

presidential documents

Title 3—The President

PROCLAMATION 4440

Prayer for Peace

Memorial Day, May 31, 1976

By the President of the United States of America

A Proclamation

In this, our Nation's 200th year, Memorial Day has special significance. As we honor those who gave their lives that our experiment with liberty might succeed, we can be proud of what America has accomplished. We are at peace. Our Nation and our way of life endure. The sacrifices of 200 years have preserved both individual freedom and national unity.

As we mark this milestone of our national independence, however, we must not forget the lessons of history. Other nations have risen to great heights only to weaken in their resolve. We must not repeat their error. We must remain strong in our defense and steadfast in our resolve to uphold the principles with which we began two centuries ago.

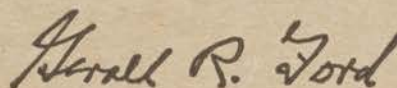
In accord with the request of the Congress, by joint resolution of May 11, 1950 (64 Stat. 158), let us especially pray on Memorial Day that our continued resolve and our eternal vigilance will bring lasting peace to peoples yearning for peace, and that our honored dead shall not have died in vain.

NOW, THEREFORE, I, GERALD R. FORD, President of the United States of America, do hereby designate Memorial Day, Monday, May 31, 1976, as a day of prayer for permanent peace, and I designate the hour beginning in each locality at 11 o'clock in the morning of that day as a time to unite in prayer.

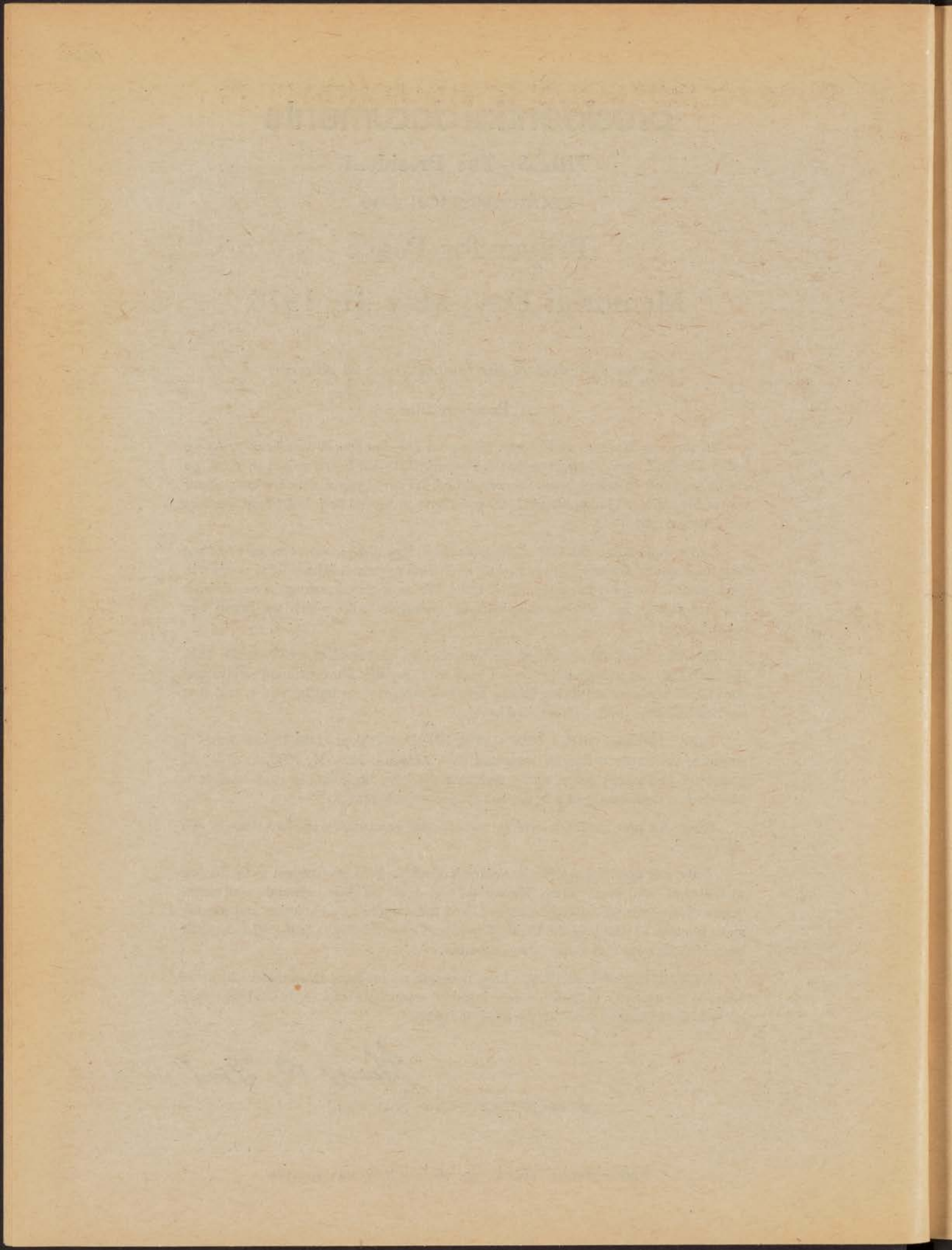
I urge the press, radio, television, and all other information media to join in this observance.

