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PART I

PRIVACY ACT OF 1974—FURTHER NOTICE TO AGENCIES

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HIGHLIGHTS OF THIS ISSUE

This listing does not affect the legal status of any document published in this issue. Detailed table of contents appears inside.

- FREEDOM OF INFORMATION INDEXES**—OFR provides format as reminder..... 24784
- LOW-INCOME HOUSING**—HUD proposes certification of housing managers of PHA-owned projects; comments by 7-11-75..... 24738
- AIR FARES**—CAB proposal on publishing simplified information and restrictions; comments by 7-10-75..... 24740
- OIL SPILL CLEANUP**—
FCC provides frequency allocation for operations; effective 7-11-75..... 24735
FCC proposes use of Special Industrial radio facilities; comments by 7-21-75..... 24754
- IMPORTED OIL**—FEA amends regulations to conform to Presidential Proclamation No. 4377; effective 6-1-75.... 24718
- INVESTMENT ADVISORS**—SEC proposal on recordkeeping requirements for non-residents; comments by 7-18-75... 24756
- FREEDOM OF INFORMATION**—Commerce increases public reference facilities..... 24721

(Continued Inside)

PART II:

- AIRWORTHINESS REVIEW PROGRAM**—DOT/FAA proposal on airframe and crashworthiness certification standards and rules; comments by 9-8-75..... 24801

PART III:

- LOW-RENT PUBLIC HOUSING**—HUD updates prototype per unit cost schedules; effective 6-10-75..... 24817

reminders

(The items in this list were editorially compiled as an aid to FEDERAL REGISTER users. Inclusion or exclusion from this list has no legal significance. Since this list is intended as a reminder, it does not include effective dates that occur within 14 days of publication.)

Rules Going Into Effect Today

ENVIRONMENTAL PROTECTION

AGENCY—General grant regulations;
technical amendments to chapter.

20082; 5-8-75

EPA—General grant regulations and pro-
cedures..... 20232; 5-8-75

List of Public Laws

NOTE: No acts approved by the Presi-
dent were received by the Office of the
Federal Register for inclusion in today's
LIST OF PUBLIC LAWS.

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HIGHLIGHTS—Continued

MEETINGS—

Commerce/DIBA: Importers' Textile Advisory Committee, 7-16-75..... 24761
 HEW/NIH: Clinical Applications and Prevention Advisory Committee, 7-14 and 7-15-75..... 24763
 National Cancer Institute Advisory Committees (July meetings)..... 24762
 National Commission on Diabetes, 7-7-75..... 24763
 Recombinant DNA Molecule Program Advisory Committee, 7-18 and 7-19-75..... 24764
 Temporary Committee for the Review of Data on Carcinogenicity of Cyclamate, 7-10 and 7-11-75..... 24764

Justice/LEAA: National Advisory Committee on Criminal Justice Standards and Goals, 6-24 and 6-25-75..... 24759
 President's Advisory Committee on Refugees, 6-24-75..... 24775
 State: U.S. Advisory Commission on International Educational and Cultural Affairs, 6-26-75..... 24758
 USDA: National Advisory Council on Child Nutrition, 7-7 and 7-8-75..... 24760

RELOCATED MEETINGS—

HEW/NIH: National Advisory Dental Research Council, 6-19 and 6-20-75..... 24763

contents

AGRICULTURAL MARKETING SERVICE

Rules
 Limitations of handling and shipping:
 Lemons grown in Calif. and Ariz..... 24717
 Oranges (Valencia) grown in Ariz. and Calif..... 24717
 Proposed Rules
 Milk marketing orders:
 Minnesota region, et al..... 24738

AGRICULTURE DEPARTMENT

See also Agricultural Marketing Service; Commodity Credit Corporation; Forest Service; Rural Electrification Administration.
 Notices
 Meetings:
 National Advisory Council on Child Nutrition..... 24760

CIVIL AERONAUTICS BOARD

Proposed Rules
 Air carrier and foreign air carrier tariffs; public information on available fares..... 24740
 Notices
 Domestic air freight rate investigation:
 American Airlines, Inc., correction..... 24767
 Hearings:
 Kodiak-Western Alaska..... 24767
 Mays, Howard J..... 24767
 Trans International Airlines, Inc., et al..... 24767

COMMERCE DEPARTMENT

See also Domestic and International Business Administration; National Oceanic and Atmospheric Administration.
 Rules
 Freedom of information..... 24721

COMMODITY CREDIT CORPORATION

Rules
 Loan and purchase program, grains and similarly handled commodities:
 Rye..... 24717

CUSTOMS SERVICE

Notices
 Tariff schedules:
 Dutiable status of yacht..... 24758

DOMESTIC AND INTERNATIONAL BUSINESS ADMINISTRATION

Notices
 Scientific articles; duty-free entry:
 Southwest Texas Methodist Hospital, et al..... 24761
 Meetings:
 Importers' Textile Advisory Committee..... 24761
 DRUG ENFORCEMENT ADMINISTRATION
 Notices
 Applications to import or manufacture controlled substances:
 Abbott Laboratories..... 24758
 M.B.H. Chemical Corp..... 24758

EDUCATION OFFICE

Notices
 Title I audit appeal and related other audit appeals, dates of prehearing conferences..... 24762

ENVIRONMENTAL PROTECTION AGENCY

Rules
 Air quality implementation plans:
 Wyoming..... 24726
 Notices
 Primary standard conditions:
 Montaup Electric Co..... 24767

FEDERAL AVIATION ADMINISTRATION

Rules
 Control zone..... 24721
 Transition area (2 documents)..... 24720, 24721
 Proposed Rules
 Airworthiness review program; airframe and crashworthiness certification standards..... 24801

Notices
 Air transportation security field office, Cleveland, Ohio; consolidation..... 24766

FEDERAL COMMUNICATIONS COMMISSION

Rules
 FM broadcast stations; table of assignments:
 Calif..... 24733
 Amateur repeater stations; permission to link..... 24737
 FM and television broadcast stations; multiple ownership..... 24729

Rules

Frequency allocations and radio treaty matters:
 Oil spill cleanup operations..... 24735
 Use of television channel 37 for radio astronomy..... 24729
 Proposed Rules
 Bio-medical telemetry equipment; adoption of standards..... 24742
 FM broadcast stations; table of assignments:
 Arizona..... 24748
 California..... 24752
 Georgia..... 24751
 Maine..... 24748
 Income tax differentials; deferral accounting provisions..... 24743
 Oil spill cleanup; frequency allocation..... 24754

FEDERAL ENERGY ADMINISTRATION

Rules
 Oil import regulations:
 Amendments to conform oil import regulations to Presidential Proclamation No. 4377..... 24718
 Proposed Rules
 Mandatory petroleum allocation regulations:
 Exemption, natural gas liquids; correction..... 24742

FEDERAL HOME LOAN BANK BOARD

Proposed Rules
 Savings and loan system:
 Deletion of obsolete regulations..... 24755

FEDERAL INSURANCE ADMINISTRATION

Rules
 National flood insurance program:
 Special hazard areas..... 24722

FEDERAL MARITIME COMMISSION

Rules
 Freight and passenger rates, fares and charges:
 Containerized cargo..... 24727
 Foreign containerized cargo..... 24728

Notices

Agreements filed, etc.:
 Colt Industries Operating Corp..... 24768
 Puerto Rico Marine Management, Inc. and Sealand Service, Inc..... 24768
 Luckenbach Steamship Co. Inc., and Tampa Port Authority..... 24768

CONTENTS

FEDERAL RESERVE SYSTEM

Notices
 Applications, etc.:
 Alfalfa County Bancshares, Inc. 24768
 Bank of Tokyo, Ltd. 24769
 Citicorp 24770
 First Banc Group, Inc. 24771
 First Union Corp. 24771
 Mercantile National Corp. 24771
 Meetings:
 Federal Open Market Committee 24770

FEDERAL REGISTER OFFICE

Notices
 Freedom of Information; index requirements, republication of format 24784

FEDERAL TRADE COMMISSION

Proposed Rules
 Retail price disclosure regulations:
 Prescription drugs 24755

FOOD AND DRUG ADMINISTRATION

Rules
 Animal drugs:
 Ronnel 24721

FOREST SERVICE

Notices
 Environmental statements, availability, etc.:
 Freshwater Bay timber sale 24760
 Sandia Peak Tram Co. land exchange 24760

GENERAL ACCOUNTING OFFICE

Notices
 Regulatory reports review; proposals; approvals, etc. (2 documents) 24773

GENERAL SERVICES ADMINISTRATION

Notices
 Government procurement Commission recommendations; executive branch positions 24774

HEALTH, EDUCATION, AND WELFARE DEPARTMENT

See also Education Office; Food and Drug Administration; National Institutes of Health; Social and Rehabilitation Service.
 Notices
 Organization, function, and authority delegation:
 Social and Rehabilitation Service 24764

HOUSING AND URBAN DEVELOPMENT DEPARTMENT

See also Federal Insurance Administration.
 Rules
 Low income housing:
 Prototype cost limits for public housing 24817
 Proposed Rules
 PHA owned projects; policies and compensation 24738

INTERIOR DEPARTMENT

See Land Management Bureau.

INTERSTATE COMMERCE COMMISSION

Notices
 Abandonment of service:
 Alameda Belt Line 24780
 Burlington Northern, Inc. 24780
 East Tennessee and Western North Carolina Railroad Co. 24781
 Los Angeles and Salt Lake Railroad Co. 24782
 Minneapolis, Anoka and Cuyuna Range Railroad Co. 24782
 Missouri Pacific Railroad Co. 24782
 Hearing assignments 24777
 Motor Carriers:
 Temporary authority applications 24777
 Transfer proceedings 24777
 Rate agreements:
 American Delivery Systems, Inc. 24783

JUSTICE DEPARTMENT

See also Drug Enforcement Administration; Law Enforcement and Assistance Administration.
 Rules
 Organization, functions and authority delegations:
 Antitrust division 24726
 Certification of obligations 24726

LAND MANAGEMENT BUREAU

Notices
 Applications:
 New Mexico (2 documents) 24759
 Classification of lands:
 Wyoming; reclassification for sale 24760
 Opening of public lands:
 California 24759

LAW ENFORCEMENT ASSISTANCE ADMINISTRATION

Notices
 Meetings:
 National Advisory Committee on Criminal Justice Standards and Goals 24759

MANAGEMENT AND BUDGET OFFICE

Notices
 Clearance reports; list of requests 24774

NATIONAL CREDIT UNION ADMINISTRATION

Proposed Rules
 Compensation of officials 24755

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

Notices
 Petition for temporary exemption from safety standards:
 Otis Elevator Co. 24766

NATIONAL INSTITUTES OF HEALTH

Notices
 Meetings:
 Clinical Applications and Prevention Advisory Committee 24763
 National Advisory Dental Research Council 24763
 National Cancer Institute Advisory Committees 24762
 National Commission on Diabetes 24763

Meetings—Continued

Recombinant DNA Molecule Program Advisory Committee 24764
 Temporary Committee for the Review of Data on Carcinogenicity of Cyclamate 24764

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

Notices
 Marine mammal permit applications:
 Benson Wild Animal Farm Inc. 24761
 Mathisen, Ole A. 24761
 Zapol, Warren M. 24762

NUCLEAR REGULATORY COMMISSION

Notices
 Regulatory guide; issuance and availability 24774

PRESIDENT'S ADVISORY COMMITTEE ON REFUGEES

Notices
 Meetings:
 President's Advisory Committee on Refugees 24775

RAILROAD RETIREMENT BOARD

Notices
 Supplemental annuity program; quarterly rate of excise tax for railroad retirement 24775

RURAL ELECTRIFICATION ADMINISTRATION

Proposed Rules
 Civil rights compliance; change in requirements 24738

SECURITIES AND EXCHANGE COMMISSION

Proposed Rules
 Securities; owned by registered investment companies 24756
 Investment advisers; disclosure and recordkeeping requirements 24756

Notices
 Stock sale:
 Arkansas Power & Light Co. 24775
 Georgia Power Co. 24776
 Suspension of trading:
 Advanced Medical Sciences, Inc. 24775

SOCIAL AND REHABILITATION SERVICE

Notices
 Hearings:
 Conformity of Montana Medical Assistance Plan and Practice with the Social Security Act 24766

STATE DEPARTMENT

Notices
 Meetings:
 Advisory Commission on International Educational and Cultural Affairs 24758

TRANSPORTATION DEPARTMENT

See Federal Aviation Administration; National Highway Traffic Safety Administration.

TREASURY DEPARTMENT

See also Customs Service.
 Notices
 Gold stock audit 24758

list of cfr parts affected

The following numerical guide is a list of the parts of each title of the Code of Federal Regulations affected by documents published in today's issue. A cumulative list of parts affected, covering the current month to date, follows beginning with the second issue of the month. A cumulative guide is published separately at the end of each month. The guide lists the parts and sections affected by documents published since January 1, 1974, and specifies how they are affected.

7 CFR		14 CFR—Continued		28 CFR	
908.....	24717	29.....	24802	0 (2 documents).....	24726
910.....	24717	121.....	24802		
1421.....	24717	221.....	24740	40 CFR	
PROPOSED RULES:				52.....	24726
1060.....	24738	15 CFR		46 CFR	
1701.....	24738	4.....	24721	531.....	24727
10 CFR		16 CFR		536.....	24728
213.....	24718	PROPOSED RULES:		47 CFR	
PROPOSED RULES:		447.....	24755	2 (2 documents).....	24729, 24735
212.....	24742	17 CFR		73 (3 documents).....	24729-24733
12 CFR		PROPOSED RULES:		91.....	24735
PROPOSED RULES:		271.....	24756	97.....	24737
546.....	24755	275.....	24756	PROPOSED RULES:	
701.....	24755	21 CFR		2.....	24754
14 CFR		558.....	24721	15.....	24742
71 (2 documents).....	24720, 24721	24 CFR		31.....	24743
PROPOSED RULES:		275.....	24818	33.....	24743
23.....	24802	1915.....	24722	73 (4 documents).....	24748-24753
25.....	24802	PROPOSED RULES:		91.....	24754
27.....	24802	867.....	24738		

CUMULATIVE LIST OF PARTS AFFECTED—JUNE

The following numerical guide is a list of parts of each title of the Code of Federal Regulations affected by documents published to date during June.

5 CFR		12 CFR—Continued		19 CFR
213.....	23717-	PROPOSED RULES—Continued		1.....
21378, 23835, 23987-23989, 24353, 24517		545.....	23896	4.....
302.....	23835	546.....	24755	24.....
330.....	23836	701.....	24205, 24755	PROPOSED RULES:
351.....	23836	13 CFR		4.....
353.....	23836	107.....	24354	141.....
531.....	23838	PROPOSED RULES:		20 CFR
550.....	23838	121.....	23843, 24210	404.....
772.....	23839	14 CFR		405.....
7 CFR		39.....	23721-	416.....
20.....	23839		23723, 23843, 23990, 24176-24178, 24355	PROPOSED RULES:
29.....	24173	71.....	23724,	405.....
295.....	23719		23990, 24179-24181, 24355, 24518,	21 CFR
905.....	24174		24720, 24721	1.....
908.....	23720, 24175, 24717	75.....	23724	11.....
910.....	24353, 24717	97.....	23843, 24181	121.....
911.....	24353	216.....	23844	128c.....
915.....	24006	288.....	23844, 24518	436.....
944.....	24008	PROPOSED RULES:		442.....
953.....	23720, 24354	1.....	24664	522.....
1421.....	24717	11.....	23897	540.....
1464.....	24175	21.....	24664	558.....
1823.....	24517	23.....	24664, 24802	701.....
PROPOSED RULES:		25.....	23764, 24664	1308.....
51.....	24013	27.....	24664, 24802	PROPOSED RULES:
916.....	24018	29.....	24664, 24802	310.....
923.....	23763	39.....	23764, 24363, 24364	700.....
929.....	24527	71.....	23765,	1020.....
999.....	24363		23766, 24019, 24204, 24364, 24365	1030.....
1033.....	24193	91.....	24664	1308.....
1060.....	24738	121.....	24664, 24802	23 CFR
1064.....	24019	221.....	24740	658.....
1701.....	23763, 23874, 24738	15 CFR		PROPOSED RULES:
1831.....	24204	4.....	24721	658.....
9 CFR		370.....	23990	24532
78.....	23721	371.....	23991	24 CFR
113.....	23721, 23989	372.....	23991	82.....
151.....	24176	374.....	20991	203.....
PROPOSED RULES:		379.....	23994	207.....
112.....	24203	385.....	23994	207.....
113.....	24203	386.....	23994	275.....
10 CFR		PROPOSED RULES:		570.....
213.....	24718	1202.....	23875	1909.....
210.....	24517	16 CFR		1914.....
211.....	24176	13.....	23724	23728, 23730, 23866-23872, 23977, 23978
PROPOSED RULES:		14.....	23845	1915.....
71.....	23768	PROPOSED RULES:		23979, 23982, 24183, 24722
73.....	23768	437.....	23897	1916.....
205.....	24541	447.....	24031, 24755	1920.....
211.....	23895, 24365	17 CFR		PROPOSED RULES:
212.....	24742	15.....	23994	867.....
11 CFR		18.....	23994	1925.....
Ch. I.....	23832	PROPOSED RULES:		25 CFR
Ch. II.....	23832	239.....	23770	88.....
PROPOSED RULES:		271.....	24756	256.....
Ch. II.....	23833	275.....	24756	26 CFR
12 CFR		18 CFR		1.....
201.....	23842	PROPOSED RULES:		11.....
PROPOSED RULES:		2.....	24542	301.....
7.....	23874	35.....	23768	PROPOSED RULES:
220.....	23768	154.....	24031, 24542	1.....
226.....	23896	157.....	24542	301.....
544.....	23895	PROPOSED RULES:		1.....

