the proposed rule is republished without substantive change.

The criteria in Appendix B are reissued without change, as forth below.

Effective date. The criteria are effective on February 26, 1974.

Dated February 5, 1974.

JOHN OTTINA,
U.S. Commissioner of Education.

Approved: February 21, 1974.

CASPAR W. WEINBERGER,
Secretary of Health, Education, and Welfare.

(Catalog of Federal Domestic Assistance Program Number 13.498; Vocational Education Research)

APPENDIX B

RESEARCH PROJECTS IN VOCATIONAL EDUCATION ADDITIONAL CRITERIA

In the making of awards from funds available for the program (in addition to consideration of the criteria in 45 CFR 100a.26(b)) priority will be given to applications which rank high on the basis of such criteria and which propose projects in one or more of the priority areas described below. In addition, special consideration will be given to programs or projects of national, regional, or interstate significance in one or more of the priority areas described below. The results of these projects should improve and extend existing Federally supported vocational education programs.

Curriculum Studies. Information is needed to undergird curriculum planning and curriculum development activities. Applied studies will be supported to produce information: (1) For developing individualized and performance oriented curricula, including the state-of-the-art, effectiveness, cost, and cost-effectiveness information, (2) that identifies emerging occupations and explicates the curriculum and manpower needs for the area or areas, and (3) that identifies common core of basic skills for one or more occupational cluster areas.

Disadvantaged, Handicapped, and Minority. Information is needed to improve vocational education and vocational education opportunities for disadvantaged, handicapped, and minority populations. Applied studies will be supported to produce information that is designed for use by decision makers at the Federal, State, and local levels. These studies should produce information which will: (1) improve the utilization of existing vocational education resources for target populations, (2) improve the image of vocational education for target populations, and (3) provide a basis for improving access to the field or fields of employment for which individuals in a target group or groups have been trained.

Alternative Work Experience Programs. Information is needed to improve and extend work experience programs. Applied studies will be supported to produce information that: (1) identifies more creative work experience approaches with business, industry, and community and civic organizations, (2) provides a basis for improving student and employer satisfaction in work experience programs, (3) clarifies legal and other barriers to work experience programs, (4) provides a basis for establishing standards for work experience programs, and (5) identifies alternative work experience programs and describes actual or projected costs and cost-benefits of the programs.

Guidance, Counseling, Placement, and Student Followup Services. Comprehensive systems of guidance, counseling, placement, and followup services for students and adults need to be improved. Applied studies will be supported which produce information that: (1) provides the basis for improving career planning for target populations selected by the applicant, (2) provides the basis for improving student assessment capabilities, and (3) determines the state-of-the-art, impact, cost, and cost-effectiveness information regarding components of comprehensive systems of guidance, counseling, placement, and student followup services.

In addition, several large scale efforts will be supported to develop components of comprehensive systems of guidance, counseling, placement, and followup services for students and adults. These development efforts should focus on: (1) developing procedures to utilize employment information, (2) developing job placement and followup services for students, and (3) producing in-service training materials designed to improve the skills of professionals and support personnel in utilizing employment information, and providing job placement and student followup services.

Manpower Information and System for Education. Job, manpower, labor market, and demographic data are required by public, private, and proprietary educational administrators, planners, evaluators, curriculum developers, career counselors, teachers, and students. Manpower information needs to be current and appropriately presented if vocational education programs are to be responsive to existing and projected employment opportunities. Applied studies will be supported to improve manpower, job, labor market, and demographic information relevant to the needs of Federal, State, and local educational administrators, planners, evaluators, and other user groups. These studies should produce information which will: (1) Provide a basis for improving manpower projections for educational uses at the State and local levels, (2) provide a basis for matching job requirements to the skills of prospective workers, (3) provide a basis for improving the accuracy of manpower projections for jobs, (4) translate manpower forecasts into program and specific curriculum requirements, and (5) provide the basis for vocational education to interface with economic development groups and to assist in job development approaches.

In applying the above stated criteria the Commissioner will seek to provide assistance to programs or projects in all the above described areas.

(20 U.S.C. 1248(1), 1281(a), 1282, 1283)

[FR Doc.74-4490 Filed 2-25-74;8:45 am]

Title 47—Telecommunication

CHAPTER I—FEDERAL COMMUNICATIONS COMMISSION

[FCC 74-143]

RADIO APPLICATION PROCEDURES

Order. In the matter of amendment of Parts 0, 1 and 13 of the Commission's rules regarding radio application procedures.

1. The Commission has before it proposals to delete Section 0.311(a)(13), amend §§ 1.83(a) (1) and (2), 13.4(c), 13.11(b)(1)(iii), (b)(2), 13.28, 13.71(a) and (b), and adding new § 13.11(b)(3), relating to (a) alien application forms; (b) extension of the term of alien restricted radiotelephone operator permits; (c) deletion of the requirement for waiver of the geographical restriction for alien pilots; and (d) elimination of requirement for Commission staff to certify commercial radio operator posting statements.

2. Authority for amendment is contained in section 4(i) and 303(r) of the Communications Act of 1934, as amended, and Section 552 of the Administrative Procedure Act. Because the amendments are procedural in nature, the prior notice and effective date provisions of Section 553 of the Administrative Procedure Act do not apply.

3. *It is ordered,* Effective June 28, 1974, that Parts 0, 1 and 13 of the rules be amended as set forth in the Appendix hereto.

Adopted: February 13, 1974.

Released: February 19, 1974.

(Secs. 4, 303, 48 Stat., as amended, 1066, 1082 (47 U.S.C. 154, 303).)

FEDERAL COMMUNICATIONS COMMISSION,
VINCENT J. MULLINS,
Secretary.

APPENDIX A

PART 0—COMMISSION ORGANIZATION

Parts 0, 1 & 13 of the Commissions Rules is amended as follows:

§ 0.311 [Amended]

1. In § 0.311(a) subparagraph (13) is deleted and designated [Reserved].

PART 1—PRACTICE AND PROCEDURE

2. In § 1.83(a) subparagraphs (1) & (2) are amended, and subparagraph (3) deleted to read as follows:

§ 1.83 Application for radio operator license.

(a) * * *

(1) *Restricted radiotelephone operator permit.* (i) Applications for a Re-

stricted Radiotelephone Operator Permit filed by U.S. Citizens or Nationals shall be on FCC Form 753–A entitled "Application for Restricted Radiotelephone Operator Permit by Declaration".[1]

(ii) Applications for Restricted Radiotelephone Operator Permits and requests for waiver of the nationality requirements pursuant to section 303(1) of the Communications Act filed by an alien aircraft pilot (see § 13.4(c)) shall be filed on FCC Form 155[1] entitled "Application for Restricted Radiotelephone Operator Permit by Alien Aircraft Pilots".

