

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 8—Aliens and Nationality

CHAPTER I—IMMIGRATION AND NATURALIZATION SERVICE, DEPARTMENT OF JUSTICE

PART 103—POWERS AND DUTIES OF SERVICE OFFICERS; AVAILABILITY OF SERVICE RECORDS

Appearance and Delivery Bond; Condition Against Unauthorized Employment

Reference is made to the notice of proposed rule making which was published in the FEDERAL REGISTER on April 3, 1974 (39 FR 12139) pursuant to section 553 of Title 5 of the United States Code (80 Stat. 383) and in which there was set forth the proposed amendment to 8 CFR 103.6(a)(2) pertaining to the inclusion in an appearance and delivery bond in connection with a deportation proceeding of a condition prohibiting unauthorized employment.

The representations which were received concerning the proposed rules of April 3, 1974 have been considered. The proposed rules have been amended as hereinafter set forth.

In proposed § 103.6(a)(2), subdivision (iii) enumerated ten factors as among the factors to be considered in connection with the imposition in an appearance and delivery bond of the condition barring unauthorized employment. The factors enumerated in proposed subdivision (iii) have been amended in the following respects:

1. The proposed fourth factor has been clarified to read: "prior immigration violations relating to acceptance of unauthorized employment by the alien; the likelihood of continued violations with the same employer;"

2. The proposed fifth, sixth, seventh, and eighth factors, which read as follows, have been deleted because not directly related to the unauthorized employment condition: "availability for hearings or deportation; whether the nature of the employment requires possible changes of addresses by the alien so as to make him difficult to locate for future hearings or deportation; the nature of the charges against the alien and his activities in the United States, e.g., subversive, criminal, narcotic; whether the employment might enable the alien to carry on illicit activities in such a manner as to pose a threat to the national security or public safety;"

3. The proposed ninth factor has been modified to read: "whether there is a reasonable basis for consideration of discretionary relief;"

4. Two new factors have been added to read as follows: "the recentness of the alien's arrival in the United States" and "the acceptance of the unauthorized employment shortly after such arrival".

The proposed rules, as modified, are hereby adopted:

In § 103.6, paragraph (a)(2) is amended in the following respects: the existing material is redesignated subparagraph (i) and the caption "General" is added immediately following the subparagraph (i) designation; and new subparagraphs (ii) and (iii) are added. As amended, § 103.6(a)(2) reads as follows:

§ 103.6 Surety bonds.

(a) Posting of surety bonds. * * *

(2) *Bond riders*—(i) General. Bond riders shall be prepared on Form I-351 and attached to Form I-352. If a condition to be included in a bond is not on Form I-351, a rider containing the condition shall be executed and forwarded with Form I-352 to the regional commissioner for approval.

(ii) *Condition against unauthorized employment*. In the discretion of the district director and with the prior approval of the regional commissioner, a condition barring unauthorized employment may be included in an appearance and delivery bond in connection with a deportation proceeding.

(iii) *Factors to be considered*. Among the factors to be considered in connection with the imposition of the bond condition barring unauthorized employment are: Safeguarding employment opportunities for United States citizens and legal resident aliens; impact on and dislocation of American workers by alien's employment; the number of aliens involved in performing the unauthorized employment; prior immigration violations relating to acceptance of unauthorized employment by the alien; the likelihood of continued violations with the same employer; the recentness of the alien's arrival in the United States; the acceptance of the unauthorized employment shortly after such arrival; whether there is a reasonable basis for consideration of discretionary relief; whether a spouse or children are dependent on the alien for support, or other equities exist. These factors are intended as examples only and are not exclusive.

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

The Attorney General, in a recent decision (Matter of Toscano-Rivas, A-19923806, Interim Decision No. 2256, January 9, 1974), held that sections 103 and 242 of the Immigration and Nationality Act authorize the inclusion in an appearance and delivery bond in connection with a deportation proceeding of a condition prohibiting unauthorized employment. The basis and purpose of the above-prescribed amendments are to incorporate this condition into the regulations.

Effective date. This order shall become effective July 1, 1974.

Dated: May 24, 1974.

