A, L-9455-51A, L-9457-51A, L-9458-51A, L-9489-51A thru L-9491-51A, L-9497-51A, L-9498-51A, L-9500-51A, thru L-9502-51A, L-9505-51A thru L-9517-51A, L-9519-51A thru L-9528-51A, L-9531-51A thru L-9548-51A, L-9550-51A thru L-9558-51A, L-9560-51A thru L-9563-51A, L-9566-51A thru L-9572-51A, L-9576-51A, L-9598-51A, L-9600-51A, thru L-9608-51A, L-9613-51A, L-9614-51A, L-9623-51A, L-9628-51A thru L-9640-51A, L-9642-51A thru L-9651-51A, L-9653-51A thru L-9656-51A, L-9687-51A, L-9688-51A, L-9679-51A, L-9680-51A, L-9682-51A thru L-9684-51A, L-9692-51A, L-9697-51A thru L-9699-51A, L-9701-51A thru L-9713-51A, L-9715-51A, L-9716-

51A, L-9718-51A thru L-9738-51A, L-9740-51A thru L-9747-51A, L-9750-51A, L-9755-51A, L-9762-51A thru L-9766-51A, L-9772-51A, L-9776-51A, L-9780-51A, L-9781-51A, L-9785-51A thru L-9826-51A, L-9828-51A thru L-9848-51A, L-9850-51A thru L-9904-51A, L-9910-51A thru L-9913-51A, L-9929-51A, L-9930-51A, L-9932-51A thru L-9936-51A, L-9938-51A, L-9941-51A thru L-9962-51A, L-9965-51A thru L-9980-51A, L-9983-51A thru L-9985-51A, L-9989-51A, L-9997-51A thru L-10001-51A, L-10005-51A thru L-10011-51A, L-10014-51A thru L-10020-51A, L-10022-51A thru L-10072-51A, L-10075-51A, L-10077-51A, L-10080-51A, L-10090-51A, L-10094-51A, L-10106-51A, L-10107-51A, L-10162-51A, L-10196-51A, L-10202-51A, L-10203-51A, L-10227-51A thru L-10249-51A, L-10257A thru L-10261-51A, L-10263-51A thru L-10273-51A, L-10279-51A thru L-10281-51A, L-10284-51A thru L-10290-51A.

RL-191-51A, RL-591-51A, RL-595-51A, RL-702-51A, RL-776-51A, RL-955-51A, RL-993-51A, RL-1267-51A, RL-1435-51A, RL-1515-51A, RL-1815-51A, RL-1847-51A, RL-2143-51A, RL-2227-51A, RL-2249-51A, RL-2476-51A, RL-2629-51A, RL-2923-51A, RL-3113-51A, RL-3235-51A, RL-3318-51A, RL-3344-51A, RL-3392-51A, RL-3427-51A, RL-3573-51A, RL-3738-51A, RL-3832-51A, RL-3868-51A, RL-3974-51A, RL-4787-51A, RL-4960-51A, RL-5082-51A, RL-5085-51A, RL-5685-51A, RL-5824-51A, RL-6350-51A, RL-6417-51A, RL-6623-51A, RL-6693-51A, RL-6724-51A, RL-6950-51A, RL-7043-51A, RL-7201-51A, RL-7475-51A, RL-7852-51A, RL-8354-51A, RL-9611-51A, RL-9812-51A.

4. Add the following engine numbers to the LIO-360 Series.

L-462-67A thru L-480-67A, L-499-67A thru L-512-67A, L-516-67A, L-517-67A, L-519-67A thru L-537-67A, L-545-67A thru L-571-67A, L-578-67A thru L-591-67A, L-593-67A thru L-611-67A, L-653-67A thru L-655-67A, L-660-67A.

5. Add the following engine number to the O-540-A Series engines.

RL-1207-40.

6. Revise the applicability paragraph as follows:

Applies to all Lycoming Series engines and all engines overhauled by Lycoming (also known as remanufactured) listed below and in Lycoming Service Bulletin No. 367F.

This amendment is effective October 10, 1974.

(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 September 26, 1974.

L. J. CARDINALI,
Deputy Director,
Eastern Region.

[FR Doc.74-23131 Filed 10-3-74;8:45 am]

[Airspace Docket No. 74-NE-27]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CON- TROLLED AIRSPACE AND REPORTING POINTS

Alteration of Transition Area

On Page 29194 of the FEDERAL REGISTER dated August 13, 1974, the Federal Aviation Administration published a Notice of Proposed Rule Making which would alter

the Newport, Vermont, 700-foot Transition Area.