(2) *All others.* Application for a new, renewed, replacement or duplicate commercial operator license or for a verification card (FCC Form 758–F) shall be filed on FCC Form 756 entitled "Application for Radio Operator License".

* * * * *

3. In § 13.4, paragraph (c) is amended to read as follows:

§ 13.4 Term of licenses.

* * * * *

(c) A commercial operator license or permit granted to an alien aircraft pilot under a waiver of the U.S. nationality provisions of section 303(1) of the Communications Act will normally be issued for a term of five (5) years from the date of issuance. An operator license or permit issued to an alien shall be valid only if the operator continues to hold a valid aircraft pilot certificate issued by the Federal Aviation Administration or one of its predecessor agencies.

* * * * *

PART 13—COMMERCIAL RADIO OPERATORS

4. In § 13.11(b), subparagraph (1) (iii) and subparagraphs (2) and (3) are amended as follows:

§ 13.11 Procedure.

* * * * *

(b) * * *

(1) * * *

(iii) When the applicant is an alien aircraft pilot (see § 13.4(c)), the application shall be submitted on FCC Form 755 in person or by mail to the Federal Communications Commission, Washington, D.C. 20554.

(2) An application for an operator license or permit of any other class, or for a verification card, shall be submitted in person or by mail to the field office at which the applicant desires his application to be considered and acted upon, and which office will make final arrangements for conducting any required examination. Whenever an examination is required to be taken at a designated examination point away from a field office, the application shall be submitted in advance of the examination to the field office having jurisdiction over the area in which the examination is to be given.

(3) The form entitled "Verification of Operator License or Permit" (FCC Form 759)[1] may be obtained from any of the Commission's field offices. The certification under Part B of the form shall be completed by the licensee or general manager of the radio station where the statement is to be posted. When the FCC Form 759 is properly validated, it may be posted in lieu of the original radio operator license or permit when the holder of that license or permit is employed at more than one station.

5. Section 13.28 is amended to read as follows:

§ 13.28 Renewal service requirements, renewal examinations and exceptions.

A restricted radiotelephone operator permit normally is issued for the lifetime of the holder and need not be renewed, EXCEPT that alien restricted radiotelephone operator permits are normally issued for a five year term and are normally renewable. A temporary limited radio telegraph second class operator license is not renewable. A license of any other class may be renewed without examination provided that the service record on the reverse side of the license (see §§ 13.91 to 13.94) shows at least two years of satisfactory service in the aggregate during the license term and while actually employed as a radio operator under the license. If this two-year renewal service requirement is not fulfilled, but the service record shows at least one year of satisfactory service in the aggregate during the last three years of the license term and while actually employed as a radio operator under that license, the license may be renewed upon the successful completion of a renewal examination, which may be taken at any time during the final year of the license term or during a one-year period of grace after the date of expiration of the license sought to be renewed. The renewal examination will consist of the highest numbered examination element normally required for a new license of the class sought to be renewed, plus the code test (if any) required for such a new license. If the renewal examination is not successfully completed before expiration of the aforementioned one year period of grace, the license will not be renewed on any basis.

NOTE: By order dated and effective April 4, 1951, the Commission temporarily waived the requirement of prior service as a radio operator or examination for renewal in the case of any applicant for renewal of his commercial radio operator license. This order is applicable to commercial radio operator licenses which expired after June 30, 1950 until further order of the Commission.

6. Section 13.71 is amended to read as follows:

§ 13.71 Issue of duplicate or replacement licenses.

(a) An operator whose license or permit has been lost, mutilated, or destroyed shall immediately notify the Commission. If the authorization is of the diploma form, a properly executed application for duplicate should be submitted to the office of issue. If the authorization is of the card form (Restricted Radiotelephone Operator Permit), a properly executed application for replacement should be submitted to the Federal Communications Commission, Gettysburg, Pa., 17325, EXCEPT for alien restricted radiotelephone operator permit applications, which must be submitted to Federal Communications Commission, Washington, D.C. 20554. In either case, the application shall embody a statement of the circumstances involved in the loss, mutilation, or destruction of the license or permit. If the authorization has been lost, the applicant must state that reasonable search has been made for it, and further, that in the event it be found, either the original or the duplicate (or replacement) will be returned for cancellation. If the authorization is of the diploma form, the applicant should also submit documentary evidence of the service that has been obtained under the original authorization, or a statement embodying that information.

(b) The holder of any license or permit whose name is legally changed may make application for a replacement document to indicate the new legal name by submitting a properly executed application accompanied by the license or permit affected. If the authorization is of the diploma form, the application should be submitted to the office where it was issued. If the authorization is of the card form (Restricted Radiotelephone Operator Permit) it should be submitted to the Federal Communications Commission, Gettysburg, Pa. 17325, EXCEPT for alien restricted radiotelephone operator permit applications, which must be submitted to Federal Communications Commission, Washington, D.C. 20554.

[FR Doc.74–4451 Filed 2–25–74;8:45 am]

[1] Filed as part of the original document.

Title 49—Transportation

SUBTITLE A—OFFICE OF THE SECRETARY OF TRANSPORTATION

[OST Docket No. 1; Amdt. 1–86]

PART 1—ORGANIZATION AND DELEGATION OF POWERS AND DUTIES

Delegations of Authority With Respect to the United States Railway Association

The purpose of this amendment is to designate the Under Secretary as the representative of the Secretary, and the General Counsel as the alternate representative of the Secretary when so designated by the Under Secretary, as incorporator, member of the acting Board of Directors, member of the Board of Directors, and member of the executive committee of the Board of Directors, of the United States Railway Association and to delegate to each when so serving the functions vested in the Secretary in each capacity by title II of the Regional

Rail Reorganization Act of 1973 (January 2, 1974, Public Law 93–236).

Since this amendment relates to Departmental management, procedures, and practices, notice and public procedure thereon are unnecessary and it may be made effective on or before March 28, 1974.

In consideration of the foregoing, Part 1 of Title 49, Code of Federal Regulations, is amended as follows:

1. In § 1.53, a new paragraph (m) is added to read as follows:

§ 1.53 Delegations to Under Secretary.

* * * * *

(m) Serve as the representative of the Secretary as incorporator, member of the acting Board of Directors, member of the Board of Directors, and member of the executive committee of the Board of Directors, of the United States Railway Association and when so serving carry out the functions vested in the Secretary in each capacity by title II of the Regional Rail Reorganization Act of 1973 (Public Law 93–236).