L. F. CHAPMAN, Jr.,
Commissioner of Immigration
and Naturalization.

[FR Doc. 74-12443 Filed 5-30-74; 8:45 am]

Title 9—Animals and Animal Products

CHAPTER I—ANIMAL AND PLANT HEALTH INSPECTION SERVICE, DEPARTMENT OF AGRICULTURE

SUBCHAPTER C—INTERSTATE TRANSPORTATION OF ANIMALS (INCLUDING POULTRY) AND ANIMAL PRODUCTS; EXTRAORDINARY EMERGENCY REGULATION OF INTRASTATE ACTIVITIES

PART 78—BRUCELLOSIS

Subpart D—Designation of Modified Certified Brucellosis Areas, Specifically Approved Stockyards, and Slaughtering Establishments

MODIFIED CERTIFIED BRUCELLOSIS AREAS

This amendment deletes the following areas from the list of areas designated as Modified Certified Brucellosis Areas in 9 CFR 78.13 because it has been determined that these areas no longer come within the definition of § 78.1(i): Cherokee, Navarro, and Wood Counties in Texas.

The following counties were deleted from the list of Modified Certified Brucellosis Areas in 9 CFR 78.13 on the specified date: Kaufman and Washington Counties in Texas on April 26, 1974. Since said date, it has been determined that these counties again come within the definition of § 78.1(i); and therefore, they have been redesignated as Modified Certified Brucellosis Areas.

Accordingly, § 78.13 of said regulations designating Modified Certified Brucellosis Areas is hereby revised to read as follows:

§ 78.13 Modified Certified Brucellosis Areas.

(a) All States of the United States are hereby designated as Modified Certified Brucellosis Areas except Missouri, Oklahoma, and Texas.

(b) The following States are hereby designated as Modified Certified Brucellosis Areas except for the counties named:

- (1) Missouri except Sullivan County.
- (2) Oklahoma except Muskogee County.
- (3) Texas except Cherokee, Navarro, and Wood Counties.

(Secs. 4-7, 23 Stat. 32, as amended, secs. 1 and 2, 32 Stat. 791-792, as amended; sec. 3, 33 Stat. 1265, as amended; sec. 2, 65 Stat. 693; and secs. 3 and 11, 76 Stat. 130, 132; 21 U.S.C. 111-113, 114a-1, 115, 117, 120, 121, 125, 134b, 134f; 37 FR 28464, 28477, 38 FR 19141, 9 CFR 78.16).

Effective date. The foregoing amendment shall become effective May 31, 1974.

The amendment imposes certain restrictions necessary to prevent the spread of brucellosis in cattle and relieves certain restrictions presently imposed. It should be made effective promptly in order to accomplish its purpose in the public interest and to be of maximum benefit to persons subject to the restrictions which are relieved. It does not appear that public participation in this rulemaking proceeding would make additional relevant information available to the Department.

Accordingly, under the administrative procedure provisions of 5 U.S.C. 553, it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable, unnecessary, and contrary to the public interest, and good cause is found for making it effective less than 30 days after publication in the *FEDERAL REGISTER*.

Done at Washington, D.C., this 28th day of May 1974.

J. M. HEJL,
Acting Deputy Administrator,
Veterinary Services, Animal
and Plant Health Inspection
Service.

[FR Doc. 74-12565 Filed 5-30-74; 8:45 am]

SUBCHAPTER E—VIRUSES, SERUMS, TOXINS, AND ANALOGOUS PRODUCTS; ORGANISMS AND VECTORS

PART 112—PACKAGING AND LABELS

Vaccine Packaging

Pursuant to the authority contained in the Virus-Serum-Toxin Act of March 4, 1913 (21 U.S.C. 151-158), Subchapter E, Chapter 1 of Title 9 of the Code of Federal Regulations is amended by revising § 112.6(a), by adding a new § 112.6(e) and revising § 112.8(b) to permit special packaging for both desiccated and frozen liquid vaccines for export. These amendments do not exempt the licensee from preparing and providing to the user such diluent when sold in the United States.

1. § 112.6 is amended by revising paragraph (a) and adding a new paragraph (e) to read:

§ 112.6 Packaging desiccated products.

(a) Except as prescribed in paragraph (e) of this section and § 112.8, each final container of a desiccated biological product, produced by a licensee or a subsidiary, or presented for importation by a permittee shall be packaged in a carton with accompanying container of diluent if such diluent is required for rehydration of the product before administration.