FEDERAL REGISTER

29 CFR

97	24346
1910	23743, 23847, 24321
1926	23847
1952	24522, 24523
2603	23847

PROPOSED RULES:

522	24528
570	24215, 24528
1952	24020
2510	24642
2520	24642
2605	24206

30 CFR

PROPOSED RULES:

250	24193
251	24193

33 CFR

1	23743
---	-------

PROPOSED RULES:

117	24532
204	24193

39 CFR

111	24526
-----	-------

40 CFR

52	23743
	23745, 23746, 23757, 24184, 24185, 24523
85	24186, 24350
180	24524
423	23987
429	23824

40 CFR—Continued

PROPOSED RULES:

33	24534
35	24534
52	23766, 24534, 24726
136	24535
180	24539
421	24539
429	23829
450	24020

41 CFR

101-21	23856
101-25	23856
101-26	24361
101-43	23856

42 CFR

51a	24436
-----	-------

43 CFR

PROPOSED RULES:

5400	24362
5420	24362
5450	24362

45 CFR

63	24003
86	24128
169	23857

PROPOSED RULES:

81	24148
190	23970

46 CFR

10	23758
531	24727
536	24728

46 CFR—Continued

PROPOSED RULES:

20	23764
61	23764
146	24532
547	24367

47 CFR

1	24003
2	24729, 24735
15	24524
21	24004
73	23863, 24525, 24729
91	24735
97	24737

PROPOSED RULES:

2	24754
15	24742
21	24021
31	24743
33	24743
43	24021
68	23879
73	23767, 23768, 24031, 24540, 24748
91	24754

49 CFR

192	24361
571	24525
921	23758

1033	23872, 24005, 24006, 24526
------	----------------------------

PROPOSED RULES:

Ch. II	24365
571	23897, 24204

50 CFR

20	24527
----	-------

FEDERAL REGISTER PAGES AND DATES—JUNE

Pages	Date
23717-23834	June 2
23835-23976	3
23977-24172	4
24173-24351	5
24353-24516	6
24517-24716	9
24717-24886	10

Year	1910	1920	1930	1940	1950	1960	1970	1980	1990
Population	100	150	200	250	300	350	400	450	500
Area	100	100	100	100	100	100	100	100	100
...

TABLE 2

Year	1910	1920	1930	1940	1950	1960	1970	1980	1990
...
...

rules and regulations

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

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

Title 7—Agriculture

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

[Valencia Orange Regulation 500, Amendment 1]

PART 908—VALENCIA ORANGES GROWN IN ARIZONA AND DESIGNATED PART OF CALIFORNIA

Limitation of Handling

This regulation increases the quantity of California-Arizona Valencia oranges that may be shipped to fresh market during the weekly regulation period May 30-June 5, 1975. The quantity that may be shipped is increased due to improved market conditions for California-Arizona Valencia oranges. The regulation and this amendment are issued pursuant to the Agricultural Marketing Agreement Act of 1937, as amended, and Marketing Order No. 908.

§ 908.800 Valencia Orange Regulation 500.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 908, as amended (7 CFR Part 908), regulating the handling of Valencia oranges grown in Arizona and designated part of California, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674) and upon the basis of the recommendation and information submitted by the Valencia Orange Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such Valencia oranges, as hereinafter provided, will tend to effectuate the declared policy of the act.

(2) The need for an increase in the quantity of oranges available for handling during the current week results from changes that have taken place in the marketing situation since the issuance of Valencia Orange Regulation 500 (40 FR 23283). The marketing picture now indicates that there is a greater demand for Valencia oranges than existed when the regulation was made effective. Therefore, in order to provide an opportunity for handlers to handle a sufficient volume of Valencia oranges to fill the current demand thereby making a greater quantity of Valencia oranges available to meet such increased demand, the regulation should be amended, as hereinafter set forth.

(3) It is hereby further found that it is impracticable and contrary to the public

interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication thereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the handling of Valencia oranges grown in Arizona and designated part of California.

(b) *Order, as amended.* The provisions in paragraph (b) (1) (i), (ii), and (iii) of § 908.800 (Valencia Orange Regulation 500 (40 FR 23283)) are hereby amended to read as follows:

- "(i) District 1: 336,000 cartons;
- "(ii) District 2: 552,000 cartons;
- "(iii) District 3: 312,000 cartons."

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

Dated: June 4, 1975.

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

[FR Doc.75-15041 Filed 6-9-75; 8:45 am]

[Lemon Reg. 694, Amdt. 1]

PART 910—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

This regulation increases the quantity of California-Arizona lemons that may be shipped to fresh market during the weekly regulation period June 1-7, 1975. The quantity that may be shipped is increased due to improved market conditions for California-Arizona lemons. The regulation and this amendment are issued pursuant to the Agricultural Marketing Agreement Act of 1937, as amended, and Marketing Order No. 910.

§ 910.994 Lemon Regulation 694.

(a) *Findings.* (1) Pursuant to the marketing agreement, as amended, and Order No. 910, as amended (7 CFR Part 910), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of the recommendations and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons, as hereinafter pro-

vided, will tend to effectuate the declared policy of the act.

(2) The need for an increase in the quantity of lemons available for handling during the current week results from changes that have taken place in the marketing situation since the issuance of Lemon Regulation 694 (40 FR 23437). The marketing picture now indicates that there is a greater demand for lemons than existed when the regulation was made effective. Therefore, in order to provide an opportunity for handlers to handle a sufficient volume of lemons to fill the current market demand thereby making a greater quantity of lemons available to meet such increased demand, the regulation should be amended, as hereinafter set forth.

(3) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rulemaking procedure, and postpone the effective date of this amendment until 30 days after publication hereof in the FEDERAL REGISTER (5 U.S.C. 553) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, and this amendment relieves restriction on the handling of lemons grown in California and Arizona.

(b) *Order, as amended.* Paragraph (b) (1) of § 910.994 (Lemon Regulation 694 (40 FR 23437)) is hereby amended to read as follows: "The quantity of lemons grown in California and Arizona which may be handled during the period June 1, 1975 through June 7, 1975, is hereby fixed at 350,000 cartons."

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

Dated: June 4, 1975.

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

[FR Doc.75-15004 Filed 6-9-75; 8:45 am]

CHAPTER XIV—COMMODITY CREDIT CORPORATION, DEPARTMENT OF AGRICULTURE

SUBCHAPTER B—LOANS, PURCHASES, AND OTHER OPERATIONS

[CCC Grain Price Support Regs., 1975 Crop Rye Supplement]

PART 1421—GRAINS AND SIMILARLY HANDLED COMMODITIES

1975 Crop Rye Loan and Purchase Program

Correction

In FR Doc. 75-13850, in the issue of Thursday, May 29, 1975 on page 23284,

the following corrections should be made:

1. In the second column on page 23285, under "South Dakota", the rate per bushel for "Custer" County should be .69.

2. On page 23285 in the third column, under "Washington" the rate per bushel for "All other counties" should read 1.03.

Title 10—Energy

CHAPTER II—FEDERAL ENERGY ADMINISTRATION

PART 213—OIL IMPORT REGULATIONS

Amendments to Conform Oil Import Regulations to Proclamation No. 4377

On May 27, 1975, the President issued Proclamation No. 4377 (40 FR 23429, May 30, 1975) amending Proclamation No. 3279, as amended, which establishes the Mandatory Oil Import Program. The major purpose of the new Proclamation is to increase effective June 1, 1975, the supplemental import license fee on crude oil from \$1.00/bbl. to \$2.00/bbl., and to authorize the Administrator of the Federal Energy Administration to establish the fee on most petroleum products at \$0.60 per barrel or such other amount as he may determine to be necessary. This increase in the supplemental fee was originally scheduled to take effect on March 1, 1975 pursuant to Proclamation No. 4341 (40 FR 3965, January 27, 1975), but was deferred for two months pursuant to Proclamation No. 4355 (40 FR 10437, March 6, 1975), and again delayed pursuant to Proclamation No. 4370 (40 FR 19421, May 5, 1975). In the Preamble to Proclamation No. 4370, the President stated that the fee would be reimposed by June 1 "should alternative programs for discouraging imports not be formulated in a timely fashion or should such programs fail to protect adequately United States national security interests." In the Preamble to Proclamation No. 4377, the President stated that he was reimposing the \$2.00 fee because "such alternative programs have not been developed and are unlikely to be enacted in the near future." In order to conform to Proclamation No. 4377, the Federal Energy Administration (FEA) hereby amends its oil import regulations in Part 213 of Chapter II, Title 10 of the Code of Federal Regulations, effective June 1, 1975.

Proclamation No. 4377 contains the following relevant provisions:

1. Under the amended Proclamation, the increase to \$2.00/bbl. in the supplemental license fee will take effect on June 1. With respect to the reductions in the supplemental fee, which the Administrator of FEA was authorized to make on most petroleum products except crude oil, a corresponding increase in the authorized reduction was made to \$1.40, thus permitting the product fee to increase on June 1 from zero to \$0.60 upon exercise of the Administrator's authority.

2. The amended Proclamation provides that with respect to licenses issued prior to June 1, for which a bond was not required, or was required in amounts less than the full amount of the current

fees, the Administrator may, by regulation, provide for such bonding procedures as he deems necessary.

3. The new Proclamation also amends the present definition of "imports" to clarify the treatment of unfinished oils and finished products processed in United States territories and foreign trade zones from crude oil produced in the United States. It was not the purpose of the Program to impose fees on such domestic oil, but since, as a technical matter, the Proclamation could have been interpreted to have this effect, a provision was added to clarify the issue.

In accordance with the foregoing amendments to the Oil Import Program, FEA hereby amends, retroactive to June 1, 1975, §§ 213.27 and 213.35 of its Oil Import Regulations. Certain other amendments, not requiring immediate implementation, were also made by Proclamation No. 4377, and proposed regulations relative to these amendments will be published shortly.

Section 213.35 is being amended in several respects. Section 213.35(d)(1)(i) is amended to provide that imports of crude oil, natural gas products, unfinished oils and all other finished products (except ethane, propane, butanes, and asphalt) entered into United States customs territory on or after June 1, 1975 shall be subject to a supplemental fee of \$2.00 per barrel. Notwithstanding this general \$2.00 import fee level, § 213.35(d)(1)(ii) is amended to provide that imports other than (A) ethane, propane, butanes, and asphalt, (B) any material imported for refining that qualifies for inclusion in a refiner's crude oil runs to stills under the Old Oil Allocation Program, and (C) products refined in a refinery outside of the customs territory as to which crude oil runs to stills would qualify a refiner to receive entitlements under the Old Oil Allocation Program, shall be subject to a supplemental fee of \$0.60 per barrel when entered into United States customs territory during the month of June, 1975, and thereafter.

In accordance with this amendment, § 213.35(d)(4) is amended to provide that payments made pursuant to § 213.35(d)(1)(i) for licenses issued upon prepayment shall be at the rate of \$2.00 per barrel, and payments made pursuant to § 213.35(d)(1)(ii) for licenses issued upon prepayment shall be at the rate of \$0.60 per barrel. Imports entered prior to June 1, 1975, would be subject to refund of the difference between the amount of fee applicable at the time the imports are entered and the amount previously paid. A conforming amendment is made in § 213.35(e)(4) for the purpose of authorizing such refunds.

In view of the change in fee schedules a significant portion of licenses issued prior to June 1 will be covered by no bond (as in the case of most products imported pursuant to licenses exempt from base fees), or by a bond in an amount less than the full amount of fees imposed pursuant to Proclamation No. 3279, as amended (as in the case of crude oil). In this connection § 213.35(d)(3) is amended to provide that notwithstand-

ing the requirement that licenses be revoked where the face value of the bond is reduced below the outstanding liability of the license, surety bonds need not be increased to cover the additional fee liability on licenses issued prior to June 1.

The amendment to § 213.35(d)(3) is intended to insure that outstanding licenses will not be revoked on grounds of insufficient bond during the period that FEA is formulating regulations implementing its authority to impose bonding requirements on outstanding licenses. Proposed regulations containing such bonding requirement will be published shortly. Until such time as FEA can receive and evaluate public comments on such proposed regulations, holders of outstanding licenses may continue to import pursuant to such licenses.

Section 213.35(d)(3) also provides that licenses issued pursuant to applications postmarked on or before May 27, 1975, shall be subject to the supplemental fees in effect on that date. Thus, licenses issued after the effective date of the fee increase can, if applications therefor were mailed on or before the date of the new Proclamation, be issued subject to the \$1.00 fee.

Section 213.35(a)(9)(i) is also amended to provide that with respect to refiners located in United States territories and foreign trade zones, who elected to incur the supplemental fee on crude oil or unfinished oils as feedstocks run to stills, the supplemental fee on runs to stills from feedstocks in the refiner's storage tanks prior to the date of any fee increase shall be the fee applicable immediately prior to that increase. This amendment is a counterpart to the provision already in § 213.35(a)(9)(i) that runs to stills from feedstocks in the refiner's tanks prior to the date of the imposition of the supplemental fee shall not be subject to that fee, which provision is intended to produce equality between offshore and domestic refiners.

With respect to § 213.27, a minor amendment is made in order to exclude from the definition of "imports" unfinished oils and finished products processed in United States territories and foreign trade zones from crude oil produced in the United States. This will have the effect of removing such materials from the application of any fees imposed pursuant to Proclamation No. 3279, as amended.

FEA has concluded that since failure to implement these regulations immediately could result in serious injury to importers, the foregoing amendments must be made effective immediately. Proclamation No. 4377 reimposed the \$2.00 supplemental fee that has been delayed by Proclamation No. 4370, and also authorized a corresponding increase in the reduction that may be made in the product fee. If FEA were to fail to revise its regulations immediately, the regulations would be in conflict with the Proclamation and uncertainty as to the actual fees which must be paid could result. This would seriously disrupt the issuance of new licenses, both with regard to the amount of bond required and

the amount that must be tendered for prepayment. Furthermore, since the reduction applicable to product imports is discretionary with FEA, product importers would suffer serious hardships unless it were implemented at once. In order to avoid these hardships, and since FEA's discretion with respect to imposition of the increased fee is clearly limited by the Proclamation, these amendments are effective immediately.

The provisions of section 7(d) (1) (B) of the Federal Energy Administration Act of 1974 (Pub. L. 93-275), with respect to notice and opportunity to comment, are hereby waived upon a finding that strict compliance would seriously injure the public welfare. However, FEA will receive public comments on the amendments issued today.

Interested persons are invited to submit written data, views, or arguments with respect to these amendments to Executive Communications, Room 3309, Federal Energy Administration, Box DG, The Federal Building, Washington, D.C. 20461. Comments should be identified on the outside of the envelope and on the documents submitted to the Federal Energy Administration with the designation "Conforming Regulations to Presidential Proclamation No. 4377." Fifteen (15) copies should be submitted. All comments received by 4:30 p.m., June 20, 1975, will be considered by the Federal Energy Administration in evaluating the revision and amendments.

Any information or data considered by the person furnishing it to be confidential must be so identified and submitted in writing, one copy only. The FEA reserves the right to determine the confidential status of the information or data and to treat it according to its determination.

Public hearings with respect to these amendments, as well as the proposed amendments to be published shortly, will be held beginning at 9:30 a.m., e.d.s.t., on June 26, 1975, and will be continued, if necessary, on June 27, 1975, in Room 2105, 2000 M Street, NW., Washington, D.C.