2. In § 1.59, a new paragraph (o) is added to read as follows:

§ 1.59 Delegations to General Counsel.

* * * * *

(o) Serve as the alternate representative of the Secretary, when so designated by the Under Secretary, as incorporator, member of the acting Board of Directors, member of the Board of Directors, and member of the executive committee of the Board of Directors, of the United States Railway Association and when so serving carry out the functions vested in the Secretary in each capacity by title II of the Regional Rail Reorganization Act of 1973 (Public Law 93–236).

Effective date. This amendment is effective February 26, 1974.

(Section 9(e), Department of Transportation Act (49 U.S.C. 1657(e)))

Issued in Washington, D.C., on February 20, 1974.

CLAUDE S. BRINEGAR,
Secretary of Transportation.

[FR Doc.74–4379 Filed 2–25–74;8:45 am]

CHAPTER V—NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 1–5; Notice 10]

PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Reconsideration of the Brake Hose Standard

This notice responds to petitions for reconsideration of amended Standard 106, *Brake hoses*, 49 CFR 571.106, published November 13, 1973 (38 FR 31302). In response to comments by 36 manufacturers and users of brake hoses, the National Highway Traffic Safety Administration (NHTSA) amends the definitions, labeling, and performance provisions of the standard in several respects.

The Motor Vehicle Manufacturers Association, the American Trucking Association, and three manufacturers questioned the applicability of the standard to nylon and thermoplastic tubing used in the chassis plumbing of air brake systems. They asserted that Notice 7 offered no opportunity for comment on the properties and use of this material and that no safety need could justify its inclusion in the standard. The comments point to a distinction in industry terminology between "tubing" and "hose" to argue that NHTSA use of the term "hose" limited the proposal to traditional applications of six SAE hose types at articulating points in the air brake system.

The NHTSA considers that the broad definitions of "Airbrake hose" provided an opportunity to comment on the issue of tubing. Notice 7 defined "Airbrake hose" as "a flexible hose for use in an airbrake system * * *" and it clarified this definition in the preamble to the notice.

Major revisions have been made in the airbrake hose portion of the proposal by eliminating the six types previously specified. Thus an airbrake hose under the proposal may be manufactured from any material as long as the hose can meet the performance requirements of the standard.

The NHTSA included "flexible" in its definition of hose, despite the common meaning of hose as flexible pipe or tubing, to emphasize the exclusion of relatively inflexible elements of an airbrake system such as copper tubing commonly found in chassis tubing. Finally, the broad term "airbrake system" adequately gives notice of the standard's applicability to the chassis plumbing portion of that system. The NHTSA determined that a safety need exists to include flexible chassis plumbing in this standard because it is used in the same environment as hose located at articulating points and is subject to many of the same types of stress, including heat, cold, and pressure. A failure of either flexible conduit creates as great a safety hazard. For these reasons, the petitions that tubing be excluded from the standard are denied.

Manufacturers who commented on the use of nylon and thermoplastic in air brake systems expressed confidence that their products, which are in widespread use as chassis plumbing, will meet the requirements of the standard. They requested additional testing to exclude inadequate materials which might also meet the present requirements. The NHTSA expects to propose additional requirements after review and testing demonstrate that traditional hose materials presently in use will not be excluded arbitrarily. In the interim, the NHTSA's safety defect authority can prevent the use of inadequate materials.

To accommodate the inclusion of nylon and thermoplastic, the comments also requested a revision of the tensile strength value for the smaller nylon and thermoplastic hose. This change has been made. It should be stressed that the applicability of this standard to nylon and thermoplastic tubing does not affect tubing construction or characteristics.

"Brake hose" is defined in the final rule as "a flexible conduit that transmits or contains the fluid pressure or vacuum used to apply force to a vehicle's brakes." Wagner Electric and several other manufacturers argued that a definition like this which differs from accepted industry terminology should include a list of the parts of the brake system it covers. Actually, the use of general language different from industry terminology is specifically intended to avoid identification with specific designs and thereby permit the definition to accommodate future designs as they develop. The preamble refers to specific lines only in response to manufacturer requests for interpretations, and the NHTSA will continue to provide interpretations to interested persons upon request. The NHTSA interprets the term "flexible" to exclude copper or steel tubing. In response to Chrysler, General Motors, Ford, and Mercedes-Benz, the NHTSA reiterates that the vacuum and hydraulic booster lines that service power brake systems transmit or contain pressure used to apply force to a vehicle's brakes within the meaning of the definition. Accessory air lines such as those to the power air horn and windshield wipers are, of course, excluded.

The definition of "brake hose assembly" in the rule covered both combinations of clamps and hose and combinations of end fittings and hose. The NHTSA has deleted reference to clamps, in agreement with manufacturers who pointed out that the mounting of a slip-on clamp and hose is an essentially different manufacturing operation that, if regulated, should be subject to different performance requirements from brake hose assemblies. The clamp assemblies are subject to NHTSA safety defect authority. Comments disagreed for various reasons on the exclusion of hose assemblies containing used components from the standard. The NHTSA concludes that the exclusion is realistic and justified.

The standard now defines "permanently attached and fitting" to make clear that 3-piece hose fittings which utilize sacrificial sleeves or ferrules are permanently attached end fittings and that the hose used with them is not prohibited by S7.1. In addition to the action taken with respect to the definition, ⅜-in and ½-in hose sizes have been added to Table III under both Type I and Type II hose in order that their use may be continued.

The definition of "rupture" has been modified slightly to make clear that the two types of failure included in the definition are "separation of the hose from its end fitting" and "leakage". Both a small leak and a hose burst constitute "leakage" under this definition.

Manufacturers of brake hose assemblies and vehicles petitioned for numerous variations in the labeling provisions. The many proposed changes in brake

hose assembly labeling illustrate the importance of uniform labeling in a field where differing combinations of responsibility exist between manufacturers and installers of hose assembly components.

The NHTSA has determined that the basic assembly banding techniques set forth in Notice 8 remains the clearest uniform identification method for assembly manufacturers. The band may be freely attached at any point on the assembly to minimize binding and wear as long as it is retained by the end fittings. An exception to the banding requirement has been made for the vehicle manufacturer who assembles and installs his own brake hose assemblies, because his assemblies are integrally related to the vehicle, and the vehicle certification and identification information serves to identify and certify the hose assembly. The manufacturer may choose to band those hose assemblies subject to being rebuilt, to delimit his responsibility in the event a rebuilt assembly fails.