(e) Diluent for desiccated and frozen liquid Marek's Disease Vaccine shall be prepared and labeled in accordance with the regulations except that such diluent need not be packaged with the vaccine

for refrigerated shipments, in which case, the licensee shall provide the proper diluent in the proper amount to the user.

2. § 112.8 is amended by revising paragraph (b) to read:

§ 112.8 For export only.

(b) Desiccated and frozen liquid products, packaged and labeled as for domestic use, may be exported without the diluent required for rehydration or dilution, as the case may be, if the labeling includes adequate instructions for preparing the product for use and the words "For Export Only".

These amendments relax certain packaging requirements, relieve certain restrictions presently imposed, and must be made effective immediately to be of maximum benefit to affected persons. Accordingly, under the administrative procedure provisions in 5 U.S.C. 553, it is found upon good cause that notice and other public procedure concerning the amendments are impracticable and unnecessary, and good cause is found for making the amendments effective less than 30 days after publication in the *FEDERAL REGISTER*.

The foregoing amendments shall become effective upon issuance.

Done at Washington, D.C., this 28th day of May 1974.

J. M. HEJL,
Acting Deputy Administrator,
Veterinary Services, Animal
and Plant Health Inspection
Service.

[FR Doc. 74-12485 Filed 5-30-74; 8:45 am]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 74-CE-7-AD; Amdt. 39-1857]

PART 39—AIRWORTHINESS DIRECTIVES

Beech Models 36, A36, 58, 58A, 60 and A60 Airplanes

As a result of recent structural tests, the manufacturer discovered an inadequacy in the strength of seat back supports for aft facing seats in Beech Models 36, A36, 58, 58A, 60, and A60 airplanes. To provide required occupant protection during minor crash landings the manufacturer has developed improved seat back supports and has issued Beechcraft Service Instruction No. 0591-314, Rev. 1, with regard thereto. Since the condition described herein is likely to exist or develop in other aircraft of the same type design, an Airworthiness Directive (AD) is being issued applicable to certain serial numbers of Beech Models 36, A36, 58, 58A, 60 and A60 airplanes requiring within 100 hours' time in service after its effective date, the replacement of the earlier seat back supports with the improved ones in accordance with the aforementioned service instruction.

Since a situation exists which requires

expeditious adoption of the amendment, notice and public procedure hereon are impracticable and good cause exists for making this 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 the Federal Aviation Regulations is amended by adding the following new AD.

BEECH. Applies to Models 36 and A36 (Serial Numbers E-1 Through E-434); Models 58 and 58A (Serial Numbers TH-1 Through TH-335); Models 60 and A60 (Serial Numbers P-4 Through P-240) Aircraft

Compliance required as indicated, unless already accomplished.

To provide the required structural level of occupant protection during minor crash conditions for those aircraft equipped with optional, aft-facing seats, within the next 100 hours' time in service after the effective date of this AD, accomplish the following:

Install two improved seat back supports on each aft-facing seat in accordance with Beechcraft Service Instruction No. 0591-314, Rev. 1, or later approved revisions or any equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA, Central Region.

NOTE: Seat back supports, Beech P/N 58-530193-1 are applicable to Models 36, A36, 58, 58A, and 60 aircraft, and seat back supports, Beech P/N 58-530193-3 are applicable to Model A60 aircraft.

This amendment becomes effective June 5, 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 May 22, 1974.

A. L. COULTER,
Director, Central Region.

[FR Doc. 74-12438 Filed 5-30-74; 8:45 am]

[Docket No. 74-GL-5; Amdt. 39-1856]

PART 39—AIRWORTHINESS DIRECTIVES

Enstrom Model F-28 and F-28A Helicopters

Pursuant to the authority delegated to me by the Administrator (31 FR 13697 and 14 CFR 11.89), an Airworthiness Directive was adopted on April 19, 1974, and made effective immediately as to all known United States operators of Enstrom Model F-28 and F-28A helicopters. The directive requires that before further flight, unless already accomplished, and every 10 hours' time in service thereafter, the webbed area of the forged idler yoke (P/N 28-13223) be inspected by the dye penetrant method for cracks.

Since it was found that immediate corrective action was required, notice and public procedure thereon was impracticable and contrary to the public interest and good cause existed for making the Airworthiness Directive effective immediately as to all known U.S. operators of Enstrom Model F-28 and F-28A helicopters by individual air mail letter

dated April 19, 1974. These conditions still exist and the Airworthiness Directive is hereby published in the FEDERAL REGISTER as an amendment to § 39.13 of the Federal Aviation Regulations to make it effective as to all persons.