Any person who has an interest in these changes, or who is a representative of a group or class of persons which has such an interest, may make a written request for an opportunity to make oral presentation. Such a request should be directed to Executive Communications, FEA, and must be received before 4:30 p.m., e.d.s.t., June 18, 1975. Such a request may be hand delivered to Room 3309, Federal Building, 12th and Pennsylvania Avenue, NW., Washington, D.C. between the hours of 8 a.m. and 4:30 p.m., Monday through Friday. The person making the request should be prepared to describe the interest concerned; if appropriate, to state why he is a proper representative of a group or class of persons which has such an interest; and to give a concise summary of the proposed oral presentation and a phone number where he may be contacted through June 23, 1975. Each person selected to be heard will be so notified by the FEA before 4:30 p.m., e.d.s.t., June 20, 1975, and

must submit 100 copies of his statements to Executive Communications, FEA, Room 2214, 2000 M St., NW., Washington, D.C. 20461, before 4:30 p.m., e.d.s.t., June 24, 1975.

The FEA reserves the right to select the persons to be heard at these hearings, to schedule their respective presentations, and to establish the procedures governing the conduct of the hearings. The length of each presentation may be limited, based on the number of persons requesting to be heard.

An FEA official will be designated to preside at the hearings. These will not be judicial or evidentiary-type hearings. Questions may be asked only by those conducting the hearings; and there will be no cross-examination of persons presenting statements. Any decision made by the FEA with respect to the subject matter of the hearings will be based on all information available to the FEA. At the conclusion of all initial oral statements, each person who has made an oral statement will be given the opportunity, if he so desires, to make a rebuttal statement. The rebuttal statements will be given in the order in which the initial statements were made and will be subject to time limitations.

Any interested person may submit questions, to be asked of any person making a statement at the hearings to Executive Communications, FEA, before 4:30 p.m., e.d.s.t., June 24, 1975. Any person who makes an oral statement and who wishes to ask a question at the hearings may submit the question, in writing, to the presiding officer. The FEA or the presiding officer, if the question is submitted at the hearings, will determine whether the question is relevant, and whether time limitations permit it to be presented for answer.

Any further procedural rules needed for the proper conduct of the hearings will be announced by the presiding officer.

A transcript of the hearings will be made and the entire record of the hearings, including the transcript, will be retained by the FEA and made available for inspection in the Administrator's Reception Area, Room 3400, FEA, Federal Building, 12th and Pennsylvania Avenue NW., Washington, D.C. between the hours of 8 a.m. and 4:30 p.m., Monday through Friday. Any person may purchase a copy of the transcript from the reporter.

In connection with these hearings, it should be noted that in the emergency amendments issued on May 2, 1975, in implementation of Proclamation No. 4370 (40 FR 19799, May 7, 1975), FEA indicated that a hearing would be held within 45 days of issuance. However, in view of the reimposition of the \$2.00 supplemental fee, the imposition of which was delayed by Proclamation No. 4370, the issue for consideration at that hearing would now be largely moot. Therefore, FEA will not hold a hearing on that specific issue, but will receive views on it at the hearing today.

The review provisions of section 7(c) (2) of the Federal Energy Administra-

tion Act of 1974 which provide for submission of proposed rules for comment by the Administrator of the Environmental Protection Agency (EPA) are also hereby waived for a period of 14 days, as provided for in that section, upon a finding that there is an emergency situation which requires immediate action. The basis of this finding is set forth above. However, these regulations were sent to EPA concurrently with their issuance.

[Federal Energy Administration Act of 1974, Pub. L. 93-275; E. O. 11790, 39 FR 23185; Trade Expansion Act of 1962, Pub. L. 87-794, as amended; Proclamation No. 3279, 24 FR 1781, as amended by Proclamation No. 4210, 38 FR 9645, Proclamation No. 4227, 38 FR 16195, Proclamation No. 4317, 38 FR 35103, Proclamation No. 4341, 40 FR 3956, Proclamation No. 4355, 40 FR 10437, Proclamation No. 4370, 40 FR 19421, and Proclamation No. 4377, 40 FR 23429].

In consideration of the foregoing, Part 213 of Chapter II, Title 10 of the Code of Federal Regulations is amended as set forth below, effective June 1, 1975.

Issued in Washington, D.C., June 4, 1975.

ROBERT E. MONTGOMERY, JR.,
General Counsel,
Federal Energy Administration.

1. Section 213.27 is amended by revising paragraph (j) as follows:

§ 213.27 Definitions.

(j) The words "importation", "importing", "import", "imports", and "imported" include both entry for consumption and withdrawal from warehouse for consumption; but do not include unfinished oils and finished products processed in United States territories and foreign trade zones from crude oil produced in the United States, and crude oil, unfinished oils, or finished products which were produced in the United States and are transported by a pipeline carrying foreign oil in bond within the United States or which are transported by pipeline through a foreign country into the Customs territory of the United States or in the event of comingling with foreign oils of like kind and qualities incidental to such transportation of quantities equivalent to the quantities produced in and withdrawn from foreign oil moving in bond within the United States and shipped from such customs territory.

2. Section 213.35 is amended by revising paragraph (a) (9) (1), paragraphs (1), (3), and (4), and paragraph (e) (4) as follows:

§ 213.35 Allocations and fee-paid licenses for imports of crude oil, and finished products.

(a) * * *
(9) * * *
(1) For refiners electing to be treated under this paragraph (a) (9) (1), supplemental fees shall be assessed on crude oil or unfinished oil as feedstocks run to stills in the refiner's refinery during each

calendar month, less any shipments from the refinery for consumption outside United States customs territory, provided that runs to stills from feedstocks which were in the refiner's storage tanks prior to February 1, 1975 shall not be subject to the supplemental fee, and provided further that runs to stills from feedstocks which were in the refiner's storage tanks prior to the date of increase of the supplemental fee shall be subject to the fee applicable immediately prior to that date. For the purpose of establishing the quantity of feedstocks in the refiner's tanks prior to February 1, 1975, or prior to the date of each supplemental fee increase; as the case may be, each refiner electing to be treated under this paragraph (a)(9)(i) shall certify to the Director the quantity of feedstocks in the closing inventory in the refiner's tanks as of January 31, 1975, or the day immediately preceding the date of the increase. Such certification shall be subject to verification by representatives of the Federal Energy Administration. In those cases where sales are made to the Department of Defense F.O.B. the Virgin Islands or a foreign trade zone, such sales may be deducted from runs to stills in determining the liability of the refiner. The Department of Defense is liable for payment of supplemental fees if the material purchased is imported into United States customs territory. No later than ten (10) days after the close of each month, the refiner shall certify to the Director runs to stills of crude oil or unfinished oils and shipments from the refinery for consumption outside United States customs territory during the preceding month. Payment of the supplemental fee shall be made by the refiner by the last day of the month following the month the feedstocks are run to still. Effective May 1, 1975 and each month thereafter each refiner must file a bond with a surety on the list of acceptable sureties on Federal bonds, maintained by the Bureau of Government Financial Operations, Department of the Treasury, in a sum not less than the applicable fee multiplied by the total number of barrels processed by the refiner in the last month but one preceding the month for which the bond is posted.

(d) (1) (i) Except as provided in subparagraph (ii) of this paragraph (d) (1), and except with respect to finished products or unfinished oils as to which a supplemental fee is chargeable on the feedstock from which such finished products or unfinished oils were derived in accordance with paragraph (a)(9)(i) of this section, imports of crude oil, natural gas products, unfinished oils and all other finished products (except ethane, propane, butanes, and asphalt) entered into United States customs territory shall be subject to a supplemental fee as follows:

(A) for imports entered into United States customs territory during the

period February 1, 1975 through May 31, 1975, \$1.00/bbl.; and

(B) for imports entered into United States customs territory during the month of June, 1975, and thereafter, \$2.00/bbl.

(ii) Imports other than (A) ethane, propane, butanes, and asphalt, (B) any material imported for refining that qualifies for inclusion in a refiner's crude oil runs to stills under the Old Oil Allocation Program, and (C) products refined in a refinery outside of the customs territory as to which crude oil runs to stills would qualify a refiner to receive entitlements under the Old Oil Allocation Program, shall be subject to a supplemental fee as follows:

(1) for imports entered into United States customs territory during the period February 1, 1975 through May 31, 1975, \$0.00/bbl.; and

(2) for imports entered into United States customs territory during the month of June, 1975, and thereafter, \$0.60/bbl.

(3) (i) With respect to licenses issued prior to February 1, 1975, not subject to the license fees prescribed in paragraph (c) of this section or licenses issued by prepayment of such fees, payment of the fees prescribed in this paragraph (d) of this section shall be made no later than the last day of the month following the month in which such imports were released from customs custody or entered or withdrawn from warehouse for consumption, whichever occurs first. With respect to licenses subject to the fees prescribed in paragraph (c) of this section but issued against a surety bond, payment of the fees prescribed in this paragraph (d) of this section shall be made simultaneously with payment of the fees prescribed in paragraph (c) of this section. Notwithstanding the provisions of paragraph (a)(4) of this section, surety bonds need not be increased to cover the additional fee liability on licenses issued prior to June 1, 1975. Holders of fee-exempt licenses issued prior to June 1, 1975, or pursuant to applications postmarked on or prior to May 27, 1975, but not issued against a surety bond, need not obtain bonds in the amount of the supplemental fees for imports made pursuant to such licenses.

(ii) Notwithstanding any other provision of this section, licenses issued pursuant to applications postmarked on or before May 27, 1975, shall be subject to the supplemental fees in effect on that date.

(4) Payments made pursuant to paragraph (d)(1)(i) of this section for licenses issued upon prepayment shall be at the rate of \$2.00 per barrel. Payments made pursuant to paragraph (d)(1)(ii) of this section for licenses issued upon prepayment shall be at the rate of \$0.60 per barrel. Imports entered into United States customs territory during the period February 1, 1975 through May 31, 1975 shall be subject to refund of the differences between the amount of fee

applicable at the time the imports are entered and the amount previously paid.

(e) * * *

(4) In addition to the refunds applicable pursuant to subparagraph (2) of this paragraph, upon application by the importer of record, the Director shall make adjustments of supplemental license fees prescribed in paragraph (d), of this section, in whole or in part, to adjust for imports entered into the customs territory of the United States during the period February 1, 1975, May 31, 1975, for which the supplemental fee in the amounts prescribed in § 213.35(d) (4) has previously been paid.

[FR Doc.75-15307 Filed 6-5-75; 11:04 am]

Title 14—Aeronautics and Space

CHAPTER I—FEDERAL AVIATION ADMINISTRATION, DEPARTMENT OF TRANSPORTATION

[Airspace Docket No. 75-SW-18]

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

Alteration of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the Jennings, La., transition area.

On April 11, 1975, a notice of proposed rule making was published in the FEDERAL REGISTER (40 FR 16345) stating the Federal Aviation Administration proposed to alter the transition area at Jennings, La.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., August 14, 1975, as hereinafter set forth.

In § 71.181 (40 FR 441), the Jennings, La., transition area is amended to read:

JENNINGS LA.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of Jennings Airport (latitude 30°14'30" N., longitude 92°40'00" W.); within 2.5 miles each side of the Lake Charles VORTAC 075° radial extending from the 5-mile radius area to 20.5 miles east of the VORTAC and within 3 miles either side of the 321° bearing from the Jennings NDB (latitude 30°14'19" N., longitude 92°40'13" W.) extending from the 5-mile radius area to 8 miles northwest of the NDB.

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

Issued in Fort Worth, Tex., on May 22, 1975.

ALBERT H. THURBURN,
Acting Director, Southwest Region.

[FR Doc.75-15027 Filed 6-9-75; 8:45 am]

[Airspace Docket No. 75-SW-21]

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

Designation of Transition Area

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to designate the Mason, Tex., transition area.

On April 15, 1975, a notice of proposed rule making was published in the FEDERAL REGISTER (40 FR 16854) stating the Federal Aviation Administration proposed to designate a transition area at Mason, Tex.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., August 14, 1975, as hereinafter set forth.

In § 71.181 (40 FR 441), the following transition area is added:

MASON, TEX.

That airspace extending upward from 700 feet above the surface within a 5-mile radius of the Mason County Airport (latitude 30°43'54" N., longitude 99°11'06" W.).

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

Issued in Fort Worth, Tex., on May 29, 1975.

ALBERT H. THURBURN,
Acting Director, Southwest Region.

[FR Doc.75-15028 Filed 6-9-75;8:45 am]

[Airspace Docket No. 75-NW-16]

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

Alteration of Control Zone

The purpose of this amendment to Part 71 of the Federal Aviation Regulations is to alter the description of the Eugene, Oregon, Control Zone so the effective hours of the Control Zone may vary with the operating hours of the National Weather Service Office and/or the hours of the Eugene Combined Station/Tower (CS/T).

The Eugene, Oregon, Control Zone is predicated upon availability of weather observations provided by the National Weather Service Office and communications provided by the Eugene CS/T. Thus, if the hours of the National Weather Service Office and/or the hours of the CS/T change, the effective hours of the Control Zone would change.

Since this alteration is minor in nature and imposes no additional burden on the public, notice and public procedures hereon are unnecessary and the amendment may be made effective in less than 30 days.

§ 71.171 [Amended]

In consideration of the foregoing, in § 71.171 (40 FR 354) the description of the Eugene, Oregon, Control Zone is amended by adding the following:

" * * * This Control Zone is effective during specific dates and times established in advance by Notice to Airmen. The effective date and time will thereafter be continuously published in the Airman's Information Manual."

Effective date: This amendment shall be effective 0901 G.m.t., May 25, 1975.

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

Issued in Seattle, Washington, on May 28, 1975.

C. B. WALK, JR.,
Director, Northwest Region.

[FR Doc.75-15029 Filed 6-9-75;8:45 am]

Title 15—Commerce and Foreign Trade
SUBTITLE A—OFFICE OF THE SECRETARY OF COMMERCE

PART 4—PUBLIC INFORMATION

Additions have been made in the number of facilities where materials will be available for inspection and copying, pursuant to 5 U.S.C. 552(a)(2). Accordingly, in 15 CFR Part 4 (40 FR 11553), § (d) 4.4 and paragraph 1. of Appendix B are revised as set forth below.

§ 4.4. Availability of materials for inspection and copying; indexes.

(d) The following facilities of the Department are participating in the use of this central facility:

- (1) All components of the Office of the Secretary of Commerce.
- (2) United States Travel Service.
- (3) Office of Minority Business Enterprise.
- (4) Office of Product Standards.
- (5) Office of Telecommunications.
- (6) National Fire Prevention and Control Administration.

APPENDIX B—FREEDOM OF INFORMATION PUBLIC FACILITIES AND ADDRESSES FOR REQUESTS FOR RECORDS

1. The following public reference facilities have been established within the Department of Commerce (a) for the public inspection and copying of materials of particular units of the Department under 5 U.S.C. 552(a)(2); (b) for persons who have requested records under 5 U.S.C. 552(a)(3) to receive and copy records made available by units of the Department; and (c) for furnishing information otherwise to assist the public concerning Departmental operations under the Freedom of Information Act.

Department of Commerce Freedom of Information Central Reference and Records Inspection Facility, Room 7068, Department of Commerce Building, 14th Street between Constitution Avenue and E Street NW., Washington, D.C. 20230. Phone (202) 967-5659. This facility serves the Office of the Secretary of Commerce and all other units of the Department not identified below. See 15 CFR 4.4(c) and (d).

Economic Development Administration, Freedom of Information Records Inspection Facility, Room 7019, Department of Commerce Building, 14th Street between Constitution Avenue and E Street NW., Washington, D.C. 20230. Phone (202) 967-5113.

Maritime Administration, Freedom of Information Records Inspection Facility, Room 3895, Department of Commerce Building, 14th Street between Constitution Avenue and E Street NW., Washington, D.C. 20230. Phone (202) 967-2746.

National Oceanic and Atmospheric Administration, Freedom of Information Records Inspection Facility, Room 525, Building 5, Washington Science Center, 6010 Executive Boulevard, Rockville, Maryland 20852. Phone (301) 496-8192.

Patent and Trademark Office, Freedom of Information Records Inspection Facility, Room 11C12, Building 3, Crystal Plaza, Arlington, Virginia 22302. Phone (703) 557-3542.

Domestic and International Business Administration, Freedom of Information Records Inspection Facility, Room 3100, Department of Commerce Building, 14th Street between Constitution Avenue and E Street NW., Washington, D.C. 20230. Phone (202) 967-5436.

National Bureau of Standards, Library Division, Freedom of Information Records Inspection Facility, Room E114, Administration Building, Gaithersburg, Maryland 20834. Phone (301) 912-3451.

National Technical Information Service, Freedom of Information Records Inspection Facility, Room 1016, 5285 Port Royal Road, Springfield, Virginia 22161. Phone (703) 321-8848.

Social and Economic Statistics Administration (SESA), Freedom of Information Records Inspection Facility, Room 2455, Federal Building 3, Washington, D.C. 20233 (Suitland, Maryland). Phone (301) 763-5119.

Bureau of the Census, SESA, same as preceding.

Bureau of Economic Analysis, SESA, Freedom of Information Records Inspection Facility, Room 1100, Tower Building, 401 K Street, N.W., Washington, D.C. 20230. Phone (202) 523-0595.