I also call upon the appropriate officials of all levels of government to fly the flag at half-staff until noon during Memorial Day on all buildings, grounds, and naval vessels throughout the United States and in all areas under its jurisdiction and control, and I request the people of the United States to display the flag at half-staff from their homes for the same customary forenoon period.

IN WITNESS WHEREOF, I have hereunto set my hand this nineteenth day of May, in the year of our Lord nineteen hundred seventy-six, and of the Independence of the United States of America the two hundredth.



[FR Doc.76-15052 Filed 5-19-76;11:45 am]



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 10—Energy

CHAPTER I—NUCLEAR REGULATORY COMMISSION

PART 9—PUBLIC RECORDS

Amendments of Privacy Act and Freedom of Information Act Regulations

Paragraphs § 9.53(b), 9.65(b), 9.66(b), and 9.67(a) of the Nuclear Regulatory Commission's regulation, 10 CFR Part 9, require that appropriate legends be placed on the envelope or letter such as "Privacy Act Request," "Privacy Act Disclosure Accounting Request," "Privacy Act Correction Request," "Privacy Act Appeal—Denial of Access," "Privacy Act Correction Appeal," and "Privacy Act Statement of Disagreement." Paragraphs § 9.8(a) and 9.11(a), which pertain to requests under the Freedom of Information Act, also require appropriate legends on the envelope or letter.

The legends are intended to facilitate prompt handling of requests under the Privacy Act of 1974 and the Freedom of Information Act.

The amendments of §§ 9.53(b), 9.65(b), 9.66(b), 9.67(a), 9.8(a), and 9.11(a) set forth below suggest that these legends be placed on the envelope or letter, but make it clear that the use of such legends is not mandatory. Language is added to §§ 9.53(b), 9.65(b), 9.66(b), and 9.11(a), however, to provide notice that a request not clearly marked on the envelope and in the letter will be deemed not to have been received by the NRC until it is actually received by the appropriate office specified in 10 CFR Part 9.

Paragraphs 9.65(b) and 9.66(b) are amended as set forth below to increase the time for filing appeals from denials of access to records and denials of correction of records, to 60 working days from date of receipt of an initial determination denying access to a record or a refusal to amend or correct a record. This is not a mandatory time limit, however, and appeals will be considered if filed after the 60-day period.

Because these amendments relate solely to minor matters, good cause exists for omitting notice of proposed rule making, and public procedure thereon, as unnecessary, and for making the amendments effective May 20, 1976.

Pursuant to the Atomic Energy Act of 1954, as amended, the Energy Reorganization Act of 1974, as amended, and sections 552, 552a, and 553 of Title 5 of the United States Code, the following amendments to Title 10, Chapter I, Code of Federal Regulations, Part 9, are published as a document subject to codification.

1. In § 9.8, the third sentence of paragraph (a) is amended to read as follows:

§ 9.8 Request for records.

(a) * * * The request should clearly state on the envelope and in the letter that it is a "Freedom of Information Act request". * * *

2. In § 9.11, paragraph (a) is revised to read as follows:

§ 9.11 Appeal from initial determination.

(a) Except as provided in § 9.15, a requester may within 30 days of receipt of a notice of denial of the request for records pursuant to this subpart appeal such denial to the Executive Director for Operations. The appeal shall be in writing, addressed to the Executive Director for Operations, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, and should clearly state on the envelope and in the letter, that it is an "Appeal from Initial FOIA Decision." An appeal that is not so marked will be deemed not to have been received by the NRC until it is actually received by the Executive Director for Operations.