Manufacturers will be permitted to mark the date of manufacture by day or month on the assembly and hose. The identification code required on each component is not yet available for issuance and therefore an amendment of the standard has already been issued to permit use of a manufacturer designation in place of the code (39 FR 3680, January 29, 1974). That language has been revised to allow the use of a manufacturer designation that does not consist of the block capital letters otherwise required by S5.2.2, S5.2.3, and S5.2.4.

The labeling requirements now reflect the use of nominal inside and outside diameter designations. The hose labeling interval has been modified from "not less than 6 inches" to "not more than 6 inches" in response to many requests. Toyota's request for one-stripe labeling of required and optional information has been denied, to ensure that the required information appears at least once on hose as short as 4 inches. The NHTSA has denied requests for rearrangements of the required information, concluding that they would not make it clearer to the user. In response to Midland-Ross' request for clarification, it is reiterated that, while the NHTSA requires certain safety-related information expressed in a certain format, it does not prohibit the addition of other information elsewhere on hydraulic, air, or vacuum hose.

Several manufacturers of hydraulic brake hose assemblies argued that end-fitting labeling information becomes meaningless once a fitting is permanently attached to a hose. They reasoned that the crimping process deforms the fitting, its coating, and possibly the lettering, so that no fitting manufacturer would certify his product to the assembler, and that the responsibility for the fitting's conformity would in any case fall on the assembler.

While the NHTSA expects the labeling information to serve a useful purpose on reusable and 3-piece permanently attached end fittings, the limited benefit of markings on a crimped fitting justifies their elimination. In fact the one performance requirement that applies to fittings has been modified to reflect the crimping process and it effectively becomes the assembler's responsibility to meet this corrosion resistance provision.

There were several general comments on the performance requirements and the test procedures. There were requests for physical tolerances, especially for the expansion test apparatus, and related accommodations for test purposes. These arise from misunderstanding of the legal nature of the safety standards, which are performance levels that each vehicle or item of motor vehicle equipment must meet, and not instructions for manufacturer testing. In the case of a calibration factor, for example, the NHTSA set an exact performance level by stating its requirement without a tolerance. Then, in compliance testing, it determines the calibration factor of its equipment and gives the benefit of that factor to the manufacturer in assessing the test results. Correspondingly, the manufacturer should deal with an exact performance level by determining the calibration factor of his equipment and penalizing his test results by that amount. Manufacturer testing should be directed at proving the equipment's capability in the exercise of due care, by testing under conditions at least as adverse as any that could be established in accordance with the procedures. For example, to accept Goodyear's suggested room temperature range of 65° to 90° F. would permit the NHTSA to test at any temperature within the range, and a manufacturer would correspondingly have to test to assure himself that his product would conform at every point within the range.

Toyota expressed some confusion about sequential testing. As stated in S5.3, S7.3, and S9.2, a particular hose, end fitting, or hose assembly need not meet further requirements after having met the constriction requirements and any one other requirement listed. A particular hose assembly, therefore, would have to meet the constriction requirement in each case and then one other selected requirement, of which S5.3.6, *Water absorption and tensile strength*, is one example.

The constriction requirement requires that any cross section which the NHTSA chooses to examine will be a certain percentage of the nominal diameter. Again the manufacturer may utilize whatever test method convinces him in the exercise of due care that his product conforms to the constriction requirement. Chrysler objected to the application of the constriction test to hose assemblies, citing situations where restrictions are designed into brake systems for pressure control. The NHTSA has determined that the established percentages limit constrictions to a safe level.

With regard to the requirements as a group, it is noted that, while a hose must conform to any of the requirements, it need not be tested to requirements that are obviously inapplicable. For instance, thermoplastic tubing need not be subjected to the adhesion test because it is obvious that there are no layers in this construction which could fail to adhere.

Numerous comments were addressed to specific hydraulic performance requirements. The expansion and burst-strength requirement included a 30-minute waiting period, which has been eliminated as unnecessary. The procedure is modified to better describe the test sequence, and two values in Table I are corrected.

With regard to mounting hose assemblies having L-shaped end fittings in a flexing machine, the test procedures have been modified to permit the use of adapters to secure the assembly to the machine with the same orientation as a straight assembly.

The low-temperature resistance test for hydraulic hose has been modified from −65°F. to −40°F. in line with air and vacuum hose test values.

A hydraulic hose assembler objected that use of SAE RM–1 compatibility fluid had not been proposed in Notice 7 and therefore could not be specified in the final rule. Notice 7 proposed use of "brake fluid conforming to Standard No. 116." This means that the NHTSA could have chosen any such fluid for use in its tests, and that the manufacturer would have to test with each fluid or otherwise assure himself in the exercise of due care that his hose assembly could meet the requirements using each fluid conforming to Standard No. 116. Specification of a single fluid is therefore a relaxation of the proposed requirement. The Society of Automotive Engineers Referee Materials Subcommittee, which contracts for production of RM–1 fluid, has assured the NHTSA of its continued availability for at least the next 3 years. A modification of the requirements has been made for mineral-type systems.

The NHTSA agrees with Wagner Electric that the end fitting corrosion requirement must accommodate the crimping and labeling process, and the requirement is amended to permit displacement of the protective coating necessary to mark the fittings and attach it to a hose.

Several comments were addressed to the air brake hose requirements. Clarifying language has been added to make clear that air brake hose assemblies may be constructed with permanent or reusable end fittings. Table III now includes A- and B-type hose in ⅜- and ½-in special diameters to assure its continued availability, particularly for replacement purposes. The constriction test value of 66 percent remains unchanged because the calculation method is already consistent with the hydraulic value of 64 percent.

Table IV is revised to include outside dimensions. New, smaller radii for tubing tests cannot be adopted, however, until there has been notice and opportunity to comment. In answer to Toyota's request for interpretation, it is correct that the test cylinder radii are directly proportional to the diameter of the hose being tested. Suggestions to examine the

inner as well as outer layers of hose subjected to the low-temperature resistance test will be considered in future rulemaking, since interested persons should be given notice and opportunity to comment. The same considerations apply to Samuel Moore Company's suggested higher test temperature in the oil-resistance requirement, more demanding percentages in the length change requirement and the high-temperature burst strength test. The oil resistance test specimen has been modified to one-third of an inch in width because ½-in specimens cannot be cut from the smaller hose sizes. The burst strength value is reduced to 800 psi to accommodate nylon and thermoplastic tubing while retaining a safety performance level five times that of normal operating conditions.