Signed at Washington, D.C., this 4 day of June 1975.

GUY W. CHAMBERLIN, JR.,
Acting Assistant Secretary for Administration.

[FR Doc.75-15051 Filed 6-9-75;8:45 am]

Title 21—Food and Drugs

CHAPTER I—FOOD AND DRUG ADMINISTRATION, DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

SUBCHAPTER E—ANIMAL DRUGS, FEEDS, AND RELATED PRODUCTS

[Docket No. 75N-0058]

PART 558—NEW ANIMAL DRUGS FOR USE IN ANIMAL FEEDS

Ronnel

The Commissioner of Food and Drugs has evaluated a supplemental new animal drug application (41-377V) filed by the Dow Chemical Co., Midland, MI 48640. It proposes a zero withdrawal period for certain uses of ronnel premixes in feeds for beef cattle and non-lactating dairy cattle. The supplemental application is approved.

§ 558.525 [Amended]

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 512(i), 82 Stat. 347; 21 U.S.C. 360b(i)) and under the authority delegated to the Commissioner (21 CFR 2.120), Part 558 (formerly Part 135e prior to recodification published in the FEDERAL REGISTER of March 27, 1975 (40 FR 13802)) is amended in § 558.525 *Ronnel* (formerly 135e.5) by deleting from paragraph (f)(5)(ii) the last phrase "withdraw 10 days prior to slaughter." and replacing the semicolon with a period.

Effective date. This order shall be effective June 10, 1975.

(Sec. 512(i), 82 Stat. 347; 21 U.S.C. 360b(i).)

Dated: June 3, 1975.

FRED J. KINGMA,
Acting Director,
Bureau of Veterinary Medicine.

JUNE 3, 1975.

[FR Doc. 75-15031 Filed 6-9-75; 8:45 am]

Title 24—Housing and Urban Development

CHAPTER X—FEDERAL INSURANCE ADMINISTRATION

[Docket No. FI 598]

PART 1915—IDENTIFICATION OF SPECIAL HAZARD AREAS

List of Communities With Special Hazard Areas

The purpose of this notice is the identification of communities with areas of special flood/ or mudslide/ or erosion

hazards in accordance with Part 1915 of Title 24 of the Code of Federal Regulations as authorized by the National Flood Insurance Program (42 U.S.C. 4001-4128). The identification of such areas is to provide guidance so that communities may adopt appropriate flood plain management measures to minimize damage caused by flood losses and to guide future construction, where practicable, away from locations which are threatened by flood hazards.

The Flood Disaster Protection Act of 1973 requires the purchase of flood insurance on and after March 2, 1974, as a condition of receiving any form of Federal or Federally related financial assistance for acquisition or construction purposes in an identified flood plain area having special flood hazards that is located within any community currently participating in the National Flood Insurance Program.

Effective July 1, 1975, or one year after the identification of the community as flood prone, whichever is later, the requirement will apply to all identified special flood hazard areas within the United States, so that, after that date, no such financial assistance can legally be provided for acquisition and construction in these areas unless the community has entered the program.

Effective July 1, 1975, even though no areas with special flood hazards in the community had previously been identified, the identification of special hazard areas within the community makes mandatory the purchase of insurance.

Therefore, the effective date of identification shall be July 10, 1975 or the date which appears in this notice, whichever is later.

This 30 day period does not supersede the statutory requirement that a community, whether or not participating in the program, be given the opportunity for a period of six months to establish that it is not seriously flood prone or that such flood hazards as may have existed have been corrected by floodworks or other flood control methods. Effective July 1, 1975, the six months period shall be considered to begin July 10, 1975 or the effective date of the Flood Hazard Boundary Map, whichever is later. Similarly, the one year period a community has to enter the program under section 201(d) of the Flood Disaster Protection Act of 1973 shall be considered to begin July 10, 1975 or the effective date of the Flood Hazard Boundary Map, whichever is later.

Where several dates appear in the column set forth below marked Effective Date of Identification, the first date is the date of initial identification, and all other dates represent modification by additions or deletions to identified areas with special hazards.

Accordingly, § 1915.3 is amended by adding in alphabetical sequence a new entry to the table, which entry reads as follows:

§ 1915.3 List of communities with special hazard areas.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Alabama	Conecuh	Evergreen, city of	H 010051 01 through H 010051 06	Alabama Development Office, Office of State Planning, State Office Bldg., 801 Dexter Ave., Montgomery, Ala. 36104.	Mayor, City Hall, Evergreen, Ala. 36041.	Aug. 8, 1975.
Arizona	Apache	Eagar, town of	H 040103 01 through H 040103 03	Alabama Insurance Department, Room 453, Administrative Bldg., Montgomery, Ala. 36104. Arizona State Land Department, 1624 West Adams, Room 400, Phoenix, Ariz. 85007.	Mayor, Town Hall, Eagar, Ariz. 85925.	Do.
Arkansas	Crawford	Alma, city of	H 060236 01 through H 060236 02	Division of Soil and Water Resources, State Department of Commerce, 1920 West Capital Ave., Little Rock, Ark. 72201. Arkansas Insurance Department, 400 University Tower Bldg., Little Rock, Ark. 72204.	City of Alma, 153 Fayetteville Ave., Alma, Ark. 72921.	Do.
Do.	Prairie	Des Arc, city of	H 050237 01	Do.	Mayor, City Hall, Des Arc, Ark. 72940.	Do.
Do.	Franklin	Denning, town of	H 050406 01	Do.	Mayor, Municipal Bldg., Denning, Ark. No ZIP.	Do.
California	Calaveras	Angels, city of	H 060021A 01 through H 060021A 02	Department of Water Resources, P.O. Box 388, Sacramento, Calif. 95802.	Mayor, Angels, Calif. No ZIP.	June 21, 1974. Aug. 8, 1975.
Do.	Riverside	Indio, city of	H 060255A 01 through H 060255A 05	California Insurance Department, 107 South Broadway, Los Angeles, Calif. 90012.	Mayor, Indio, Calif. 92201.	May 31, 1974. Aug. 8, 1975.
Do.	San Mateo	Menlo Park, city of	H 060321A 01 through H 060321A 08	Do.	City Engineering Department, Civic Center, Menlo Park, Calif. 94025.	June 14, 1974. Aug. 8, 1975.
Do.	do.	San Carlos, city of	H 060327A 01 through H 060327A 04	Do.	City Administrator, City of San Carlos, Calif. 94070.	June 28, 1974. Aug. 8, 1975.
Colorado	Summit	Dillon, town of	H 080237 01	Colorado Water Conservation Board, Room 102, 1845 Sherman St., Denver, Colo. 80203. Colorado Division of Insurance, 106 State Office Bldg., Denver, Colo. 80203.	Town Administrator, Town Hall, Dillon, Colo. 80435.	Aug. 8, 1975.
Do.	Conejos	Manassa, town of	H 080253 01	Do.	Town Administrator, Manassa, Colo. 81141.	Do.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Georgia	Carroll	Bowden, city of	H 130244A 01 through H 130244A 02	Department of Natural Resources, Office of Planning and Research, 270 Washington St., SW., Room 707, Atlanta, Ga. 30334. Georgia Insurance Department, State Capitol, Atlanta, Ga. 30334.	Mayor, Bowden, Ga. 30108	Nov. 15, 1974. Aug. 8, 1975.
Do	Charlton	Folkston, city of	H 130290 01	do	Mayor, Folkston, Ga. 31537	Aug. 8, 1975.
Do	Morgan	Rutledge, town of	H 130303 01 through H 130383 02 H 130129 01	do	Mayor, Town Hall, Rutledge, Ga. 30663.	Do.
Idaho	Bingham	Basalt, city of	H 160144 01	Department of Water Administration, State House, Annex 2, Boise, Idaho 83707. Idaho Department of Insurance, Room 208, Statehouse, Boise, Idaho 83707.	Mayor, City Hall, Basalt, Idaho 83218.	Do.
Do	Jefferson	Lewisville, city of	H 160199 01	do	Mayor, City Hall, Lewisville, Idaho 83431.	Do.
Do	Washington	Cambridge, city of	H 170216A 01 through H 170216A 02	do	Mayor, City Hall, Cambridge, Idaho 83610.	Do.
Illinois	Du Page	Roselle, village of	H 170216A 01 through H 170216A 02	Governor's Task Force on Flood Control, 300 North State St., Room 1010, P.O. Box 475, Chicago, Ill. 60610. Illinois Insurance Department, 525 West Jefferson St., Springfield, Ill. 62702.	Roselle Village Hall, 31 South Prospect St., Roselle, Ill. 60172.	Sept. 7, 1973. Aug. 8, 1975.
Do	Lee	Dixon, city of	H 170417A 01 through H 170417A 04 H 170963 01	do	City Hall, Dixon, Ill. 61021	May 3, 1974. Aug. 8, 1975.
Do	Vermilion	Fairmount, village of	H 170963 01	do	Mayor, City Hall, Fairmount, Ill. 61841.	Do.
Indiana	Wabash	Roann, town of	H 180270A 01	Division of Water, Department of Natural Resources, 608 State Office Bldg., Indianapolis, Ind. 46204. Indiana Insurance Department, 509 State Office Bldg., Indianapolis, Ind. 46204.	Chairman, Town Board, Roann, Ind. 46974.	Dec. 7, 1973. Aug. 8, 1975.
Do	Parke	Rosedale, town of	H 180343A 01	do	Chairman, Town Board, Rosedale, Ind. 47874.	Nov. 30, 1973. Aug. 8, 1975.
Do	Boone	Jamestown, town of	H 180355 01	do	Chairman, Town Board, Jamestown, Ind. 46147.	Do.
Iowa	Benton	Garrison, city of	H 190321 01	Iowa Natural Resources Council, James W. Grimes Bldg., Des Moines, Iowa 50319. Iowa Insurance Department, Lucas State Office Bldg., Des Moines, Iowa 50319.	Mayor, Garrison, Iowa 52229	Do.
Do	Guthrie	Bayard, town of	H 190558 01	do	Town Mayor, Bayard, Iowa 50029	Do.
Do	Hancock	Britt, city of	H 190558 01	do	City Council, City Hall, Britt, Iowa 50423.	Do.
Do	Clayton	Garnaville, city of	H 190580 01	do	Mayor, Garnaville, Iowa 53049	Do.
Do	Lyon	Inwood, city of	H 190598 01	do	Mayor, Inwood, Iowa 51240	Do.
Do	Marion	Melcher, city of	H 190617 01	do	Mayor, Melcher, Iowa 50163	Do.
Do	do	Dallas, town of	H 190728 01	do	Mayor and Town Council, Dallas, Iowa 50062.	Do.
Kansas	Ellsworth	Holyrood, city of	H 200506 01	Division of Water Resources, State Department of Agriculture, State Office Bldg., Topeka, Kans. 66612. Kansas Insurance Department, 1st Floor, Statehouse, Topeka, Kans. 66612.	Mayor, City Hall, Holyrood, Kans. 67450.	Do.
Do	Elk	Howard, city of	H 200507 01	do	Mayor, City Hall, Howard, Kans. 67349.	Do.
Do	Butler	Towanda, city of	H 200534 01	do	Mayor, City Bldg., Towanda, Kans. 67144.	Do.
Do	Ellsworth	Wilson, city of	H 200560 01	do	Mayor, City Hall, Wilson, Kans. 67490.	Do.
Do	Washington	Greenleaf, city of	H 200417 01	do	Mayor, City Hall, Greenleaf, Kans. 66943.	Do.
Do	Butler	Rose Hill, city of	H 200454 01	do	Mayor, City Bldg., Rose Hill, Kans. 67133.	Do.
Do	Crawford	Girard, city of	H 200499 01	do	City Manager, Girard, Kans. 66743	Do.
Do	Sumner	Oxford, city of	H 200547 01	do	Mayor, City Hall, Oxford, Kans. 67119.	Do.
Kentucky	McCracken	Paducah, city of	H 210152B 01 through H 210152B 17	Division of Water, Kentucky Department of Natural Resources, Capitol Plaza Office Tower, Frankfort, Ky. 40601. Kentucky Insurance Department, Old Capitol Annex, Frankfort, Ky. 40601.	Mayor, Paducah, Ky. 42001.	June 14, 1974. June 13, 1975.
Louisiana	Vernon Parish	Simpson, village of	H 220311 01 through H 220311 02	State Department of Public Works, P.O. Box 44155, Capitol Station, Baton Rouge, La. 70804. Louisiana Insurance Department, Box 44214, Capitol Station, Baton Rouge, La. 70804.	Village Board, Simpson, La. 71474.	Aug. 8, 1975.
Michigan	Branch	Kinderhook, township of	H 260361 01 through H 260361 06	Water Resources Commission, Bureau of Water Management, Stevens T. Mason Bldg., Lansing, Mich. 48926. Michigan Insurance Bureau, 111 North Hoerner St., Lansing, Mich. 48913.	Township Supervisor, Town Hall, Kinderhook, Mich. No ZIP.	Do.
Do	Newaygo	Garfield, township of	H 260469 01 through H 260469 10	do	Township Supervisor, Town Hall, Garfield, Mich. No ZIP.	Do.
Do	St. Clair	Columbus, township of	H 260507 01 through H 260507 12	do	Township Supervisor, Town Hall, Columbus, Mich. No ZIP.	Do.
Do	do	Wales, township of	H 260508 01 through H 260508 12	do	Township Supervisor, Town Hall, Wales, Mich. No ZIP.	Do.
Do	Genesee	Argentine, township of	H 260392 01 through H 260392 12	do	Township Supervisor, Town Hall, Argentine, Mich. No ZIP.	Do.

RULES AND REGULATIONS

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	Shlawassee	Rush, township of.	H 260622 01 through H 260622 11	do.	Township Supervisor, Town Hall, Rush, Mich. No ZIP.	Do.
Minnesota	Goedhue	Pine Island, city of.	H 270145A 01 through H 270145A 02	Division of Waters, Soils, and Minerals, Department of Natural Resources, Centennial Office Bldg., St. Paul, Minn. 55101. Minnesota Division of Insurance, Room 210, State Office Bldg., St. Paul, Minn. 55101.	City Hall, City of Pine Island, Pine Island, Minn. 55963.	May 24, 1974. Aug. 8, 1975.
Do.	Marshall	Grygla, city of.	H 270209 01	do.	Grygla Community Center, Grygla, Minn. 56727.	Aug. 8, 1975.
Do.	Stearns	Freeport, city of.	H 207446A 01	do.	Mayor, City Hall, Freeport, Minn. 56331.	May 3, 1974. Aug. 8, 1975.
Missouri	Washington	Mineral Point, village of.	H 290571 01	Department of Natural Resources, Division of Program and Policy Development, State of Missouri, 308 East High St., Jefferson City, Mo. 65101. Division of Insurance, P.O. Box 690, Jefferson City, Mo. 65101.	Village President, Village Hall, Mineral Point, Mo. 63950.	Do.
Do.	Lafayette	Bates, village of.	H 290769 01	do.	Village President, Village Hall, Bates, Mo. No ZIP.	Do.
Do.	Harrison	New Hampton, city of.	H 290550 01	do.	Mayor, New Hampton, Mo. 64471.	Do.
Montana	Fergus	Moore, town of.	H 300100 01	Montana Department of Natural Resources and Conservation, Water Resources Division, 32 South Ewing St., Helena, Mont. 59601. Montana Insurance Department, Capitol Bldg., Helena, Mont. 59601.	Town Council, Town Hall, Moore, Mont. 59464.	Do.
Do.	Prairie	Terry, town of.	H 300129 01	do.	Town Council, Town Hall, Terry, Mont. 59349.	Do.
Nebraska	Cass	Eagle, village of.	H 310274 01	Nebraska Natural Resources Commission, 7th Floor, Terminal Bldg., Lincoln, Nebr. 68508. Nebraska Insurance Department, 1335 L St., Lincoln, Nebr. 68509.	Mayor, Village Board, Eagle, Nebr. 68347.	Do.
Do.	Brown	Long Pine, village of.	H 310296 01	do.	Mayor, Village Board, Long Pine, Nebr. 69217.	Do.
Do.	Morrill	Bayard, city of.	H 310347 01	do.	Mayor and City Council, Bayard, Nebr. 69334.	Do.
Do.	Dundy	Benkelman, city of.	H 310349 01	do.	Mayor, Benkelman, Nebr. 69021.	Do.
Do.	Box Butte	Hemingford, village of.	H 310377 01	do.	Mayor, Village Board, Hemingford, Nebr. 69348.	Do.
Do.	Knox	Wausa, village of.	H 310405 01	do.	Mayor, Village Board, Wausa, Nebr. 68788.	Do.
New Mexico	Rddy	Loving, village of.	H 380114 01	State Engineer's Office, Bataan Memorial Bldg., Santa Fe, N. Mex. 87501. New Mexico Department of Insurance, P.O. Box 1269, Santa Fe, N. Mex. 87501.	Village President, Loving, N. Mex. 88256.	Do.
New York	Steuben	Hammondsport, village of.	H 360775A 01	New York State Department of Environmental Conservation, Division of Resources Management, Services, Albany, N. Y. 12201. New York State Insurance Department, 123 William St., New York, N. Y. 10038.	Municipal Bldg., Corner Lake and Main St., Hammondsport, N. Y. 14840.	Dec. 28, 1973. Aug. 8, 1975.
North Carolina	Burke	Drexel, city of.	H 370297 01	North Carolina Office of Water and Air Resources, Department of Natural and Economic Resources, P.O. Box 27687, Raleigh, N.C. 27611. North Carolina Insurance Department, P.O. Box 20387, Raleigh, N.C. 27611.	Mayor, Drexel, N.C. 28619.	Do.
Do.	Scotland	Wagram, town of.	H 370300 01	do.	Town Manager, Wagram, N.C. 28396.	Do.
North Dakota	William	Ray, city of.	H 380247 01	State Water Commission, State Office Bldg., 900 East Blvd., Bismark, N. Dak. 58501. North Dakota Insurance Department, State Capitol, Bismark, N. Dak. 58501.	Mayor, Ray, N. Dak. 58849.	Do.
Ohio	Trumbull	Newton Falls, city of.	H 390539 01 through H 390539 04	Ohio Department of Natural Resources, Fountain Sq., Columbus, Ohio 43224. Director of Insurance, State of Ohio Department of Insurance, 115 East Rich St., Columbus, Ohio 43215.	City of Newton Falls, 19 North Canal St., Newton Falls, Ohio 44444.	Do.
Do.	Van Wert	Delphos, city of.	H 390551 01 through H 390551 02	do.	Mayor, 125 East 2d St., Delphos, Ohio 45833.	Do.
Do.	Warren	Franklin, city of.	H 390556A 01 through H 390556A 03	do.	Franklin City Bldg., 35 East 4th St., Franklin, Ohio 45005.	Nov. 16, 1973. Aug. 8, 1975.
Do.	Marion	Caledonia, village of.	H 390651A 01	do.	Village President, Caledonia, Ohio 43314.	Apr. 5, 1974. Aug. 8, 1975.
Do.	Clarke and Green	Clifton, village of.	H 390678 01	do.	Village President, Clifton, Ohio 44216.	Do.