Interested parties were given thirty (30) days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., January 2, 1975.

(Sec. 307(a), Federal Aviation Act of 1958, 72 Stat. 749 (49 U.S.C. 1348) sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Burlington, Massachusetts, on September 19, 1974.

FERRIS J. HOWLAND,
Director, New England Region.

§ 71.181 [Amended]

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations by amending the existing description of the Newport, Vermont, 700-foot Transition Area by deleting the words "This transition area is effective from sunrise to sunset, daily."

[FR Doc.74-23135 Filed 10-3-74;8:45 am]

[Airspace Docket No. 74-NE-29]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, AREA LOW ROUTES, CON- TROLLED AIRSPACE AND REPORTING POINTS

Alteration of Transition Area

On Page 29195 of the FEDERAL REGISTER dated August 13, 1974, the Federal Aviation Administration published a Notice of Proposed Rule Making which would alter the Hartford, Connecticut, 700-foot Transition Area.

Interested parties were given thirty (30) days after publication in which to submit written data or views. No objections to the proposed regulations have been received.

In view of the foregoing, the proposed regulations are hereby adopted effective 0901 G.m.t., January 2, 1975.

(Sec. 307(a), Federal Aviation Act of 1958; 72 Stat. 749 (49 U.S.C. 1348); sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Issued in Burlington, Massachusetts, on September 19, 1974.

FERRIS J. HOWLAND,
Director, New England Region.

1. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to delete the description of the Hartford, Connecticut, 700-foot Transition Area and insert the following in lieu thereof:

That airspace extending upward from 700 feet above the surface within an 11.5-mile radius of the center, lat. 41°58'19" N., long. 72°41'00" W. of Bradley International Airport, Windsor Locks, Conn.; within 6.5 miles southeast and 4 miles northwest of the Bradley International Airport back-course localizer northeast course, extending from the 11.5-mile radius area to 19.5 miles northeast of the Bradley International Airport; within 4.5 miles northwest and 15.5 miles

southeast of the Bradley International Airport ILS localizer southwest course, extending from the 11.5-mile radius area to 18.5 miles southwest of the OM; within a 9-mile radius of the center 41°45'10" N., 72°37'25" W. of the Rentschler Field, East Hartford, Conn.; within 3.5 miles each side of a 130° bearing from the Brainard NDB extending from the NDB to 11.5 miles southeast of the NDB; within 2 miles each side of the centerline of Runway 4 extended 10 miles from the end of the runway; within 2 miles each side of the centerline of Runway 22 extended 10 miles from the end of the runway; within 2 miles each side of the Hartford VOR 154° radial extending from the 9-mile radius area to 8 miles southeast of the VORTAC; within 2 miles each side of the Hartford VORTAC 130° and 310° radials extending from the 9-mile radius area to 6 miles southeast of the VORTAC; within 5 miles northwest and 5 miles southeast of the Hartford VOR 223° radial extending from the VOR to a point 15 miles southwest; excluding those portions that coincide with the Chicopee Falls, Mass. 700-foot Transition Area.

[FR Doc. 74-23134 Filed 10-3-74; 8:45 am]

[Docket No. 14031; Amdt. No. 936]

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 rulemaking 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 November 14, 1974.

Belleville, Kans.—Belleville Municipal Arpt., VORTAC-A, Orig.
Biddeford, Maine—Biddeford Municipal Arpt., VOR-A, Amdt. 1.
Jackson, Mich.—Reynolds Municipal Arpt., VOR Rwy 5, Amdt. 9.
Jackson, Mich.—Reynolds Municipal Arpt., VOR Rwy 13, Amdt. 8.
Jackson, Mich.—Reynolds Municipal Arpt., VOR Rwy 23, Amdt. 10.
Jackson, Mich.—Reynolds Municipal Arpt., VOR Rwy 31, Amdt. 8.
Lumberton, N.C.—Lumberton Municipal Arpt., VOR Rwy 5, Orig.
Lumberton, N.C.—Lumberton Municipal Arpt., VOR Rwy 13, Orig.
Madison, Wisc.—Morey Arpt., VOR-A, Orig.
Marshall, Minn.—Marshall Municipal-Ryan Field, VOR Rwy 12, Amdt. 2.
Vincetown, N.J.—Red Lion Arpt., VOR-A, Amdt. 2.