The application of air pressure has been retained in the length change test and the air pressure test, despite requests for "optional" pressure sources. Hidden options of this type are generally undesirable in the safety standards, since they make uncertain the level of required performance, and complicate the comparison of manufacturer and NHTSA test results. The manufacturer is free to use pressure sources other than air as long as his results assure him that the hose would meet the requirement if air were used.

Manufacturers proposed alternative means of testing the adhesion of hose layers because of the difficulty associated with testing wire-braided and small diameter hose. As pointed out in the petitions, sufficient care in conducting the present test will prevent these difficulties. Any manufacturer who believes that the alternative procedure has significant advantages should submit a petition for rulemaking with supporting data.

Some comments on the adhesion test argued for the averaging of test results without specifying any objection to the present procedure. At this time, it does not appear that averaging would be desirable for purposes of this standard. In another area, some tensile strength test values have been reduced in recognition of the use of tubing in non-articulating applications. The distinction between permanent and reusable fittings is eliminated, consistent with the rationale that the components may operate under the same conditions.

The NHTSA denies Wagner Electric's requested re-establishment of the air pressure test procedures which appeared in Notice 7. These procedures were modified because comments objected to the measuring technique. As noted previously, the manufacturer may use any test method which assures him the equipment meets the requirement as stated.

One significant question was raised with regard to the vacuum hose requirements. Table V inadvertently listed the same hose lengths and cylinder radii for the low and high temperature resistance tests. A new column of values is added to that table.

Because of the additional leadtime required to purchase conforming brake hose and assemblies for use in vehicles which must also conform to the standard, the effective date of the standard as it applies to vehicles is delayed 4 months to January 1, 1975. An amendment to the presently-effective Standard 106 permits compliance either with that standard or with this standard, as it is effective September 1, 1974.

Interested persons are reminded that, in addition to the amendments set forth below, an amendment of Standard 106 has already been issued which permits the use of a manufacturer designation in place of the identification code called for in the rule as first issued. (39 F.R. 3680, January 29, 1974.)

In consideration of the foregoing, both Standard No. 106, 49 CFR 571.106, in its presently effective form and Standard No. 106 as it is effective September 1, 1974, and January 1, 1975, are amended.

The present Standard No. 106 is amended by the addition of a new paragraph to read as follows:

S4. *Optional compliance.* Hydraulic brake hose may meet the requirements of this standard or, at the option of the manufacturer, the requirements of Standard No. 106, *Brake hoses* (effective September 1, 1974; January 1, 1974), (49 CFR § 571.106).

Standard 106 (effective September 1, 1974; January 1, 1975) (49 CFR 571.106) is amended as follows:

1. The standard's title is amended to read: § 571.106, *Standard No. 106; brake hoses (effective September 1, 1974, and January 1, 1975).*

2. In S4. *Definitions.*, two definitions are amended and one definition is added, to read:

"Brake hose assembly" means a brake hose, with or without armor, equipped with end fittings for use in a brake system, but does not include an assembly containing used components.

"Permanently attached end fitting" means a two-piece end fitting that is attached by deformation of the fitting about the hose by crimping or swaging, or a three-piece end fitting that is attached by use of a sacrificial sleeve or ferrule that requires replacement each time a hose assembly is rebuilt.

"Rupture" means any failure that results in separation of a brake hose from its end fitting or in leakage.

3. In S4. *Definitions.*, the last sentence is amended to read:

For hose, a dimensional description such as "¼-inch hose" refers to the nominal inside diameter. For tubing, a dimensional description such as "¼-in tubing" refers to the nominal outside diameter.

4. In S5.2 *Labeling.*, paragraphs S5.2.2, S5.2.3, and S5.2.4 are amended in part to read:

S5.2 *Labeling.*

* * * * *

S5.2.2 Each hydraulic brake hose shall be permanently labeled at intervals of not more than 6 inches, measured from the end of one legend to the beginning of the next, in block capital letters and numerals at least one-eighth of an inch high, with the following information in the order listed:

* * * * *

(b) A designation that identifies the manufacturer of the hose, which shall be filed in writing with: Office of Standards Enforcement, "Brake Hose Identification," National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, D.C. 20590. The marking may consist of a designation other than block capital letters required by S5.2.2.

(c) The month, day, and year, or the month and year, of manufacture, expressed in numerals. For example, 10/1/74 means October 1, 1974.

(d) The nominal inside diameter of the hose expressed in inches or fractions of inches, or the nominal outside diameter of the tube expressed in inches or fractions of inches followed by the letters OD. (Example of inside diameter: ⅛, ½ SP. Example of outside diameter; ¼ OD.)

S5.2.3 Except for two-piece end fittings that are attached by deformation of the fitting about a hose by crimping or swaging, each hydraulic brake hose end fitting shall be permanently etched, embossed, or stamped, in block capital letters and numerals at least one-sixteenth of an inch high with the following information:

* * * * *

(a) A designation that identifies the manufacturer of the fitting, which shall be filed in writing with: Office of Standards Enforcement, "Brake Hose Identification," National Highway Traffic Safety Administration, 400 Seventh Street, SW., Washington, D.C. 20590. The marking may consist of a designation other than block capital letters required by S5.2.3.

* * * * *

(d) The nominal inside diameter of the hose to which the fitting is properly attached expressed in inches or fractions of inches, or the outside diameter of the tube to which the fitting is properly attached expressed in inches or fractions of inches followed by the letters OD (See examples in S5.2.2(d)).

S5.2.4 Each hydraulic brake hose assembly, except those assembled and installed by a vehicle manufacturer in vehicles manufactured by him, shall be labeled by means of a band around the brake hose assembly. The band may at the manufacturer's option be attached so as to move freely along the length of the assembly, as long as it is retained by the end fittings. The band shall be permanently etched, embossed, or stamped, in block capital letters and numerals at least one-eighth of an inch high, with the following information:

* * * * *

(b) A designation that identifies the manufacturer of the hose assembly, which shall be filed in writing with: Office of Standards Enforcement, "Brake Hose Identification," National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, D.C.

20590. The marking may consist of a designation other than block capital letters required by S5.2.4.

(c) The month, day, and year, or the month and year, of assembly, expressed in numerals. For example, 10/1/74 means October 1, 1974.

5. S5.3.2 is amended as follows:

(A) In S5.3.2, the second sentence is amended to read:

"The hydraulic brake hose assembly shall then withstand water pressure of 4,000 psi for 2 minutes without rupture, and shall not rupture at less than 5,000 psi (S6.2)."

(B) In Table I, the value "0.70" is changed to "0.79" and the value "1.10" is changed to "1.17".