RULES AND REGULATIONS

24725

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Do.	Lucas	Harbor View, village of.	H 390702 01	do.	Village President, Harbor View, Ohio 43434.	Do.
Do.	Cuyahoga	Glenwillow, village of.	H 390735 01 through H 390735 02	do.	Village President, Glenwillow, Ohio No ZIP.	Do.
Do.	Ashtabula	Jefferson, village of.	H 390014 01	do.	Mayor, Village Hall, Jefferson, Ohio 44047.	Do.
Do.	Maboning	Sebring, village of.	H 390371 01 through H 390371 02	do.	Mayor, Sebring, Ohio 44672.	Do.
Do.	Stark	Wilmot, village of.	H 390322 01	do.	Mayor, Wilmot, Ohio 44689.	Do.
Do.	Lake	Kirtland, city of.	H 390616 01 through H 390616 05	do.	Mayor, Kirtland, Ohio 44094.	Do.
Do.	Preble	Lewisburg, village of.	H 390617 01 through H 390617 02	do.	Mayor, Lewisburg, Ohio 45338.	Do.
Do.	Jefferson	Tiltonsville, village of.	H 390634 01	do.	Mayor, Tiltonsville, Ohio 43063.	Do.
Do.	Lorain	Rochester, village of.	H 390744 01	do.	Mayor, Rochester, Ohio No ZIP.	Do.
Oregon	Deschutes	Bend, city of.	H 410056A 01 through H 410056A 05	Executive Department, State of Oregon, Salem, Oreg. 97310.	City Hall, City of Bend, 710 Northwest Wall St., Bend, Oreg. 97701.	June 28, 1974 Aug. 8, 1975
South Carolina	Mariboro	Bennettsville, city of.	H 450147 01 through H 450147 02	Oregon Insurance Division, Department of Commerce, 158 12th St. NE, Salem, Oreg. 97310.	South Carolina Water Resources Commission, P O Box 4515, Columbia, S.C. 29240.	Do.
Do.	Greenville	Greer, city of.	H 450200A 01 through H 450200A 02	South Carolina Insurance Department, 2711 Middleburg St., Columbia, S.C. 29204.	Bennettsville Municipal Bldg., 501 East Main St., Bennettsville, S.C. 29512.	May 17, 1974 Aug. 8, 1975
South Dakota	Douglas	Delmont, town of.	H 460025 01	South Dakota Planning Agency, State Capitol Bldg., Pierre, S. Dak. 57501.	Office of the Mayor, Delmont, S. Dak. 57330.	Do.
Do.	Sanborn	Artesian, town of.	H 460007 01	South Dakota Department of Insurance, Insurance Department, Pierre, S. Dak. 57501.	Office of the Mayor, Artesian, S. Dak. 57314.	Do.
Do.	Devel	Clear Lake, city of.	H 460165 01	do.	Mayor, Clear Lake, S. Dak. 57286.	Do.
Do.	Brule	Kimball, city of.	H 460186 01 through H 460186 02	do.	Mayor, Kimball, S. Dak. 57355.	Do.
Texas	Denton	Pilot Point, town of.	H 480783 01	Texas Water Development Board, P.O. Box 13087, Capitol Station, Austin, Tex. 78711.	Major and Town Council, Pilot Point, Tex. 76208.	Do.
Do.	Grayson	Tioga, town of.	H 480835 01 through H 480835 02	Texas Insurance Department, 1110 San Jacinto St., Austin, Tex. 78701.	Mayor and Town Council, Tioga, Tex. 76271.	Do.
Do.	Rains	Emory, town of.	H 490077 01	do.	Mayor and Town Council, Emory, Tex. 75440.	Do.
Do.	Eastland	Gorman, city of.	H 481103 01 through H 481103 02	do.	Mayor and Town Council, Gorman, Tex. 76454.	Do.
Utah	Plute	Junction, town of.	H 490096 01 through H 490096 05	Department of Natural Resources, Division of Water Resources, State Capitol Bldg., Room 434, Salt Lake City, Utah 84114.	Town Clerk, Town Board, 195 South 100 W., Junction, Utah 84740.	Do.
Do.	Box Elder	Fielding, town of.	H 490198 01	Utah Insurance Department, 115 State Capitol, Salt Lake City, Utah 84114.	do.	Do.
Do.	Weber	Harrisville, city of.	H 490208 01 through H 490208 02	do.	Town President, Town Hall, Fielding, Utah 84311.	Do.
Washington	Whatcom	Sumas, city of.	H 530204A 01	Department of Ecology, Olympia, Wash. 98501.	City Hall, Sumas, Wash. 98295.	June 21, 1974 Aug. 8, 1975
Do.	Okanogan	Brewster, town of.	H 530275 01 through H 530275 03	Washington Insurance Department, Insurance Bldg., Olympia, Wash. 98501.	Brewster Town Hall, Brewster, Wash. 98812.	Do.
Do.	King	Yarrow Point, town of.	H 530309 01	do.	Mayor, Town Hall, Yarrow Point, Wash. No ZIP.	Do.
West Virginia	Gilmer	Layopolis, town of.	H 540037A 01	Office of Federal-State Relations, Division of Planning and Development, Capitol Bldg., Room 150, Charleston, W. Va. 25305.	County Court of Gilmer, County, Town of Layopolis, Glenville, W. Va. 26331.	Aug. 9, 1974 Aug. 8, 1975
Do.	Webster	Addison, town of.	H 540204A 01	Insurance Commissioner, 1800 Washington St., Building No. 3, Room 643, Charleston, W. Va. 25305.	do.	Do.
Wisconsin	Grant	Woodman, village of.	H 550156A 01	Department of Natural Resources, P.O. Box 450, Madison, Wis. 53701.	Town Council, Town of Addison, Addison, W. Va. No ZIP.	Feb. 8, 1974 Aug. 8, 1975
Do.	Oconto	Oconto, city of.	H 550297A 01 through H 550297A 03	Wisconsin Insurance Department, 201 East Washington Ave., Madison, Wis. 53703.	Village President, Woodman, Wis. 53827.	Jan. 16, 1974 Aug. 8, 1975
Do.	Sheboygan	Waldo, village of.	H 550432A 01	do.	City Hall, 1210 Main St., Oconto, Wis. 54153.	Dec. 28, 1973 Aug. 8, 1975
Do.				do.	Village President, Waldo, Wis. 53093.	Dec. 6, 1974 Aug. 8, 1975

State	County	Location	Map No.	State map repository	Local map repository	Effective date of identification of areas which have special flood hazards
Wyoming	Bighorn	Lovell, town of	H 560073 01	Wyoming Disaster and Civil Defense Agency, P.O. Box 1709, Cheyenne, Wyo. 82001. Wyoming Insurance Commission, Department of Insurance, State of Wyoming, State Office Bldg., Cheyenne, Wyo. 82001.	Town Mayor, Lovell, Wyo. 82431	Do.

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended (secs. 408-410, Pub. L. 91-152, Dec. 24, 1969), 42 U.S.C. 4001-4127; and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969)

Issued: May 22, 1975.

J. ROBERT HUNTER,
Acting Federal Insurance Administrator.

[FR Doc.75-14991 Filed 6-9-75; 8:45 am]

Title 28—Judicial Administration
CHAPTER I—DEPARTMENT OF JUSTICE
[Order No. 606-75]

PART 0—ORGANIZATION OF THE DEPARTMENT OF JUSTICE

Assistant Attorney General; Delegation of Authority

Section 16 of Title 15, United States Code, as amended by Pub. L. 93-528, 88 Stat. 1706, requires the Attorney General or his designee to establish procedures for receiving and considering written comments relating to proposals for consent judgments in antitrust cases. This order would delegate the authority to establish such procedures to the Assistant Attorney General, Antitrust Division.

By virtue of the authority vested in me by 28 U.S.C. 509, 510 and 5 U.S.C. 301, § 0.41 of Subpart H of Part 0 of Chapter I of Title 28, Code of Federal Regulations, is amended by adding a new paragraph (d) to read as follows:

§ 0.41 Special functions.

(1) The establishment of procedures to carry out the provisions of section 2 of the Antitrust Procedures and Penalties Act (Pub. L. 93-528, 88 Stat. 1706; 15 U.S.C. 16(d)), regarding the receipt and consideration of written comments relating to proposals for consent judgments in antitrust cases prior to the entry of such judgments by the court.

Dated: May 30, 1975.

EDWARD H. LEVI,
Attorney General.

[FR Doc.75-15055 Filed 6-9-75; 8:45 am]

[Order No. 605-75]

PART 0—ORGANIZATION OF THE DEPARTMENT OF JUSTICE

Authorizations With Respect to Personnel and Certain Administrative Matters; Certification of Obligations

Under 31 U.S.C. 200(b), each agency head must report the amount of each appropriation remaining obligated but unexpended at the end of each fiscal year. Paragraph (c) of section 200 pro-

vides that the reports be supported by certifications of officials designated by the agency head. This order changes the official in the Law Enforcement Assistance Administration authorized to certify obligations.

By virtue of the authority vested in me by 28 U.S.C. 509, 510 and 5 U.S.C. 301, and section 1311(c) of the Supplemental Appropriation Act, 1955 (68 Stat. 831; 31 U.S.C. 200(c)), § 0.147 of Subpart X of Part 0 of Chapter I of Title 28, Code of Federal Regulations, is amended by deleting "for the Law Enforcement Assistance Administration, the Chief, Administrative Services Division" and substituting the following: "for the Law Enforcement Assistance Administration, the Comptroller."

Dated: May 30, 1975.

EDWARD H. LEVI,
Attorney General.

[FR Doc.75-15054 Filed 6-9-75; 8:45 am]

Title 40—Protection of Environment
[FRL 377-6]

CHAPTER I—ENVIRONMENTAL PROTECTION AGENCY

SUBCHAPTER C—AIR PROGRAMS

PART 52—APPROVAL AND PROMULGATION OF IMPLEMENTATION PLANS

Wyoming Plan Revisions

On page 43639 of the FEDERAL REGISTER of December 17, 1974, there was published a notice of proposed regulatory development to amend §§ 52.2623, 52.2624, 52.2625, 52.2626, and 52.2627. The change to § 52.2623 acknowledges that Wyoming now has the legal authority requirements of 36 FR 22393. The change to § 52.2626 indicates that the requirements of 40 CFR 51.19(a) are now satisfied. Final approval of the proposed change to § 52.2624 to satisfy the requirements of § 51.10(e) is withheld pending submission by the State of a 1975 amendment to the Wyoming Environmental Quality Act dealing with public availability of emission data. Such legislative enactment was made to satisfy the requirements set forth in 39 FR 34574. The change to § 52.2625 indicates that the Wyoming new source review procedures satisfy the requirements of 40 CFR 51.18 for direct

sources, but not for indirect sources. Therefore, the regulations adopted by the Administrator on February 25, 1974 (39 FR 7270) and amended on July 9, 1974 (39 FR 25292) and on December 30, 1974 (39 FR 45014) applicable to indirect sources in Wyoming will remain in effect. The change to § 52.2627 approves fifteen compliance schedule revisions and disapproves one compliance schedule revision applicable to FMC's Coking Plant located at Kemmerer, Wyoming. Interested persons were given 30 days in which to submit comments, suggestions, or objections regarding the proposed regulations.

No written objections have been received and the proposed regulations are hereby adopted with changes as set forth below. In the table in § 52.2527(a), FMC located at Colony is changed to IMC at Colony. Also in the same table, "Regulations Involved" for Basins Engineering at Wheatland should read "14 (b), (e), (f), (g)." The proposal to revoke § 52.2624 is not promulgated below. Additionally, the redesignation proposal is changed to reflect the retention of § 52.2624. The regulations, as corrected and adopted are set forth below.

Effective date. These EPA regulations will be effective July 10, 1975.

(Sec. 110 of the Clean Air Act (42 U.S.C. 1857c-5))

Dated: June 3, 1975.

RUSSELL E. TRAIN,
Administrator,
Environmental Protection Agency.

Part 52 of Chapter I, Title 40 of the Code of Federal Regulations is amended as follows:

Subpart ZZ—Wyoming

1. In § 52.2620, paragraph (d) is revised to read as follows:

§ 52.2620 Identification of Plan.

(d) Plan revisions were submitted on:
(1) February 9, March 1, April 18 and May 29, 1973; and
(2) August 7, 1974.

§§ 52.2623 and 52.2626 [Revoked]

2. Sections 52.2623 and 52.2626 are revoked.

§ 52.2625 [Amended]

3. In § 52.2625, paragraphs (a) and (b) are deleted and paragraphs (c) and (d) are redesignated (a) and (b), respectively.

4. In § 52.2627, paragraph (a) is revised and a new paragraph (b) is added. As amended, § 52.2627 reads as follows:

§ 52.2627 Compliance Schedules.

(a) The compliance schedules for the sources identified below are approved as meeting the requirements of § 51.15 of this chapter. All regulations cited are found in the "Wyoming Air Quality Standards and Regulations, 1974."