2. Section 97.25 is amended by originating, amending, or canceling the following SDF-LOC-LDA SIAPs, effective November 14, 1974.

Los Angeles, Calif.—Los Angeles Int'l Arpt., LOC BC Rwy 6R, Orig.

*** effective October 17, 1974:

Greensboro, N.C.—Greensboro-High Point-Winston-Salem Regional Arpt., LOC (BC) Rwy 5, Orig.
Greensboro, N.C.—Greensboro-High Point-Winston-Salem Regional Arpt., LOC Rwy 23, Orig., canceled.

*** effective October 10, 1974:

Christiansted, St. Croix, V.I.—Alexander Hamilton Arpt., LOC Rwy 9, Amdt. 3, canceled.

3. Section 97.27 is amended by originating, amending, or canceling the following NDB/ADF SIAPs, effective November 14, 1974.

Belleville, Kans.—Belleville Municipal Arpt., NDB Rwy 17, Orig.
Conrad, Mont.—Conrad Arpt., NDB Rwy 23, Amdt. 1.
Jackson, Mich.—Reynolds Municipal Arpt., NDB Rwy 23, Amdt. 3.
Stuttgart, Ark.—Stuttgart Municipal Arpt., NDB Rwy 18, Amdt. 3.

*** effective October 17, 1974:

Shreveport, La.—Shreveport Regional Arpt., NDB Rwy 13, Amdt. 16.

*** effective October 10, 1974:

Christiansted, St. Croix, V.I.—Alexander Hamilton Arpt., NDB Rwy 9, Amdt. 4.

4. Section 97.29 is amended by originating, amending, or canceling the following ILS SIAPs, effective November 14, 1974.

Jackson, Mich.—Reynolds Municipal Arpt., ILS Rwy 23, Amdt. 2.

*** effective October 17, 1974:

Greensboro, N.C.—Greensboro-High Point-Winston-Salem Regional Arpt., ILS Rwy 23, Orig.

Shreveport, La.—Shreveport Regional Arpt., ILS Rwy 13, Amdt. 6.

*** effective October 10, 1974:

Christiansted, St. Croix, V.I.—Alexander Hamilton Arpt., ILS Rwy 9, Orig.

5. Section 97.31 is amended by originating, amending, or canceling the following RADAR SIAPs, effective November 14, 1974.

Des Moines, Iowa—Des Moines Municipal Arpt., RADAR-1, Amdt. 10.
Madison, Wis.—Morey Arpt., RADAR-1, Orig.

CORRECTIONS

In Docket No. 13990, Amendment 932, to Part 97 of the Federal Aviation Regulations published in the FEDERAL REGISTER dated September 6, 1974, on page 32327, under § 97.23, effective October 17, 1974—Change effective date of Madison, Ga.—Madison Municipal Arpt., VOR/DME-A, Amdt. 1, to November 7, 1974.

In Docket No. 14024, Amendment 935, to Part 97 of Federal Aviation Regulations published in the FEDERAL REGISTER under § 97.27, effective October 10, 1974—Change effective date of Ponape Island, Caroline Islands—Ponape Int'l Arpt., NDB-A, Orig., to November 7, 1974.

(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)))

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

Issued in Washington, D.C., on September 27, 1974.

JAMES M. VINES,

Chief,

Aircraft Programs Division.

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CHAPTER II—CIVIL AERONAUTICS BOARD

SUBCHAPTER E—ORGANIZATION REGULATIONS

[Reg. OR-88, Amdt. 4]

PART 384—STATEMENT OF ORGANIZATION, DELEGATION OF AUTHORITY, AND AVAILABILITY OF RECORDS AND INFORMATION

Field Offices

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., October 1, 1974.

Section 384.4 includes the statement that the Board's Bureau of Accounts and Statistics maintains a field office in San Mateo, California. This field office is no longer maintained by that Bureau, and § 384.4 will accordingly be amended.¹ In addition, § 384.7(a)(5) lists the Office of Management Analysis as a component within the Office of Managing Director or reporting to the Managing Director. However, the Office of Management Analysis has been redesignated as the

¹ Section 384.4 is also being revised to bring up to date the location of the Board's field offices.