ENSTROM. Applies to Model F-28 and F-28A helicopters.

Compliance required as indicated, unless already accomplished.

To prevent failure of the forged idler yoke (P/N 28-13223).

(a) Before further flight and every 10 hours' time in service thereafter inspect by dye penetrant inspection method the webbed area of the forged idler yoke P/N 28-13223 for cracks. A forged idler yoke can be distinctively identified by the Part Number 28-13223 forged in 1/4 inch raised numbers on one side of the barrel portion and the alloy number MMT2014 forged in raised letters on the other side.

(b) As part of each pilot preflight inspection (logbook entry not required), the owner/operator is required to visually inspect the webbed area of the forged idler yoke P/N 28-13223 for cracks.

(c) If cracks in the forged idler yoke P/N 28-13223 are detected when inspected in accordance with paragraph (a) or (b) above, replace it before further flight with a cast idler yoke P/N 28-13223, at which time the inspections required by this Airworthiness Directive are no longer applicable. The cast component P/N 28-13223 will not have the raised part number or the alloy number forged on it, and will have a "T" cross section with a rough finish.

(d) The forged idler yoke P/N 28-13223 can be replaced at any time with a cast idler yoke P/N 28-13223 at which time inspections required by this Airworthiness Directive are no longer applicable.

(e) Equivalent methods of compliance with this Airworthiness Directive must be approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Great Lakes Region.

This amendment is effective June 5, 1974, and was effective April 19, 1974, for all recipients of the air mail letter dated April 19, 1974, which contained this amendment.

(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 Des Plaines, Illinois on May 22, 1974.

JOHN M. CYROCKI,
Director,
Great Lakes Region.

[FR Doc.74-12439 Filed 5-30-74; 8:45 am]

[Docket No. 13695; Amdt. 39-1859]

PART 39—AIRWORTHINESS DIRECTIVES Mitsubishi Model MU-2B Airplanes

Amendment 39-1844 (39 FR 16876), AD 74-11-1, applicable to Mitsubishi Heavy Industries, Ltd., Model MU-2B and MU-2B-10, -15, -20, -25, -30, and -35 airplanes, requires inspection of front windshields prior to each takeoff and the replacement of front windshields and the correction of malfunctioning air conditioning systems if found necessary.

After issuing Amendment 39-1844, the agency determined that the requirement to inspect the windshield prior to each

takeoff was not necessary in the interest of safety and imposed an undue hardship on those operators whose aircraft make several takeoffs and landings each day. In addition, it was determined that the visual inspection of the windshield need not be performed under the preventive maintenance rules of Part 43. Therefore, the AD is being amended to require a check of the windshield, which may be performed by the pilot whether or not the aircraft is used in air carrier service, prior to the first takeoff each day.

Since this amendment relieves restrictions and imposes no additional burden on any person, notice and public procedure hereon are unnecessary and this amendment may be made effective in less than 30 days.

(Secs. 313(a) 601, 603, Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, and 1423); sec. 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c))

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of the Federal Aviation Regulations, Amendment 39-1844 (39 FR 16876), AD 74-11-1, is amended by amending paragraph (a), the last sentence of the Note following paragraph (a), and the introductory clause of paragraph (b) to read as follows:

(a) Before further flight and thereafter prior to the first takeoff each day, from outside the aircraft, visually check the outer lower edge of the left hand and right hand front windshield outer panes for cracks and small oval shaped optical distortions. The check required by this AD may be performed by the pilot.

Note: * * * Particular attention should be given to these areas during the checks required by paragraph (a).

(b) If cracks or small oval shaped optical distortions are found during a check required by paragraph (a), before further flight, accomplish the following and continue to check in accordance with paragraph (a) of this AD:

This amendment becomes effective May 31, 1974.

Issued in Washington, D.C., on May 23, 1974.

C. R. MELUGIN, Jr.,
Acting Director,
Flight Standards Service.

[FR Doc.74-12436 Filed 5-30-74; 8:45 am]

[Airspace Docket No. 74-SO-21]

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

Transition Area; Alteration; Correction

On April 2, 1974, FR Doc. No. 74-7475 was published in the FEDERAL REGISTER (39 FR 11993), amending Part 71 of the Federal Aviation Regulations by altering the Hattiesburg, Miss., transition area.