Wyoming					
Source	Location	Regulations involved	Date of adoption	Effective date	Final compliance date
Pacific Power & Light	Glenrock	14 (b), (e), (h)	Feb. 26, 1973	Immediately	Sept. 1, 1976
Montana-Dakota Utilities	Sheridan	14 (b), (e), (h)	do	do	Dec. 31, 1976
Utah Power & Light	Kemmerer	14 (b), (e), (h)	do	do	Nov. 20, 1976
Black Hills Power & Light	Wyodak	14 (b), (e), (h)	do	do	May 15, 1977
Do	Osage	14 (b), (e), (h)	do	do	Do
American Oil	Casper	14 (b), (e), (h)	Jan. 26, 1973	do	Jan. 31, 1974
Basins Engineering	Wheatland	14 (b), (e), (f), (g)	June 6, 1974	do	Apr. 5, 1974
Stauffer Chemical Co.	Green River	14 (b), (e), (f), (g)	do	do	Oct. 31, 1973
Do	Lefe	14 (b), (e), (f), (g)	Feb. 26, 1973	do	Dec. 31, 1973
Baroid Division of National Lead	Osage	14 (b), (e), (f), (g)	Jan. 26, 1973	do	Do
Do	Colony	14 (b), (e), (f), (g)	June 6, 1973	do	Mar. 1, 1974
Holly Sugar	Torrington	14 (b), (e), (f), (g)	do	do	Dec. 15, 1974
Do	Worland	14 (b), (e), (f), (g)	do	do	Do
Reeves Concrete	Gillette	14 (b), (e), (f), (g)	Jan. 26, 1973	do	Dec. 1, 1973
Do	Sheridan	14 (b), (e), (f), (g)	do	do	Do
Do	Buffalo	14 (b), (e), (f), (g)	do	do	Do
American Colloid	Lovell	14 (b), (e), (f), (g)	June 6, 1974	do	Apr. 30, 1974
Star Valley Swiss Cheese	Thayne	14 (b), (e), (f), (g)	Jan. 26, 1973	do	Dec. 31, 1973
Sheridan Commercial	Sheridan	14 (b), (e), (f), (g)	do	do	Do
Federal Bentonite	Upton	14 (b), (e), (f), (g)	June 6, 1973	do	June 30, 1974
Do	Lovell	14 (b), (e), (f), (g)	do	do	Do
Wyo-Ben Products	Greybull	14 (b), (e), (f), (g)	Jan. 26, 1973	do	Jan. 30, 1974
Do	Lovell	14 (b), (e), (f), (g)	June 6, 1974	do	Do
IMC	Kemmerer	14 (b), (e), (f), (g)	June 6, 1974	do	Oct. 1, 1973
Do	Green River	14 (b), (e), (f), (g)	do	do	Oct. 31, 1974
Gann-Quealy Coal	Rock Springs	14 (b), (e), (f), (g)	do	do	Mar. 31, 1974
Allied Chemical	Green River	14 (b), (e), (f), (g)	do	do	Sept. 1, 1974
IMC Corp.	Colony	14 (b), (e), (f), (g)	do	do	Oct. 31, 1974
Wyodak Resources Develop.	Gillette	14 (b), (e), (f), (g)	do	do	Feb. 28, 1974
Church & Dwight	Green River	14 (b), (e), (f), (g)	do	do	Nov. 1, 1973
Town of Byron	Byron	13	Jan. 26, 1973	do	July 1, 1974
Town of Chungwater	Chungwater	13	do	do	Do
Town of Cowley	Cowley	13	do	do	Do
Town of Lovell	Lovell	13	May 24, 1973	do	Do
Big Horn County	Big Horn County	13	Jan. 26, 1973	do	Do

(b) The compliance schedule for the source identified below is disapproved as not meeting the requirements of § 51.15 of this chapter. All regulations cited are found in the "Wyoming Air Quality Standards and Regulations, 1974."

Source	Location	Regulations involved	Date of adoption
EMC	Kemmerer	14 (e), (f), (g), (i)	June 6, 1974

§§ 52.2625-52.2629 [Redesignated]

5. Sections 52.2625, 52.2627, 52.2628 and 52.2629 are redesignated as §§ 52.2623, 52.2625, 52.2627 and 52.2626, respectively.

[FR Doc. 75-14875 Filed 6-9-75; 8:45 am]

Title 46—Shipping

CHAPTER IV—FEDERAL MARITIME COMMISSION

SUBCHAPTER B—REGULATIONS AFFECTING MARITIME CARRIERS AND RELATED ACTIVITIES

[Docket No. 73-40, Tariff Circular 3]

PART 531—FILING OF TARIFFS BY COMMON CARRIERS BY WATER IN THE DOMESTIC OFFSHORE COMMERCE OF THE UNITED STATES

Rates on Containerized Cargoes

By notice of proposed rulemaking filed July 19, 1973 (38 FR 19237-19238), the Commission gave notice that it was con-

sidering revising its rules governing tariff publications by common carriers by water in the domestic offshore commerce of the United States contained in Tariff Circular 3 (46 CFR 531, et seq.). The purpose of the rulemaking was to establish a regulation which would ensure the propriety of payments to carriers when such carriers name rates and charges applicable to cargo moving in containers. Subsequently, the proceedings were postponed and reinstated on July 3, 1974, when revised rules were published in the FEDERAL REGISTER (39 FR 24519-24520).

Written comments on the revised rule were received from a number of interested parties. The Commission's Hearing Counsel responding to what it felt was a need for further clarification brought on by the language in the proposed rule advanced a further revision of the rule. Inasmuch as we adopt, in substance, Hearing Counsel's redraft of the rule, comments of other parties are analyzed in the context of their relationship to Hearing Counsel's revised rule.

The Commission has considered each and every one of these comments and the final rule promulgated herein has been drafted with the parties' comments in mind. Certain of these comments have been adopted or substantially satisfied by editorial changes, deletions from, or additions to the rule. In general, the parties filing comments in Docket No. 73-40 are in favor of some form of rule and

their suggestions are not directed to the substance of the rule but rather to the need for minor revisions designed to clarify certain aspects of the rule.

One commentator argued that there was a lack of recognition of problems unique to operators of Roll-on/Roll-off vessels. Explaining that a Roll-on/Roll-off vessel is designed to accept containers and trailers of all sizes, this party submits that for such a carrier to comply with the rule it would have to specify in its tariff every conceivable container or trailer, or alternatively, not carry certain equipment at container rates. Our final rule answers this argument by allowing a carrier who accepts a container with a particularly high cube to calculate the actual rate applicable to such a container by adjusting the base rate for a standard size container through use of the conversion formula or table.

The Military Sealift Command (MSC), filing comments on behalf of the Department of Defense, questioned the application of the proposed rule to rates offered for the carriage of military cargo. MSC's comments were filed before the recent repeal of section 6 of the Intercoastal Shipping Act, 1933 (46 U.S.C. 846), which allowed the granting of free or reduced rates to the United States. In view of the fact that the repeal of section 6 places the United States Government, as a shipper, on the same footing as any other commercial shipper, whatever may have been the merits of MSC's arguments, they are no longer appropriate or valid.

Certain commentators interpreted the rule as applying to rates on all cargo moving in containers. This was not our intention and the language has been modified to make it clear that the rule is only applicable in situations where the level of rates and charges published by the water carrier is related to the capacity of the container/trailer utilized.

For purposes of the rule, Hearing Counsel set forth definitions for a "container," "trailer" and "capacity." We have made slight changes in the wording and changed the format of the definitions for purposes of clarity and proper style. Likewise, we have made other minor changes in wording in order to clarify certain language and for procedural purposes.

Therefore, pursuant to section 4 of the Administrative Procedure Act (5 U.S.C. 553), sections 18(a) and 43 of the Shipping Act, 1916 (46 U.S.C. 817(a) and 841(a)), and section 2 of the Intercoastal Shipping Act, 1933 (46 U.S.C. 844), Title 46 CFR 531.5 is hereby amended by the addition of a new paragraph (j) reading as follows:

§ 531.5 Contents of tariff publications.

(j) Rates on containerized cargoes. [The reporting requirement contained in § 531.5(j) of this Order has been approved by the U.S. General Accounting Office under number B-180233 (R0188) and expires 5-31-78.]

(1) Definitions. For the purposes of this paragraph the following definitions will apply:

(1) "Container" means a demountable trailer body transported without wheels on board vessels.

(ii) "Trailer" means a vehicle, on or in which freight may be carried, transported on wheels on board vessels.

(iii) "Capacity" means the available cubic or weight limit of a container/trailer.

(2) Rates and/or charges relative to capacity of containers. Tariffs which publish rates and/or charges on shipments transported in containers/trailers must specify the capacity of the container/trailer to which said rate and/or charge applies where the level of such rate and/or charge is relative to the capacity of the container/trailer utilized.

(3) Carrier-provided containers. In the instance of carrier-provided containers/trailers, the specifications (to include capacity and container/trailer identification) of said containers/trailers must be set forth in the tariff rate item, an applicable tariff rule, or in an appropriately referenced governing publication currently on file with the Federal Maritime Commission in Washington, D.C. Further, the tariff shall provide (in the event that the carrier furnishes a container/trailer of a specification other than that set out in the tariff rate item, tariff rule, or governing publication) a conversion formula or table which is easily capable of adjusting the applicable tariff rate and/or charge relative to the capacity of the container/trailer supplied.

(4) Shipper/consignee-provided containers. In the instance where shipper/consignee-provided containers/trailers are accepted, under the terms of the tariff, for shipment, the applicable rate will be determined through reference to the conversion formula or table prescribed in subparagraph (3).

Effective date: The amendment contained herein shall become effective September 1, 1975.

By the Commission.

[SEAL] FRANCIS C. HURNEY,
Secretary.

[FR Doc.75-15087 Filed 6-9-75; 8:45 am]

[General Order 13; Docket No. 73-39]

PART 536—FILING OF TARIFFS BY COMMON CARRIERS BY WATER IN THE FOREIGN COMMERCE OF THE UNITED STATES AND BY CONFERENCES OF SUCH CARRIERS

Order of Discontinuance

By notice of proposed rulemaking published in the FEDERAL REGISTER on July 19, 1973 (38 FR 19238) the Federal Maritime Commission gave notice that it was considering the revision of General Order 13 (46 CFR 536, et seq.) which governs the contents of tariffs published by common carriers by water in the foreign commerce of the United States. The purpose of the proposed revision was to establish a rule which would en-

sure the propriety of payments to carriers when such carriers or conferences of such carriers name rates and charges applicable to cargo moving in containers. Subsequently, a revised rule was published on July 3, 1974 (39 FR 24520) and comments were received from interested parties thereon.

The overwhelming majority of these parties, including Hearing Counsel, were opposed to promulgation of the rule.

The Commission has considered all of the comments filed with respect to the proposed rule and is of the opinion that the proceeding in Docket No. 73-39 should be discontinued, without prejudice to its reinstitution at some future date.

One of the primary objections advanced against the rule is its limited applicability in the foreign trade. The proposed rule is directed at those carriers publishing tariffs naming rates which are determined by the full or partial utilization of the cubic capacity of a container. Since it appears that such rates occur only infrequently in tariffs applicable to foreign commerce, extensive publication of specifications for all containers is not justified at this time when measured against the limited types of rates it will affect.

In addition, there is no evidence that any commercial shippers are affected or concerned by the current practices of carriers in supplying containers of varying interior dimensions. Certainly, no commercial shipper filed comments in support of the proposed rule in this proceeding.

Therefore, it is ordered, That, the proceeding in Docket No. 73-39 is hereby discontinued without prejudice to its reinstitution at some future date when a need for such a rule is shown in the foreign trade.

By the Commission.

[SEAL] FRANCIS C. HURNEY,
Secretary.

[FR Doc.75-15088 Filed 6-9-75; 8:45 am]

Title 47—Telecommunication
CHAPTER I—FEDERAL
COMMUNICATIONS COMMISSION
[FCC 75-624]
RADIO AND TELEVISION BROADCAST
SERVICES

Frequency Allocations and Radio Treaty Matters

In the matter of amendment of §§ 2.106 and 73.603(c) of the Commission's rules and regulations concerning the use of Television Channel 37 for radio astronomy purposes.

1. By Report and Order in Docket No. 15022, adopted October 4, 1963, 39 F.C.C. 884, the Commission added footnote NG48 to § 2.106 of its Rules and Regulations and new paragraph (c) to § 3.603. The amendments were as follows:

§ 2.106 Table of frequency allocations.

NG48 Stations in the broadcasting service will not be authorized in the band 608-614 Mc/s prior to January 1, 1974. In the interim

the band is available for use by the radio astronomy service. The radio astronomy service shall be protected from extra-band radiation only to the extent that offending stations are required to comply with the technical standards applicable to the service in which they operate.

§ 3.603 Numerical designation of television stations.

(c) Channel 37, 608-614 Mc/s is not available for assignment prior to January 1, 1974.¹

2. The reasons for the adoption of these amendments were set forth in detail in the aforementioned Report and Order² and will not be discussed in detail here. Briefly, the purpose of removing Channel 37 from availability for television broadcast station use for a period of approximately ten years was to provide the opportunity to obtain data of significant scientific value through radio astronomy observations in the UHF television portion of the spectrum by making observations in the same frequency band over extended geographical areas and over a substantial period of time. Channel 37 was selected since it appeared that "the only prospect for world-wide clearance of frequencies for radio astronomy in this portion of the spectrum is in the 608-614 Mc/s band."³ In providing for the ten-year reservation of Channel 37 and its withdrawal from television broadcast usage, the Commission weighed the loss in potential TV service against the potential gain through the advancement of science and found in favor of the latter. However, in so doing, the Commission stressed that its action did not constitute a permanent withdrawing of Channel 37 from the broadcast service. In this connection, it stated:

The Commission is also persuaded by the comments filed that a five year period would be insufficient to meet the needs of radio astronomy in general in this portion of the

¹ Section 3.603(c) was later redesignated § 73.603(c); footnote NG48 was later deleted, 39 F.C.C. 974 at 1004 (1965), and in its stead, footnote US88 was added to § 2.106 of the rules, 39 F.C.C. 974 at 1005 (1965). The last sentence of the footnote now reads as follows: "The radio astronomy service shall be protected from extra-band radiation only to the extent that such radiation exceeds the level which would be present if the offending station were operating in compliance with the technical standards or criteria applicable to the service in which it operates." Since the original Commission action did not involve an agreement between the Commission and other governmental agencies the prefix NG (for its applicability to non-government stations) was used. Later, it was the subject of such agreement and the prefix US so indicates. See § 2.105(h) (2) and (3) of the rules.

² Additional discussion is contained in the Commission's memorandum opinion and order, FCC 61-327, adopted March 13, 1961, rejecting the petition for rule making (RM-180) filed by the University of Illinois to reserve television Channel 37 for radio astronomy, and in the subsequent notice of proposed rule making (FCC 63-289) adopted March 27, 1963, in Docket No. 15022.

³ Report and order in Docket No. 15022, 39 F.C.C. 884 at 896.

spectrum. While perhaps adequate for initial programs, it would not permit a protected period during which initial discoveries could be explored further. It would also be insufficient to justify the installation of additional equipment at observatories other than Danville, Illinois. On the other hand, it cannot be concluded from the facts at hand that a permanent reservation for this service and withdrawal of the band for television, is justified. The Commission has concluded that a period of ten years should be adequate to meet the needs of radio astronomy and justify the installation of observing equipment. In the interim, the matter will be subject to periodic review to determine whether the protected status should be maintained or whether Channel 37 should revert in whole or in part, to the television broadcasting service. (*Id.* at 896.)

3. After the Commission acted to change its rules as discussed above, it recommended to the Department of State that the United States support a similar proposal at the Extraordinary Administrative Radio Conference to Allocate Frequency Bands for Space Radio-communication Purposes (also known as the Space Conference) that was held in Geneva in 1963. In fact, No. 332 of Article 5 of the Radio Regulations of the International Telecommunications Union (which appears on page 91 of the 1968 edition) was changed at the Space Conference along this line. It states that in Region 2, which includes the United States, the band equivalent to Channel 37 is reserved for radio astronomy until the first Administrative Radio Conference to be held after January 1, 1974, which is competent to review this provision. Such a conference is scheduled to take place in 1979.⁴

4. Since the United States was a signatory to the agreement negotiated at the Space Conference and since the agreement was duly ratified, this country (and hence this agency) is bound by the provisions of this treaty.⁵ Comparison of the treaty language with that of the Commission's rules shows that the latter language is not in conformity with No. 332, as it does not indicate that the reservation of the channel would continue after January 1, 1974. Our rules must therefore be changed to conform.

5. Generally, Title 5 of the U.S. Code requires a prior notice of proposed rule making before a rule amendment can be effectuated. However, the provisions of 5 U.S.C. § 553(b)(3)(B) specify that prior Notice is not required where it is found by an agency to be unnecessary or contrary to the public interest. Such is the case here as the Commission has no discretion in acting to implement the treaty.

⁴ In other parts of the world than the Americas, the affected band is 606-614 MHz or 610-614 MHz. Cuba is specifically excepted.

⁵ The agreement's regulations came into force on January 1, 1965, at which time any earlier but conflicting provisions of the Radio Regulations, Geneva, 1959, were abrogated (see ITU Radio Regulations, 1968 Edition, Chapter XI, Article 45, pp. 409-10). The agreement had been signed on November 8, 1963, and the Senate had given its advice and consent on February 25, 1964.

6. Accordingly, it is ordered, That effective June 11, 1975, pursuant to the authority contained in sections 4(i) and 303(r) of the Communications Act of 1934, as amended, § 73.603(c) and footnote US88 to § 2.106 of the Commission's Rules and Regulations are amended as set forth below.

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

Adopted: May 28, 1975.

Released: June 5, 1975.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] VINCENT J. MULLINS,
Secretary.

PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS; GENERAL RULES AND REGULATIONS

1. In § 2.106, US88 is amended to read as follows:

§ 2.106 Table of frequency allocations.

US88 The band 608-614 MHz is reserved exclusively for the radio astronomy service until the first Administrative Radio Conference after January 1, 1974, which is competent to review this provision. The radio astronomy service shall be protected from extra-band radiation only to the extent that such radiation exceeds the level which would be present if the offending station were operating in compliance with the technical standards or criteria applicable to the service in which it operates.