6. S5.3.4 is amended to read:

S5.3.4 *Tensile strength.* A hydraulic brake hose assembly shall not rupture when subjected to a pull of 325 pounds. (S6.4)

7. S5.3.6 is amended to read:

S5.3.6 *Water absorption and tensile strength.* A hydraulic brake hose assembly, after immersion in water for 70 hours (S6.5), shall not rupture when subjected to a pull of 325 pounds. (S6.4)

8. S5.3.8 is amended to read:

S.5.3.8 *Low-temperature resistance.* A hydraulic brake hose conditioned at minus 40°F. for 70 hours shall not show cracks visible without magnification when bent around a cylinder as specified in S6.6. (S6.6)

9. S5.3.9 is amended to read:

S.5.3.9 *Brake fluid compatibility, constriction, and burst strength.* Except for brake hose assemblies designed for use with mineral or petroleum-based brake fluids, a hydraulic brake hose assembly shall meet the constriction requirement of S5.3.1 after having been subjected to a temperature of 200°F. for 70 hours while filled with SAE RM–1 compatibility brake fluid (S6.7). It shall then withstand water pressure of 4,000 psi for 2 minutes and thereafter shall not rupture at less than 5,000 psi (S6.2).

10. S5.3.11 is amended to read:

S5.3.11 *End fitting corrosion resistance.* After 24 hours of exposure to salt spray, a hydraulic brake hose end fitting shall show no base metal corrosion on the end fitting surface except where crimping or the application of labeling information has caused displacement of the protective coating. (S6.9)

11. S6.1.1.(b) is amended by the deletion of the word "distilled".

12. S6.1.3(f) is deleted.

13. In S6.2(b) the word "onset" is deleted.

14. S6.3.2 is amended as follows:

(A) In S6.3.2(c), a second sentence is added which reads:

"The manufacturer may, at his option, adapt the fitting attachment points to permit mounting hose assemblies equipped with angled or other special fittings in the same orientation as hose assemblies equipped with straight fittings."

(B) In Table II, the line which reads—

8 to 15½, inclusive		1.750		1.000

is replaced with two lines which read—

8 to 15½, inclusive		1.750		
10 to 15½, inclusive				1.000

15. In S6.6.1, "minus 65° F." is replaced with "minus 40° F." wherever it appears.

16. S6.6.2 is amended to read:

S6.6.2 *Flexibility testing.* Bend the conditioned hose 180 degrees around the conditioned cylinder at a steady rate in a period of 3 to 5 seconds. Examine without magnification for cracks.

17. In S6.7.1(a) the word "can" is deleted and in Figure 2, the word "can" is replaced by the word "reservoir" wherever it appears.

18. S6.8.1 is amended to read:

S6.8.1 *Preparation.* After removing any armor, bind a hydraulic brake hose 360° around the cylinder. In the case of hose shorter than the circumference of the cylinder, bend the hose so that as much of its length as possible is in contact.

19. S7.1 is amended to read:

S7.1 *Construction.* Each air brake hose assembly shall be equipped with permanently attached brake hose end fittings or reusable brake hose end fittings. Each air brake hose intended for use with reusable end fittings shall conform to the dimensional requirements specified in Table III.

20. Table III is amended by the addition of dimensions for ⅜-in hose (located between the entries for 5/16-in and 13/32-in hose) and ½-in special hose (located below the entry for ⅝-in hose) which read:

⅜	±0.023	0.719	0.781	0.719	0.781
½ special	±.031	.844	.906	.844	.906

21. In table IV, the word "inside" is replaced by the word "nominal."

22. § 7.3.9 is amended to read:

§ 7.3.9. *Burst strength.* An air brake hose assembly shall not rupture when exposed to hydrostatic pressure of 800 psi (§ 8.8).

23. § 7.3.10 is amended to read:

§ 7.3.10. *Tensile strength.* An air brake hose assembly designed for use in applications where there is relative motion of vehicle components shall not rupture when subjected to a pull of 250 pounds if it is ¼ in or less, or a pull of 325 pounds if it is larger than ¼ in. An air brake hose assembly designed for use in applications where there is no relative motion of vehicle components shall not rupture when subjected to a pull of 50 pounds if it is ¼ in or less, 150 pounds if it is ⅜ or ½ in, or 325 pounds if it is larger than ½ in (§ 8.9).

24. § 7.3.11 is amended to read:

§ 7.3.11 *Water absorption and tensile strength.* After immersion in distilled water for 70 hours (§ 8.10), an air brake hose assembly designed for use in applications where there is relative motion of vehicle components shall not rupture when subjected to a pull of 250 pounds if it is ¼ in or less, or a pull of 325 pounds if it is larger than ¼ in. After immersion in distilled water for 70 hours (§ 8.10), an air brake hose assembly designed for use in applications where there is no relative motion of vehicle components shall not rupture when subjected to a pull of 50 pounds if it is ¼ in or less, 150 pounds if it is ⅜ or ½ in, or 325 pounds if it is larger than ½ in (§ 8.9).

25. § 8.3.1 is amended to read:

S8.3.1 *Preparation.* Fashion a test specimen by cutting a rectangular block 2 inches long and not less than one-third of an inch in width, having a thickness of not more than one-sixteenth inch, from the brake hose and buff the specimen on both faces to ensure smooth surfaces.

26. S8.6.3 is revoked and is designated "[Reserved]".

27. In Table V, the column titled "Temperature resistance" is retitled "High temperature resistance" and a new column is added between the present "Temperature resistance" and "Bend" columns to read:

	Low temperature resistance
Hose length, inches:	*Radius of cylinder, inches*
17½	3
17½	3
19	3½
19	3½
19	3½
20½	4
20½	4
22	4½
24	5
28½	6½

28. S9.2.9 is amended to read:

S9.2.9 *Adhesion.* A vacuum brake hose shall withstand a force of 8 pounds per inch of length before separation of the outer cover from the tube.

29. In the column titled "D(inch)" in Table VI, the value "3/64" appearing in the fourth line is replaced by the value "5/64".

Effective dates. September 1, 1974, for equipment covered by the standard; January 1, 1975, for vehicles to which the standard applies.

(Secs. 103, 119, Pub. L. 89–563, 80 Stat. 718 (15 U.S.C. 1392, 1407); delegation of authority at 49 CFR 1.51.)

Issued on February 20, 1974.

JAMES B. GREGORY,
Administrator.

[FR Doc.74–4380 Filed 2–21–74;11:13 am]

Title 10—Energy

CHAPTER II—FEDERAL ENERGY OFFICE

PART 211—MANDATORY PETROLEUM ALLOCATION REGULATIONS

Definition of Passenger Transportation Service

Section 211.51 of the mandatory petroleum allocation regulations is

amended in the definition of "Passenger transportation service." This amendment makes clear that "Passenger transportation services" includes bus transportation of pupils to any school-sponsored activity as well as to and from school.