In the amendment, the effective date was published as August 15, 1974. Subsequently, it was determined that the Pine Belt Regional Airport would become operational at an earlier date. It is necessary to amend the Federal Register

Document to reflect this change. Since this amendment is editorial in nature, notice and public procedure hereon are unnecessary.

In consideration of the foregoing, effective immediately, FR Doc. 74-7475 is amended as follows:

"* * * August 15, 1974 * * *" is deleted and "* * * July 18, 1974 * * *" is substituted therefor.

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

Issued in East Point, Ga., on May 21, 1974.

PHILLIP M. SWATEK,
Director, Southern Region.

[FR Doc.74-12440 Filed 5-30-74; 8:45 am]

[Docket No. 12269; Amdt. No 91-122]

PART 91—GENERAL OPERATING AND FLIGHT RULES

VOR Equipment Check for IFR Operations

The purpose of this amendment to Part 91 of the Federal Aviation Regulations is to permit VOR maintenance test signals radiated by FAA certificated and appropriately rated radio repair stations to be used in performing the VOR equipment checks required by § 91.25.

This amendment is based on a notice of proposed rule making (Notice No. 72-26) issued on September 25, 1972, and published in the FEDERAL REGISTER on September 30, 1972 (37 FR 20573). Numerous comments were received in response to Notice 72-26 and the relevant comments are discussed below. Based on the comments received and upon further consideration by the FAA, several changes have been made to the proposal.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented. Except as modified by the following discussion, the reasons for this amendment are those set forth in the notice.

Twenty-eight of the 34 comments received in response to Notice 72-26, were substantially in favor of, or raised no objection to, the amendment as proposed. In addition, a number of commentators made suggestions that are not within the scope of the notice. While those comments cannot be acted upon in this rule-making action, they are appreciated and will be retained for consideration in connection with future rule-making action.

A number of commentators pointed out that the proposal did not indicate the persons who are authorized to make the required VOR check and logbook entry, but that the preamble contained a statement to the effect that only qualified personnel of the repair station would be permitted to make that check and record entry. It was suggested that the pilot should be permitted to make both the check and record entry. The proposal was not intended to alter in any way the right of pilots under the existing rule to conduct the VOR equipment check and make the associated entry in the

permanent record of the aircraft; under this amendment the pilots continue to be permitted to do so. However, regardless of who makes the equipment check and record entry, when a repair station test signal is used, the FAA believes it necessary that the repair station certify as to the bearing transmitted and the date of transmission. Upon further consideration in view of the comments received, the proposal has been revised to require this certification as an additional aircraft record entry to be made by a repair station if the station's test signal is used.

One commentator suggested that the rule be revised to provide additional test requirements. The FAA does not agree. The conditions specified in the regulations provide a reliable check of the VOR equipment and additional requirements are not necessary.

Several commentators requested that they be permitted to radiate their own test signals for use in complying with § 91.25(b)(1). However, the FAA does not believe such test signals would provide the required accuracy inasmuch as there is no means to assure that the equipment being used by the operators to radiate the signals will be calibrated correctly.

One commentator objected to the proposed amendment on the ground that the methods permitted by the current regulation for complying with the VOR equipment check requirement of § 91.25 have proven satisfactory and, therefore, merely an increase in the number of test signal facilities operated or approved by the FAA in accordance with the current regulation, and their better placement, would be a more satisfactory solution to the problem discussed in the notice than would the proposed revision. It was asserted that the proposed revision would result in financial benefits for certain repair stations to the detriment of general aviation operators and that many FAA certificated repair stations would be in violation of the Federal Communications Commission (FCC) incidental radiation rules if they were to transmit test signals. The FAA does not agree. Since the presently permitted methods of checking VOR equipment have proven satisfactory, their use will continue to be permitted, and the FAA does not consider it practical to move or expand the number of test signal facilities operated by the FAA. Furthermore, the proposed amendment does not impose any additional financial burden on any person since it only provides an alternative to the other methods of compliance currently permitted by § 91.25. Finally, it does not authorize repair stations to radiate test signals that are not in compliance with FCC requirements, and, as noted in the preamble, 585 repair stations have been licensed by the FCC to radiate maintenance test signals. In this connection, one commentator requested that the Airman's Information Manual (AIM) be revised to include a listing of those repair stations that can be used for compliance with § 91.25. Such a listing is not

practicable for inclusion in AIM; however, information will be included in AIM concerning the use of repair station facilities to perform the VOR check.