PART 73—RADIO BROADCAST SERVICES

2. In § 73.603, paragraph (c) is amended to read as follows:

§ 73.603 Numerical designation of television channels.

(c) Channel 37, 608-614 MHz, is reserved exclusively for the radio astronomy service until the first Administrative Radio Conference after January 1, 1974, which is competent to review this provision.

[FR Doc. 75-15072 Filed 6-9-75; 8:45 am]

[FCC 75-627; Docket No. 18110]

PART 73—RADIO BROADCAST SERVICES

Multiple Ownership

In the matter of amendment of §§ 73.34, 73.240, and 73.636 of the Commission's rules relating to multiple ownership of standard, FM and television broadcast stations.

1. The Commission has before it a series of pleadings¹ dealing with our recent

¹ Petitions for reconsideration of the second report and order in this proceeding filed by (1) James B. Skewes and Southern Television Corporation, licensee of Station WTOK-TV, Meridian, Mississippi; (2) The Brockway Company "Brockway", licensee of Station WNNY-TV, Carthage, New York; (3) The

decision² adopting rules governing cross-ownership of daily newspapers and television or radio stations in the same local area. Some of these pleadings are filed by parties subject to a divestiture requirement under the newly adopted rules, and in such cases seek either a clarification or an alteration of the standard we indicated would apply to the need for such divestiture. Some background information to place the subject in perspective is required.

2. In the second report and order the Commission held that the public policy considerations favoring greater diversity of ownership (and on which the Commission relied in adopting a prospective rule) were not the only points to consider in examining existing daily newspaper-television station cross-ownership from the point of view of the possible need for divestiture. In addition to the theoretical advantage of greater diversity, the Commission determined that it was necessary to take into account the impact of any possible divestiture requirement on the public and affected parties alike. For existing stations³, the balance was drawn so as to require divestiture by January 1, 1980, only in instances where the degree of media concentration (i.e., lack of diversity) could be labeled as egregious. Seven television stations and nine radio stations were affected by the divestiture requirement. Under §§ 73.35(c), 73.240(c) and 73.636(c) of the new rules, television station-daily newspaper combinations or radio station-daily newspaper combinations are to be considered as egregious if one party owns, operates or controls the only daily newspaper published in a community as well as the only television station that places a city-grade signal over that community or the only radio station(s) that place such a signal over the entire community. In effect, these are considered to be monopoly situations in each medium, with a newspaper monopoly being said to exist if no other daily newspaper is published in the community, a television monopoly being said to exist if no other city-grade television signal encompasses the community and a radio monopoly

American Newspaper Publishers Association ("ANPA"); (4) Gray Communications System, Inc., licensee of Station WALB-TV, Albany, Georgia; and (5) Radio Stamford, Inc., applicant for the facilities of Stations WSTC AM and FM, Stamford, Connecticut. The licensee of the stations, Western Connecticut Broadcasting Company, filed an Opposition to this petition. In addition, a pleading titled Petition for Reconsideration was filed by the Findlay Publishing Company, licensee of Stations WFIN(AM) and WFMQ(FM), Findlay, Ohio, but the relief requested is different from the other petitions as is explained below.

² Second report and order, 40 FR 6449 (1975).

³ Separate provisions of the new rules bar the creation of new combinations or the voluntary sale of existing combinations to a single party, on terms that are stricter than those provisions dealing with divestiture. (see footnote 6.)

being said to exist if no other city-grade radio signal encompasses the community.⁴ Encompassment by a city-grade signal from a competing station, obviates the need for divestiture, but for this purpose only commercial stations are counted. Educational stations (television or radio) do not suffice nor do satellite television stations nor foreign stations nor translators, FM or television. Television semi-satellites, distinguished from satellites on the basis of the former's origination of local news and public affairs, do suffice. For the purposes of the rules, interests in being on January 1, 1975, were the ones to which the divestiture provision applied.

3. With all this in mind, we turn first to the case presented jointly by Skewes and Southern Television Corporation. Their concern is that using a January 1, 1975, date for determining what interests need to be divested could force them to divest even though the facts upon which such an outcome would be premised might change. They acknowledge that the rule applies to their Meridian, Mississippi, newspaper/television cross-interests, but they point out that there is a satellite television station there which provides a city-grade signal to the entire community. While this satellite does not now (nor did it at January 1, 1975) qualify as a second service, their expectation is that the satellite station would soon become a semi-satellite and eventually a regular station.⁵ They are fearful that such a change in the media situation might not be considered by the Commission. To protect them against this possibility they requested a clarification to indicate our willingness to take such a subsequent event into account.

4. This request is fair enough, for it was not the Commission's intention to ignore subsequent events that would remove the necessity for divestiture. Rather, it was an intention to limit the divestiture rule's applicability that led to use of the January 1, 1975, date. We did not intend to extend the list of divestiture cases even if the facts changed to bring other combinations within the ambit of the divestiture standard. This could happen, for example, if a competitive station changed its facilities or transmitter site with the result that it would withdraw its city-grade contour from encompassment of the newspaper community. While it could be argued that in a technical sense this would provide a basis for adding to the divestiture list, approaching the matter this way would add a perpetual uncertainty so that licensees could never be sure the issue was ever settled. This is clearly unacceptable. On the other hand, if the facts changed sufficiently so that the situation ceased to be egregi-

ous, no purpose would be served by ignoring this change. Accordingly, we wish to make clear our complete readiness to consider such changes, but we warn any possibly affected parties that if events which they expect to happen do not come to pass, the divestiture requirement will nonetheless apply. In other words, we shall consider changes but shall not protect stations against an excess of confidence in expecting them to take place in time to avoid the need for divestiture.

5. The next petition is that of the ANPA, in which it argues that the Commission was without authority to adopt the rules it has adopted and that our action doing so was contrary to the public interest. As to the former point, ANPA cites cases in support of the argument that it is improper to single out a particular class as ineligible to be licensees. Moreover, it charges that we are interfering with First Amendment rights, particularly by abridging the right to publish a newspaper. It also argues that the Commission erred on the factual premise underlying the new rules when it failed to recognize that newspapers and stations speak with separate voices even if they are under common ownership. In sum, we are charged with having improperly singled out newspaper publishers as second class citizens, a step which would harm not aid the public. It also argues that if the Commission did not agree with this overall view, it should at least establish a more flexible approach to application of the prospective rules and to showings that parties might provide to obviate the need for divestiture.

6. As to the prospective rules,⁶ ANPA is concerned because, as existing combinations are sold to separate owners, the public could lose the benefit of the superior service that newspaper-licensed stations now provide. It also is concerned about problems that might arise in connection with being able to obtain outside equity capital. The requirements regarding operation of the corporation that lenders might specify to protect their investment could be viewed as causing a change in de jure even if not de facto control. Since the new rules would bar such a transfer of control over newspaper/station combinations, ANPA is of the view that the rules could impede the flow of needed capital, thus damaging the operations. The only alternative we provided, obtaining a waiver, is a route ANPA says would be too slow and cumbersome to follow. ANPA argues that the prospective rules are a poor bargain, offering no real gain in diversity or otherwise. In any event, according to ANPA, the rules are not needed as the number of combinations has been drop-

ping steadily even in the absence of rules. ANPA would have us amend the prospective rules to allow applicants proposing a new combination or transfer of an existing one to show either that such a combination would be consistent with a desire to maximize diversity or that there are other countervailing factors sufficient to justify creation or continuance of the combination. It sees such an approach as being no different from the balancing of the benefits and detriments that the Commission did in the area of divestiture.

7. ANPA asserts that in the area of divestiture, the Commission's definition of monopoly, based on city-grade encompassment, is overly technical and in fact arbitrary. ANPA objects to the Commission's decision not to include other media in arriving at the divestiture group which were described as television and radio monopoly cases. The Commission is said to have gone beyond the Supreme Court's dictum in *RCA*⁷ regarding sanctions that might be called for in true monopoly situations. According to ANPA these are not monopoly situations as the affected parties could show. Merely to allow for the filing of waiver petitions is considered by ANPA to be inadequate, particularly if we do not allow more time than provided by the original August 12, 1975, deadline.⁸ In addition, it wants the Commission to assure parties that arguments based on economic hardship or loss of service will be accepted as bases for waiver and that the Commission would view the entrance of a new newspaper or broadcast or cable service as sufficient to obviate the need for divestiture. Finally, it asks us to modify the statement in the second report and order that we would not be inclined to grant waiver if it were premised on views we earlier rejected.

8. None of ANPA's major arguments are really new;⁹ all were considered and rejected before and nothing it has said about these points since offers any basis to change our views. On the prospective aspect it offers nothing that refutes our earlier conclusion that more diversity would result by requiring that only non-newspaper parties may acquire broadcast interests in the area in which the newspaper is published. ANPA simply considers the gains to be smaller (or conjectural) and it would draw the balance differently, but this does not cast doubt on the subject of drawing the balance as is discussed at length in the Second Report and Order. That discussion need not be repeated except to say that we believe the gain in terms of diversity to be real as well as important. As to sales of existing interests, ANPA seems to be in the

⁴ Specifically, these rules bar newspaper acquisition (initially or by voluntary change in ownership) of a station if the television Grade A, AM 2 mV/m or FM 1 mV/m contour encompasses or would encompass the city in which the newspaper is published. If existing combinations are voluntarily sold, it must be to separate buyers. See §§ 73.35(a), 73.240(a), and 73.636(a) for AM, FM and TV, respectively.

⁷ *U.S. v. RCA*, 358 U.S. 334 (1959).

⁸ ANPA also requests a clarification on the January 1, 1975, date; this point has been discussed above in connection with the Skewes petition.

⁹ For example, we again must reject its argument that commonly owned media provide diversity. It is unrealistic to expect the same level of diversity as would be offered if the entities were under separate ownership.

⁴ However, if that community has its own separately owned television station, no divestiture need take place as to the radio station-newspaper combination.

⁵ Such is the Commission's expectation too, as indicated in our recent conditional grant of the renewal applications of this satellite and its Tupelo, Mississippi, parent station.

position of arguing that there is no need to be concerned about newspaper/broadcast combinations since through natural forces sales are taking place that reduce their numbers. Yet, it also seems to be contending that we should not require a separation at sale lest we lose a superior operator. These two positions are not consistent. Moreover, our finding of a small superiority in performance by newspaper licensees was in no way shown to be a result of the fact of owning a newspaper but rather could just as well be explained in terms of journalistic traditions and pioneering broadcast operations. In any event, we cannot assume a diminution of service would result. Moreover, looking only at the small superiority obscures the important gain in diversity which would result. We continue to believe that absent unusual circumstances, diversity is the more important point when it can be achieved without hardship or disruption. We believe that the prospective rules will do this. Newspapers as a class are not barred or subjected to discrimination. They are treated exactly in the same way a television licensee already was if it wished to obtain a radio station in its area: both are barred from doing so. As we set forth in the second report and order, we are convinced that authority for the actions taken is present and that it is not violative of First Amendment protections.

9. While ANPA thinks our divestiture rules are overly technical and that they ignore the fact that the public benefits from the receipt of various other media, we do not find its arguments on this point a persuasive basis for altering these rules. What it sees as overly technical, we see as both predictable and precise. As written, the rules permit all parties to know the application of the standards so that there can be no ambiguity. This standard also is reflective of the actual media situation, although certainly not exactly. City-grade is a meaningful signal level and indicator of proximity. In addition, not all media, regardless of location, circulation or other aspects warrant being taken into account, particularly if their impact were clearly minor. ANPA offers nothing new on this point, nor does it show why mere numbers should govern regardless of the importance of the outlets. As to media, significant in themselves but geographically removed, the fact remains that outside media are just that, outside in terms of dealing with local problems, and thus a viewable television (or listenable radio) signal or the presence of a weekly news magazine cannot be the governing factor. The city-grade contour also is a concept that we have often employed in a context which although different from multiple ownership nonetheless reflected parallel thinking on the obligation of stations to serve nearby communities on a secondary basis. We continue to believe this standard enunciated in the Ascertainment Primer remains the appropriate standard.

10. It is not quite clear how ANPA's approach to waiver grounds differs from that of the second report and order save

for their clear desire that they be generously granted. We touched on economic hardship and possible loss of service as grounds on which to seek waiver in our earlier document and do not see a reason to make any alteration in those views which called for full consideration of either. On the matter of subsequent events that affect the need for divestiture, we agree that a new daily newspaper or station subsequently established would suffice, but we cannot take a similar view about a newly created cable system. That point like any other will be considered and given appropriate weight in evaluating a waiver request. Many cable systems do not originate nor, of course, do they carry signals of stations dealing with local issues. The signals they import are those of outside stations. The presence of cable cannot be determinative for even with origination we cannot conclude that these originations would be the equal of what a station would do. We are ready, however, to consider the specifics of any particular situation which we might be asked to consider. The necessity to judge waiver requests on their merits and without prejudice is not undermined if we warn parties in advance that arguments which we have rejected before will not provide support for waiver.

Parties remain free to offer all pertinent argument in support of waiver and we will consider their points carefully, but what they may not do is relitigate the basic premises, as if they were presenting us with another petition for reconsideration. To give an example: though a party subject to divestiture may wish that we had used encompassment by a Grade A or Grade B contour instead of city-grade to show the presence of adequate diversity, that is a point to be made in a petition for reconsideration, not waiver. Once we have decided that issue, such a point of general applicability is resolved and not open to review in a waiver petition. A waiver petition, however, would be a place for attempting to show for example that special circumstances meant that in a particular case an incoming Grade A signal should be considered sufficient. Finally, we agree that no useful purpose would be served by insisting on an August 12 filing date for petitions for waiver now that it has become clear that judicial review will not be concluded by then. Sixty days after judicial review is completed seems an appropriate date to substitute, one which should allow sufficient time to prepare the filing and would give ample time for our action before any divestiture need take place.¹⁰

¹⁰ KCMC, Inc., licensee of Station KTAL-TV, Texarkana, Texas, and co-owned with the only daily newspaper there has sought a declaratory ruling that it was incorrectly listed for divestiture. Pending action on that petition it has moved for an extension of time for filing a petition for waiver of § 73.636(c) to 120 days after the date on which the Commission releases an order disposing of the petition. Whether such an extension may later prove necessary cannot be determined now, so we shall grant the motion to the extent already specified for all other parties.

11. The petition filed by Gray Communications notes its total disagreement with the Commission's decision but focuses its primary opposition on the Commission's statement that it was not inclined to hold evidentiary hearings on waiver requests. In Gray's view, the Commission cannot properly evaluate the information regarding particular markets on which the grant of waiver would turn unless the affected licensee were afforded a hearing to offer these facts. Emphasizing court holdings which recognize a legitimate interest by broadcasters in having a security of tenure and in being able to obtain a preference for superior service, Gray asserts that both goals are being undermined by what it sees as a retroactive application of what is alleged to be a prospective rule. Even though it recognizes that court cases have held that rules (even if a license is modified in the process) can be put into effect without holding a prior evidentiary hearing, it argues that here the facts about the local situation are peculiarly within the knowledge of the licensee and hence a waiver hearing is necessary so they might be adduced. It also objects to our stated refusal when dealing with waiver requests to relitigate issues previously resolved.

12. As to the final point, it must be rejected on the same basis as was the essentially similar argument of the ANPA. Likewise, the contention that waiver hearings are a necessity before divestiture could take place seems to rest on several misunderstandings. First, it has been long established that the Commission is able to modify a class of licenses during their terms by way of rule making actions.¹¹ Moreover, where individual modifications were involved, the Commission simply postponed the effective date until the current license term had expired, and on this basis there is no license modification during its term as the rule's application is deferred until much later, namely, January 1, 1980. Thus the section 316 requirement for an evidentiary hearing does not apply. As to the consideration of the facts regarding the particular local situation, the Commission does not need to hold a hearing under ordinary circumstances. This is particularly the case where it is not the facts that are in dispute but their legal significance. If there are disputed facts and a hearing is necessary to resolve them, the Commission can hold such a hearing, but such is not the norm, nor is it expected to be here. If the issues posed by the waiver petitions do not bear out the Commission's expectations, it can easily alter its procedures should fairness or other reasons so dictate.

13. We now turn to the only petition which would broaden the category of divestiture cases. Radio Stamford argues in its petition that the Commission should not have exempted the Stamford, Connecticut, Stations WSTC(AM) and WYRS(FM) which are the only ones licensed to the community and are owned in common with the only local daily

¹¹ See e.g. *WBEN v. FCC*, 396 F. 2d 601 (2d Cir. 1968) Cert. den. 393 U.S. 914 (1968).

newspaper. According to Radio Stamford, the only other city-grade signals that encompass Stamford are two clear channel AM stations in New York City, which it insists do not offer a locally oriented service to Stamford so as to provide a reasonable basis for concluding that there is real diversity there. To remedy this it would change the rule to not take into account an incoming city-grade signal if it originates in a separate SMSA. This, it argues, better coincides with the reasonable expectation regarding what needs a station will endeavor to service. The licensee has opposed this with a lengthy engineering showing of the primary coverage available to Stamford and vicinity. It also charges Radio Stamford with a failure to participate earlier, something it sees as a fatal defect if the arguments are offered for the first time in a petition for reconsideration. It also questions Radio Stamford's standing, alleging that as a mere applicant it is not a party aggrieved. On the merits, we are asked to affirm our action which adopted standards that exempted Stamford.