Because the purpose of these amendments is to provide immediate guidance and information with respect to the mandatory petroleum allocation rules and regulations, the Federal Energy Office finds that normal rulemaking procedure is impracticable and that good cause exists for making these amendments effective in less than 30 days.

(Emergency Petroleum Allocation Act of 1973, Pub. L. 93-159, E.O. 11748, 38 FR 33575; Economic Stabilization Act of 1970; as amended, Pub. L. 92-210, 85 Stat. 743; Pub. L. 93-28, 87 Stat. 27; E.O. 11740, 38 FR 19345; Cost of Living Council Order 47, 39 FR 24)

In consideration of the foregoing, Part 211 of Chapter II, Title 10 of the Code of Federal Regulations is amended as set forth below, effective immediately.

Issued in Washington, D.C., on February 25, 1974.

WILLIAM N. WALKER,
General Counsel,
Federal Energy Office.

Section 211.51 is revised in the definition of "Passenger transportation service" to read as follows:

§ 211.51 General Definitions.

* * * * *

"Passenger transportation services" means (a) surface, including water and rail facilities and services for carrying passengers whether publicly or privately owned, including tour and charter buses which serve the general public; and (b) bus transportation of pupils to and from school and to school sponsored activities.

* * * * *

[FR Doc.74-4711 Filed 2-25-74;12:09 pm]

PART 211—MANDATORY PETROLEUM ALLOCATION REGULATIONS

PART 212—MANDATORY PETROLEUM PRICE REGULATIONS

Benzene and Toluene Amendments

These amendments are designed to provide an incentive for refiners to increase the production of benzene and toluene and to clarify and revise the regulation changes with respect to the pricing of benzene and toluene that were issued January 31, 1974.

This action revises the definitions of Part 211 to make clear that benzene is to be treated as a petrochemical feedstock, subject to allocation under Subpart J.

The special price rules for benzene and toluene adopted on January 31, 1974, did not distinguish between benzene and toluene. Due to the different uses of these products and the fact that toulene is one of the raw materials used to produce benzene, separate pricing provisions are now provided for these items. An amendment to the refiner's base price provisions of § 212.82 permits a maximum addition of 33.7 cents per gallon to be included in the base prices for benzene while a maximum addition of 28.8 cents per gallon may be included in the base prices of toluene.

The prior amendment to the refiner's product cost allocation formula on January 31, 1974 also did not have the intended effect of stimulating an increase in benzene and toluene production. Therefore, § 212.83(c)(2) is revised to require a downward movement in the base prices of covered products other than special products and crude petroleum in an amount that is keyed to the amount of benzene and toluene produced, and which is designed to insure that the current level of benzene and toluene production is maintained. This change also provides an added incentive for the production of a larger percentage yield per barrel of crude oil refined than was produced in May, 1973.

Because the purpose of these amendments is to provide immediate guidance and information with respect to the mandatory petroleum allocation and price rules and regulations, the Federal Energy Office finds that normal rulemaking procedure is impracticable and that good cause exists for making these amendments effective in less than 30 days.

(Emergency Petroleum Allocation Act of 1973, Pub. L. 93-159, E.O. 11748, 38 FR 33575; Economic Stabilization Act of 1970, as amended, Pub. L. 92-210, 85 Stat. 743; Pub. L. 93-28, 87 Stat. 27; E.O. 11740, 38 FR 19345; Cost of Living Council Order 47, 39 FR 24)

In consideration of the foregoing, Parts 211 and 212 of Chapter II, Title 10 of the Code of Federal Regulations are amended as set forth below, effective immediately.

Issued in Washington, D.C., February 25, 1974.

WILLIAM N. WALKER,
General Counsel,
Federal Energy Office.

1. Section 211.183 is amended in the definitions of "petrochemical feedstocks" and "petrochemicals" to read as follows:

§ 211.183 Definitions.

* * * * *

"Petrochemical feedstocks" means crude oil, residual fuel oil, and refined petroleum products which can be processed in petrochemical plants, including benzene, naphtha, gas oil, kerosene, and heavy aromatic gas oil used for production of carbon black. Petrochemical feedstocks do not include ethylene, propylene, butylene, or any product otherwise defined as a petrochemical or natural gas.

* * * * *

"Petrochemicals" means the items defined as such (except benzene) in section 25A of Oil Import Regulation 1 (Revision 5) (32A CFR OI Reg. 1, § 25A). For the purpose of this subpart, synthetic natural gas is not included in the definition of "petrochemicals."

2. Section 212.82 is amended in paragraph (f)(3) to read as follows:

§ 212.82 Price rules.

* * * * *

(f) *Base Price.* * * *

(3) *Benzene and toluene.* Notwithstanding the provisions of paragraph (f)(1) of this section, the base price for sales of benzene and toluene by a refiner is the weighted average price at which such an item was lawfully priced in transactions with the class of purchaser concerned on May 15, 1973, plus increased product costs incurred between the month of measurement and the month of May 1973, and measured pursuant to the provisions of § 212.83, plus a maximum of $.337 per gallon for benzene, and $.288 per gallon for toluene.

3. Section 212.82 is amended in paragraph (f)(1)(iii) to read as follows:

§ 212.82 Price rule.

* * * * *

(f) *Base price*—(1) *General rule.* * * *

(iii) Notwithstanding the general rule in paragraph (f)(1)(i) of this section, with respect to an allocation sale made pursuant to § 211.186 of this chapter, the base price of a petrochemical feedstock (except benzene and toluene) is 115 percent of the price calculated pursuant to paragraph (f)(1)(i) provided that in the calculation of the increased product costs for petrochemical feedstocks in § 212.83, the refiner uses the formula for special products set forth in § 212.83(c)(2)(i).

* * * * *

4. Section 212.83 is amended in paragraph (c)(2) at the description of "D^u_i," to read as follows:

§ 212.83 Allocation of refiner's increased product costs.

* * * * *

(c) *Allocation of increased costs.* * * *

(2) *General formulae.* * * *

D^u_i = The total dollar amount a refiner may apportion in the period "u" (the current month) to covered products of the type "i" in whatever amounts it deems appropriate to each particular covered product other than a special product, provided that the total dollar amount is reduced by an amount equal to the total number of gallons of benzene and toluene sold by the refiner during the month of May 1973 multiplied by $.20 and further multiplied by an amount equal to the total number of barrels of refinery input to crude oil distillation units processed during the month of measurement and measured in accordance with Bureau of Mines form 6-1300-M divided by the total number of such barrels processed during the month of May 1973. The formula for covered products other than special products will only be computed for i=3 (all covered products other than a special product and crude petroleum).