3. In § 9.53, paragraph (b) is revised to read as follows:

§ 9.53 Requests: How and where presented.

(b) All written requests shall be made to the Director, Office of Administration, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, and should clearly state on the envelope and in the letter, as appropriate: "Privacy Act Request," "Privacy Act Disclosure Accounting Request," "Privacy Act Correction Request." A request that is not so marked will be deemed not to have been received by the NRC until it is actually received by the Director, Office of Administration.

4. In § 9.65, paragraph (b) is revised to read as follows:

§ 9.65 Access determinations; appeals.

(b) *Appeals from denials of access.* If an individual has been denied access to a record the individual may request a final review and determination of his request by the Executive Director for Operations. A request for final review of an initial determination should be filed within 60 working days of the receipt of the initial determination, shall be in

writing, shall be addressed to the Executive Director for Operations, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, and should be clearly marked on the envelope and in the letter "Privacy Act Appeal—Denial of Access." A request that is not so marked will be deemed not to have been received by the NRC until it is actually received by the Executive Director for Operations.

5. In § 9.66, paragraph (b) is revised to read as follows:

§ 9.66 Determinations authorizing or denying correction of records; appeals.

(b) *Appeals from initial adverse determinations.* If an individual's request to amend or correct a record has been denied, in whole or in part, the individual may request a final review and determination of his request by the Executive Director for Operations. A request for final review of an initial determination should be filed within 60 working days of the receipt of the initial determination, shall be in writing, shall be addressed to the Executive Director for Operations, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, and should be clearly marked on the envelope and in the letter "Privacy Act Correction Appeal." An appeal that is not so marked will be deemed not to have been received by the NRC until it is actually received by the Executive Director for Operations. Requests for final review shall set forth the specific item of information sought to be corrected or amended and should include, where appropriate, documents supporting the correction or amendment.

§ 9.67 [Amended]

6. In section 9.67, paragraph (a) is amended by deleting "shall be clearly marked" and substituting therefor "should be clearly marked".

Effective date. These amendments become effective on May 20, 1976.

(Sec. 161, Pub. L. 93-703, 68 Stat. 948 (42 U.S.C. 2201); Sec. 201, Pub. L. 93-438, 88 Stat. 1242 (42 U.S.C. 5841); 5 U.S.C. 552a).

Dated at Bethesda, Maryland this 10th day of May 1976.

For the Nuclear Regulatory Commission.

LEE V. GOSSICK,
Executive Director
for Operations.

[FR Doc.76-14834 Filed 5-19-76;8:45 am]

Title 13—Business Credit and Assistance
CHAPTER I—SMALL BUSINESS
ADMINISTRATION
 [Amendment 3]

PART 115—SURETY BOND GUARANTEE
Correction

The document appearing at page 16549 in the *FEDERAL REGISTER* of April 20, 1976, should have been identified as Amendment 3 to Part 115—Surety Bond Guarantee.

The omission should be added as the Agency document designation.

Dated: May 11, 1976.

DOROTHY S. LEVY,
Federal Register Liaison Officer.

[FR Doc. 76-14702 Filed 5-19-76; 8:45 am]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Docket No. 15713; Amdt. 39-2618]

PART 39—AIRWORTHINESS DIRECTIVES

Dornier GmbH Models Do 28 D and Do 28 D-1 Airplanes

There have been reports of the elevator trim drive chain jumping off the elevator trim sprocket on Dornier Model Do 28 airplanes that could have resulted in a loss of elevator trim control. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued which requires replacement of the existing chain guard with a new chain guard with slip-off protection and the installation of a chain guide on certain Dornier Model Do 28 D and Do 28 D-1 airplanes.

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

(Sec. 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)).)

In consideration of the foregoing and pursuant to the authority delegated to me by the Administrator (14 CFR 11.39), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

DORNIER GmbH, Applies to Model DO 28 D and DO 28 D-1 airplanes, certificated in all categories, serial numbers 0401, 4002 through 4035, and 4040 through 4049.

Compliance is required within the next 100 hours time in service after the effective date of this AD, unless already accomplished.

To prevent the possible loss of elevator trim control, replace the elevator trim chain guard with a new chain guard with slip-off protection and install a chain guide in accordance with the "Procedure" section of Dornier Service Bulletin No. 1034-1403, dated

February 21, 1972, or an FAA-approved equivalent.

This amendment becomes effective June 3, 1976.

Issued in Washington, D.C. on May 13, 1976.