Several commentators questioned the accuracy of repair station test signal generator equipment and suggested the use of repair station test signals only if dual VOR units are installed in the aircraft. The FAA does not agree. Sections 145.39 and 145.47 of Part 145 require that the equipment used by a repair station be of a type that will permit the work being performed to be done competently and efficiently, that all test equipment be tested at regular intervals to insure correct calibration, and that the repair station provide adequate personnel for the function to be performed. Those requirements, in conjunction with FAA surveillance, adequately provide for the necessary accuracy of repair station test signals.

Finally, it should be noted that all of the means that are available under the present rules to an operator to check his VOR equipment will continue to be available to him. This amendment merely increases the number of test signals he may use by including signals radiated by FAA certificated and appropriately rated radio repair stations.

This amendment is made under the authority of sections 313(a), 601, 603, and 607 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, and 1427), and section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, Part 91 of the Federal Regulations is amended, effective July 1, 1974, as follows:

1. By amending subparagraph (1) of paragraph (b), and by adding a sentence at the end of paragraph (d), of § 91.25 to read as follows:

§ 91.25 VOR equipment check for IFR operations.

• • • • •

(b) • • • • •

(1) Use, at the airport of intended departure, an FAA operated or approved test signal or a test signal radiated by a certificated and appropriately rated radio repair station or, outside the United States, a test signal operated or approved by appropriate authority, to check the VOR equipment (the maximum permissible indicated bearing error is plus or minus 4 degrees).

• • • • •

(d) • • • • • In addition, if a test signal radiated by a repair station, as specified in paragraph (b)(1) of this section, is used, an entry must be made in the aircraft log or other permanent record by the repair station certificate holder or his representative certifying to the bearing transmitted by the repair station for the check and the date of transmission.

Issued in Washington, D.C., on May 21, 1974.

ALEXANDER P. BUTTERFIELD,
Administrator.

[FR Doc. 74-12434 Filed 5-30-74; 8:45 am]

[Docket No. 13757; Amdt. No. 918]

PART 97—STANDARD INSTRUMENT APPROACH PROCEDURES

Recent Changes and Additions

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

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

SIAPs are available for examination at the Rules Docket and at the National Flight Data Center, Federal Aviation Administration, 800 Independence Avenue SW., Washington, D.C. 20591. Copies of SIAPs adopted in a particular region are also available for examination at the headquarters of that region. Individual copies of SIAPs may be purchased from the FAA Public Document Inspection Facility, HQ-405, 800 Independence Avenue, SW., Washington, D.C. 20591 or from the applicable FAA regional office in accordance with the fee schedule prescribed in 49 CFR 7.85. This fee is payable in advance and may be paid by check, draft or postal money order payable to the Treasurer of the United States. A weekly transmittal of all SIAP changes and additions may be obtained by subscription at an annual rate of \$150.00 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 \$30.00 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:

§ 97.23 [Amended]

1. Section 97.23 is amended by originating, amending, or canceling the following VOR-VOR/DME SIAPs, effective July 11, 1974:

Beaumont/Port Arthur, Tex.—Jefferson County Arpt., VOR Rwy 11, Amdt. 2.
Beaumont/Port Arthur, Tex.—Jefferson County Arpt., VORTAC Rwy 34, Amdt. 1.
Beaumont/Port Arthur, Tex.—Jefferson County Arpt., VOR-C, Amdt. 1.
Bismarck, N.D.—Bismarck Municipal Arpt., VOR-A, Amdt. 14.
Detroit, Mich.—Detroit City Arpt., VOR Rwy 33, Amdt. 15.
Gadsden, Ala.—Gadsden Municipal Arpt., VOR Rwy 6, Amdt. 9.
Macon, Ga.—Lewis B. Wilson, VOR Rwy 13, Amdt. 4.
Manhattan, Kans.—Manhattan Municipal Arpt., VOR-B, Amdt. 6.
Midland, Tex.—Midland Regional Air Terminal, VOR Rwy 16R, Amdt. 19.