5. Section 212.93 is amended in paragraph (b)(2) to read as follows:

§ 212.93 Price rule.

* * * * *

(b) Notwithstanding the provisions of paragraph (a) of this section:

* * * * *

(2) With respect to an allocation sale of petrochemical feedstocks (except benzene and toluene) made pursuant to § 211.186, the maximum price that may be charged is 115 percent of the amount otherwise permitted to be charged for that item pursuant to the provisions of this section.

[FR Doc.74-4710 Filed 2-25-74;12:09 pm]

Proposed Rules

This section of the FEDERAL REGISTER contains notices to the public of the proposed issuance of rules and regulations. The purpose of these notices is to give interested persons an opportunity to participate in the rulemaking prior to the adoption of the final rules.

DEPARTMENT OF AGRICULTURE

Commodity Credit Corporation

[7 CFR Part 1427]

SEED COTTON

Regulations for 1974 Loan Program

The Commodity Credit Corporation is reviewing current regulations which contain the detailed operating provisions necessary to carry out the loan program for upland and American-Pima seed cotton. Current provisions may be found in Cotton Loan Program Regulations (7 CFR 1427.160–181, as amended by 38 FR 16631).

Consideration will be given to any data, views, and recommendations which are submitted in writing to the Director, Cotton, Rice and Oilseeds Division, ASCS, U.S. Department of Agriculture, Washington, D.C. 20250. In order to be sure of consideration, all submissions must be received not later than March 12, 1974. All written submissions made pursuant to this notice will be made available for public inspection from 8:15 a.m. to 4:45 p.m., Monday through Friday, in Room 5725 South Building, 14th and Independence Avenue, S.W., Washington, D.C.

Signed at Washington, D.C. on February 21, 1974.

GLENN A. WEIR,
Acting Executive Vice President, Commodity Credit Corporation.

[FR Doc.74-4504 Filed 2-25-74;8:45 am]

Food and Nutrition Service

[7 CFR Part 225]

SPECIAL FOOD SERVICE PROGRAM FOR CHILDREN

Notice of Proposed Rulemaking

Notice is hereby given that the Food and Nutrition Service, Department of Agriculture, intends to amend the regulations governing the operations of the Special Food Service Program for Children.

The principal changes affect § 225.2, § 225.9, § 225.10, § 225.12, and § 225.18 to: (1) Define administrative and operating costs; (2) remove the butter or fortified margarine requirement in the meal patterns; (3) eliminate the summer meal and prohibit the service of supplemental food if the service institution also participates in the Special Milk Program for Children; (4) increase the rates of reimbursement, and in regard to the Special Summer Program, set aside a per meal amount for administrative costs; (5) establish a deadline for the submission of "Reimbursement Vouchers"; and (6) require those States electing to conduct audits to submit an updated audit plan every three years for approval by the Department. The changes are proposed to be effective July 1 for the year-round program and April 15, 1974, for the special summer program.

Comments, suggestions, or objections are invited and in order to be sure of being considered should be delivered to Herbert D. Rorex, Director, Child Nutrition Division, Food and Nutrition Service, U.S. Department of Agriculture, Washington, D.C. 20250, or submitted by mail postmarked not later than March 28, 1974. Communications should identify the regulations section and paragraph on which comments, etc., are offered. All comments, suggestions, or objections will be considered before the final amendments are published. All written submissions received pursuant to this notice will be made available for public inspection at the Office of the Director, Child Nutrition Division, during the regular business hours (8:30 a.m. to 5 p.m.) (7 CFR 1.27(b)).

1. In § 225.2, paragraphs (a–1) and (a–2) are redesignated (a–2) and (a–3), respectively, and paragraphs (a–1) and (l–1) are added as follows:

§ 225.2 Definitions.

* * * * *

(a–1) "Administrative costs" means those operating costs directly related to planning, organizing, and supervising the program.

* * * * *

(l–1) "Operating costs" means costs of obtaining, preparing, and serving food (including the fair evaluation of in-kind contributions but excluding the rental or purchase of land, buildings, or office space).

* * * * *

2. In § 225.7a, the first sentence of paragraph (a) is revised to read as follows:

§ 225.7a Responsibilities of State agencies.

(a) The State agency, or FNSRO where applicable, shall use the following minimum criteria for the approval of service institutions.

* * * * *

§ 225.7a [Amended]

3. In § 225.7a, paragraph (d) is amended to delete "May 11," wherever it appears and to insert "April 15" in lieu thereof.

4. In § 225.7b, paragraph (d) is deleted and paragraphs (b) and (b1) are revised to read as follows:

§ 225.7b Requirements for participation.

* * * * *

(b) At a minimum, applications of service institutions applying for program assistance shall contain the following information: (1) Name and address of service institution; (2) name and title of administrator; (3) estimated total number of children to be served; (4) if it is a special summer program not planning to use school food service facilities, the reasons why such use is not feasible; (5) estimated food service budget including, but not limited to: (i) Estimated cash expenditures for food, (ii) estimated cash expenditures for food service operations at the site(s), (iii) estimated cash expenditures for administration, (iv) estimated value of in-kind goods and services, (v) funds available to the service-institution at the beginning of food service operations, (vi) estimated food service income other than Special Food Service Program reimbursement including children's payments and adult's payments for meals; (6) sponsor personnel information including: (i) Title of each position, (ii) number of personnel in each position, (iii) number of hours per day spent on food service, (iv) specific food service duty, (v) salary per hour or if volunteer estimated value per hour; (7) if a private service institution, Internal Revenue Service nonprofit certification shall be attached to the service institution application.

(b–1) Each service institution shall attach to its application an information sheet on each food service site. Such information sheet shall include, as a minimum, the following: (1) Name and address of food service site; (2) name and title of supervisor at food service site if known; (3) period of operation including: (i) Beginning date, (ii) closing date, (iii) total days of operation, (iv) hours of operation; (4) estimated number of children to be served; (5) estimated percentage of attending children from low income families; (6) estimated percentage of attending children with working mothers; (7) type of meal(s) to be served and hour of meal service; (8) meal charges to children for full price and reduced price meals; (9) method by which meals will be provided; (10) data to document that the site will serve children from areas where poor economic conditions exist or data to demonstrate that the site will serve children from areas of high concentrations of working mothers; (11) a description of organized activities and the location of such activities if other