J. A. FERRARESE,
Acting Director,
Flight Standards Service.

[FR Doc. 76-14661 Filed 5-19-76; 8:45 am]

[Airworthiness Docket No. 76-SW-29; Amdt. 39-2609]

PART 39—AIRWORTHINESS DIRECTIVES
Fairchild Model F-27 Aircraft

A report has indicated the inadvertent opening of the large cargo door incorporated into Fairchild FH-227 type airplanes. This door installation is also incorporated into Fairchild F-27 type airplanes. Inasmuch as this deficiency can develop in airplanes of similar type designs, an airworthiness directive is being issued which will require a more positive means of lock engagement and retention. Because the deficiency is one which requires immediate adoption of this regulation, it is found that notice and public procedure hereon are impracticable and good cause exists for making this amendment effective in less than 30 days.

FAIRCHILD, Applies to all F-27 airplanes incorporating the outward opening large cargo door installed in accordance with STC No. SA932SW.

Compliance required within the next 300 hours or 30 days' time in service, whichever occurs first, after the effective date of this AD unless already accomplished.

To prevent inadvertent opening of the large cargo door in flight, accomplish the alteration in paragraph 2, Accomplishment Instructions, in Fairchild Service Bulletin F27-52-31 dated January 8, 1976, for F-27 airplanes or an equivalent alteration approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Southwest Region.

This amendment becomes effective June 14, 1976.

(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 Fort Worth, Texas, on May 7, 1976.

HENRY L. NEWMAN,
Director, Southwest Region.

[FR Doc. 76-14658 Filed 5-19-76; 8:45 am]

[Airworthiness Docket No. 76-WE-6-AD; Amdt. 39-2611]

PART 39—AIRWORTHINESS DIRECTIVES
Hughes 269 Series Helicopters

There has been a bond failure in the Lateral Cyclic Trim Control Assembly, P/N 269A7316-9, on Hughes Model 269 Series helicopter that resulted in a restriction of the right lateral cyclic control. The bond failure between the 269A-

7142 tube and the 269A7318-1 housing of the trim control assembly will result in a restriction of the right lateral cyclic control with hazardous degradation of the primary right lateral control of the helicopter. Since this condition is likely to exist or develop in other lateral cyclic trim assemblies of the same design, an airworthiness directive is being issued to require a one-time inspection of the structural bond between the 269A7142 tube and the 269A7318-1 housing of the lateral cyclic trim control assemblies.

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

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (31 FR 13697), § 39.13 of Part 39 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

HUGHES HELICOPTERS, Applies to Hughes Model 269 series helicopters equipped with P/N 269A7316-3, -5, -7, -9, or -11 cyclic trim control assembly, certificated in all categories, including military TH-55A.

Compliance required as indicated.

To prevent the restriction of right lateral cyclic control which will result in the loss of right lateral control of the helicopter, accomplish the following:

(a) Within the next 25 hours time in service after the effective date of this AD, unless already accomplished;

(1) Remove the lateral cyclic trim control assembly from the helicopter in accordance with Hughes 269 Helicopter Basic Handbook of Maintenance Instructions and inspect the structural bond for any slippage between the 269A7142 tube and the 269A7318-1 housing of the 269A7316-3, -5, -7, -9, or -11 Lateral Cyclic Trim Control Assembly. The inspection of the bond consist of applying a 75 to 80 pound load to the 269A7142 tube in accordance with Hughes Service Information Notice No. N-138, dated April 30, 1976 or later FAA-approved revision.

(2) Those assemblies with no slippage may be reinstalled per Hughes 269 Helicopter Basic Handbook of Maintenance Instructions.

(3) Those assemblies with slippage, repair per Hughes Service Information Notice No. N-138, dated April 30, 1976 or later FAA-approved revision or replace with a serviceable part prior to further flight.

(b) After the effective date of this AD, inspect and repair, if necessary, the lateral cyclic trim control assembly in spare inventory per Hughes Service Information Notice No. N-138, dated April 30, 1976 or later FAA-approved revision on or prior to installation on a helicopter.

(c) Equivalent inspections and repair may be approved by the Chief, Aircraft Engineering Division, Western Region.

Note.—For the requirements regarding the listing of compliance and method of compliance with this AD in the rotorcraft maintenance record, see FAR 91.173.

(d) Rotorcraft may be flown to a base for accomplishment of the inspections required by this AD per FAR's 21.197 and 21.199.

This amendment becomes effective May 21, 1976.