14. We do not intend to rely on any alleged procedural deficiency in acting on this petition because we think it a matter we should reach on the merits. The petition requires denial because it rests on a fallacy and a misunderstanding. The fallacy is that our decision was based on a conclusion that the outside stations which encompass the newspaper community are operating in a manner to serve its needs. The misunderstanding is that if they do not already do so we did not intend a change in this situation. Neither is accurate. We recognized that some of the outside stations which encompass the newspaper communities were already serving the needs of these communities, but we also knew that a number of others were not doing so. Therefore, we stated in footnote 36 of the second report and order that such stations would need to undertake this effort and direct themselves to these needs on a secondary basis. In this particular case the obligation is one to be shared by the two stations and discharged in a manner they think best conducive to our goal. We have been shown no reason to think this approach is any more unworkable or inappropriate here than elsewhere. On the other hand, having a rule which would be dependent on the vagaries of changing SMSA definitions and station location would not promote fairness but it would introduce difficulties in administration. Finally, we have a problem with any suggested alternative which is geared to deal with a particular situation, as appears to be the case here, rather than the general situation. This is neither necessary nor wise, and we shall reject it.

15. We now come to the very extensive filing by The Brockway Company, publisher of the only daily newspaper at Watertown, New York, and the licensee of the only full-fledged American commercial television station that provides Watertown with a city-grade signal. Brockway contends that the Commission erred in refusing to consider en-

compassment by educational television stations and for this and other reasons considers the standards employed by the Commission to be unrealistic. It also objects to the Commission's action on its own motion exempting a television station at Hickory, North Carolina, and a radio station at Brookfield, Missouri, from the impact of the rules. Brockway asserts that if the Commission thinks it proper to evaluate qualitative matters as it did in those two cases and thereby extend its inquiry beyond a simple examination of city-grade contours, then it needs to do so for Brockway's situation as well and recognize the inappropriateness of divestiture. According to Brockway, there is significant attention to the affairs of Watertown that is provided by media not counted under the Commission's test and it urges the Commission to examine the situation so that these points can be taken into account.

16. Although Brockway has offered a large amount of information regarding its own situation, much of this is material better directed to obtaining waiver. To take one example: if Brockway's argument were that educational stations as a group provided sufficient news and public affairs to be counted as a commercial station would be, that is a matter which is appropriate for resolution here. On the other hand, if the argument is based on the programming of the particular station that encompasses Watertown with a city-grade signal, it is a quite different matter, one far more suitable to consideration in connection with a waiver request. The reason is simple to understand; without a showing that this is the typical case, it is impossible to rely on this information to show the general situation, and it is just this norm which is the suitable basis for rule making and what differentiates it from ad hoc adjudications. While much of the information and argument may not be suitably considered now, Brockway is entitled to have it considered on the merits. To simplify matters it may incorporate the present pleadings by reference in any supplementary material it files seeking waiver. The general issues, of course, will be resolved here.

17. We do not agree with Brockway that on an across-the-board basis educational and commercial stations can or should be considered as equivalent for the purposes of these rules. That the Commission is considering imposing formal ascertainment requirements on educational stations is not the point. Nor is there any dispute about the observation in the ascertainment notice that educational stations have always had the duty to determine local needs and respond to them. Although, the general obligation of serving the public interest accompanies any broadcast license, for this fact to be meaningful here, it would be necessary for the response to this obligation to take such a form as would demonstrate adequate diversity. No requirement governing the nature of the programming effort of an educational station exists, and formalizing the ascertainment process would not change this fact. Specifically, in view of the extremely high costs

involved, there is very little news gathering on the local scene by educational stations. Even if they present news and public affairs of a non-local nature this is not demonstrative of diversity on local issues. This lack of local orientation was the reason for our action refusing to take into account commercial signals of less than city-grade. Brockway states that there is no minimum specified in the time a commercial station devotes to news or public affairs, but this fact does not obscure a recognition of the situation as it exists. Moreover, if the implication of Brockway's argument were true, it would cast doubt on automatically exempting combinations if an outside commercial station encompassed the newspaper community. This would be the result of our not being able to rely on the fact that these stations offer news and public affairs, and under this test, encompassment would be irrelevant unless we found a significant programming response in local news and public affairs. This method of proceeding was implicitly rejected in the second report and order because we did not want to enter a thicket of qualitative judgments, based on the performance of stations on an individual basis. Nonetheless, when it comes to waiver rather than the establishment of general rules, the particular efforts of the educational station in Brockway's area could be considered for whatever weight they deserve. Since we cannot simply equate educational and commercial stations, changing the rule on such a premise must be rejected.

18. Brockway charges it is arbitrary to include its interests on the list for divestiture even though there are three other city-grade signals available (one translator, one educational and one Canadian) and it has a program-originating cable system and receives two Grade B television signals from Syracuse stations. This it contrasts with the Columbus, Mississippi, situation where no divestiture was required because a Tupelo, Mississippi, station provides a city-grade signal, the only other one the residents of that city receive. It asserts that its own situation is much different with much more diversity being offered by media not present in the other case. It also asserts that the Tupelo station does not address the needs of Columbus. The trouble with this argument is that Brockway in effect is asking us to hold on a general basis that several apples (translators, Grade A or B signals, etc.) count as much or more than one orange (a city-grade signal). The rule specifies the latter and not the former because one city-grade signal if it encompassed was thought to suffice and the other media were not thought to have enough impact or directed themselves to local issues and we continue to believe this.

19. Just as with educational stations, we were not prepared to accept translators or foreign stations as sufficient to demonstrate diversity. A translator is nothing more than a low power station which functions as a mechanism for extending the range of a distant station, which by virtue of its separation does not respond to the needs of the newspaper

community. Realistically it could not be required to do so. This is not to say that the choice of entertainment and other programs which translator stations help make possible is not important; it is. In fact, on national or state issues they can offer material which is important in providing diversity, but this does not extend to the area of local news and issues, and this is the vital concern with which we were dealing. A foreign station ordinarily would not do so either, and as we observed before, even if it did, there is no certainty that it would continue doing so or a way this Commission could act to insure that it would. Finally, there is the presence of a cable system, but here, too, even with origination, the system could not be considered the equal of a station providing a city-grade signal. Any argument that a particular system offers such diversity on a par with a city-grade signal, belongs in a waiver context, not here. Nor do all systems have the percentage of subscribers that the Watertown system does, nor does it typify the industry in terms of local origination. Thus, while the special facts may be considered in connection with a waiver request, we cannot use them to formulate a revision of a rule of general applicability.

20. Finally, Brockway would have us re-write the rules to include consideration of smaller local media and media from outside the city of Watertown, since in its view theirs is not a "local" market as such but one containing several counties in its primary area. Under their system, Grade A and Grade B signals would also be included and so would the cumulative impact of weekly newspapers. This, however, is not dispositive on the matter of our primary concern, that of local diversity. Outside media ordinarily cannot be expected to give much attention to local affairs and the smaller local media would ordinarily not be expected to have a large impact. Brockway is free to pursue its argument that its case is unusual in this regard and seek waiver on this basis. Also, while the advertising market may resemble the picture Brockway offers, this does not connect with the principal concern, that of diversity.¹² To the extent that these or any other matters demonstrate that the situation in a particular area so differs from the norm as to arguably support waiver on that basis, parties are free to so allege. When, as in Hickory and Brookfield, the facts are clear at first blush, we need not wait for a petition. Reconsideration, however, must be denied.¹³

21. The previous discussion has dealt with all the petitions for reconsideration

¹² When it comes to soliciting advertising, it does not seem that the outside media would be able to compete effectively or that the weekly newspapers would have much of an impact.

¹³ A motion was filed by the National Citizens Committee for Broadcasting seeking expedited consideration of the petitions on which we are now acting. While we are not acting quite as speedily as it would have liked, the action is nonetheless quite prompt and in effect grants the relief requested.

properly before us.¹⁴ There is another pleading entitled petition for reconsideration, but this filing, by the Findlay Publishing Company, does not seek reconsideration of the rules we adopted as such. Rather, it seeks to have the divestiture requirement which was applied to it lifted on the basis of encompassment of the community by another city-grade signal. Because of this fact the petition will be acted upon separately when the review and analysis of the engineering data it submitted is completed.

22. Although it was not mentioned by any of the parties, there is one additional aspect to consider. In §§ 73.35(c), 73.240(c), and 73.636(c), we used the phrase "place(s) a city-grade signal over the community" to express the concept that the city-grade signal was the indicator of diversity in connection with possible divestiture. However, when it came to the prospective part of the new rules, the word "encompassing" was used instead. Since the same concept—inclusion of the entire community inside the city-grade contour—is involved, it is appropriate to make the editorial change of conforming the language to use encompassing throughout. Sections 73.35(c), 73.240(c) and 73.636(c) will be changed accordingly. Section 73.35(c) and 73.240(c) will also be changed to reflect an editorial correction.

23. Accordingly, it is ordered, That the relief requested in the subject petitions is granted to the extent indicated and in all other respects is denied.

24. It is further ordered That the Comments filed by the Nebraska Broadcasters Association, Inc. are dismissed.

25. It is further ordered That pursuant to authority contained in sections 4 (i) and (j) and 303 of the Communications Act of 1934, as amended, §§ 73.35(c), 73.240(c) and 73.636(c) are amended as set forth below effective July 11, 1975.

26. It is further ordered, That this proceeding is terminated.

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

Adopted: May 28, 1975.

Released: June 5, 1975.

FEDERAL COMMUNICATIONS
COMMISSION

[SEAL] VINCENT J. MULLINS,
Secretary.

1. Section 73.35(c) is amended to read as follows:

§ 73.35 Multiple ownership.

(c) No renewal of license shall be granted for a term extending beyond January 1, 1980, to any party that as of January 1, 1975, directly or indirectly owns, operates or controls the only daily newspaper published in a community and also as of January 1, 1975, directly or indirectly owns, operates or controls the

¹⁴ On May 2, 1975, the Nebraska Broadcasters Association, Inc. filed "Comments" but this filing is untimely even if intended as a petition for reconsideration and it need not be considered.

only commercial aural station or stations encompassing the entire community with a city-grade signal during daytime hours (predicted or measured signal for AM, predicted for FM). The provisions of this paragraph shall not require divestiture of any interest not in conformity with its provisions earlier than January 1, 1980. Divestiture is not required if there is a separately owned, operated or controlled television broadcast station licensed to serve the community.

2. Section 73.240(c) is amended to read as follows:

§ 73.240 Multiple ownership.

(c) No renewal of license shall be granted for a term extending beyond January 1, 1980, to any party that as of January 1, 1975, directly or indirectly owns, operates or controls the only daily newspaper published in a community and also as of January 1, 1975, directly or indirectly owns, operates or controls the only commercial aural station or stations encompassing the entire community with a city-grade signal during daytime hours (predicted or measured signal for AM, predicted for FM). The provisions of this paragraph shall not require divestiture of any interest not in conformity with its provisions earlier than January 1, 1980. Divestiture is not required if there is a separately owned, operated or controlled television broadcast station licensed to serve the community.

3. Section 73.636(c) is amended to read as follows:

§ 73.636 Multiple ownership.

(c) No renewal of license shall be granted for a term extending beyond January 1, 1980, to any party that as of January 1, 1975, directly or indirectly owns, operates or controls the only daily newspaper published in a community and also as of January 1, 1975, directly or indirectly owns, operates or controls the only commercial television station encompassing the entire community with a city-grade signal. The provisions of this paragraph shall not require divestiture of any interest not in conformity with its provisions earlier than January 1, 1980.

[FR Doc. 75-15069 Filed 6-9-75; 8:45 am]

[Docket No. 20242 RM-3127; FCC 75-595]

PART 73—RADIO BROADCAST SERVICES
Report and Order

In the matter of amendment of § 73.202(b), Table of Assignments, FM Broadcast Stations. (Cathedral City, El Centro, and Indio, California).

1. We here consider the notice of proposed rule making and order to show cause in the above-captioned proceeding (39 Fed. Reg. 40863). On the basis of a petition filed by Glen Barnett (Barnett), license of Stations KWXY and KWXY-FM (Channel 276A), Cathedral City,

California (RM-2127), the notice proposed the substitution of Channel 253 in lieu of 276A at Cathedral City, which required changes of the channel assignments at El Centro and Indio, California, respectively, from 253 to 298 and from 252A to 276A. Since the El Centro channel is occupied by Station KNEU(FM), an order to show cause was directed to the licensee, Schaefer-Wade Broadcasting Co., as required by section 316(a) of the Communications Act of 1934, as amended, advising as to its rights to a hearing thereunder and § 1.87 of the Commission's rules and regulations. Only Barnett filed comments.

2. The issues are set forth in the notice and we briefly summarize them. As there stated, Barnett wishes to serve the needs of the population of the Coachella Valley (Valley) desiring the type of programming broadcast by Station KWXY-FM (a beautiful music format). He adduced information as to the background of Cathedral City and the Valley particularly with respect to physical and geographical characteristics. Cathedral City is an unincorporated community located in Riverside County, population 459,074.¹ The Valley, about 100 miles east of Los Angeles, is a 40 mile long generally flat area (running in a northwest-southeasterly direction) completely surrounded by mountains varying in elevation from 3,000 to almost 11,000 feet which shield out outside broadcast signals. Cathedral City and other communities in the general area are in "coves" surrounded on three sides by rocky promontories which prevent good reception of FM signals. The petitioner alleged that a Class B station located on Edom Hill—where the transmitters of TV Stations KMIR and KPML are sited—would serve the entire Valley bringing both first and second service to areas not served by Stations KDES-FM, Channel 284, licensed at Palm Springs, and KVIM (FM), Channel 229, licensed at Coachella.

3. In adopting the Notice, we rejected certain contentions and raised specific questions as concerns others. For example, we rejected the suggestion that the Valley is a "community" with a 90,000 year-round population. In so doing we pointed to the fact that petitioner acknowledged a lack of community interest inasmuch as the southern part of the Valley is agricultural and the northern part is an affluent tourist center, and cited Yorktown, 42 F.C.C. 2d 722 (1973), and Colorado Springs, 44 F.C.C. 2d 1047 (1974) as being relevant to the question. On the other hand, we strongly indicated that it might be possible to substitute a Class B channel for the Class A on the basis of some other consideration: one is that the population of Cathedral City exceeds 10,000² which, because it is un-

incorporated, raised further questions of what constitutes Cathedral City and whether a Class B channel is necessary to provide a principal community signal to it (Section 73.315(a) of the Commission's Rules and Regulations). We also said that there would be a basis for such an assignment if there would be service to unserved and underserved areas under the Roanoke Rapids, 9 F.C.C. 2d 672 (1967), decision, as modified in Anamosa and Iowa City, 46 F.C.C. 2d 520, 525-6 (1974), decision, which requires a showing as to nighttime AM stations in the area. The Roanoke Rapids doctrine in fact serves as the basis for our decision here.

4. As already noted, we also served Station KNEU(FM) with an Order to Show Cause. Further, in this respect, in order that there would be no misunderstanding, we referred to the "well settled Commission policy" that if a change in the FM Table of Assignments is made which requires an operating station to change its channel of operation it is entitled to be reimbursed for the cost of change by the party benefitting from the change and cited the leading decisions on this point.

5. Barnett has adduced further information as to the population and growth of the area. Thus, we are told that the Riverside County Planning Department in a release, dated January 1, 1974, reported that the population of the county is 507,800, a gain of over 48,000 from the 1970 Census and the Valley's permanent population is now 105,000. As concerns Cathedral City, incorporation is being considered of an area including a population of 7,500, although there are another 2,000 persons in what remains of unincorporated Cathedral City.³ Barnett still argues that the Coachella Valley is a community, but we need not discuss this further in light of what was said in the Notice, particularly since it is not a decisional factor here. As concerns the topography, we are further told that Cathedral City is one of five communities known as the "Cove Communities" (the others are Rancho Mirage, Palm Desert, LaQuinta, and Indian Wells) and that part of Palm Springs also lies in a cove. These coves are formed by rock formations over 1,000 feet high that lie within one-half mile of the residential areas and that are backed by higher rock formations within a short distance (for example, Mt. San Jacinto less than 8 miles from Palm Springs' main business section is 10,000 feet above it). Barnett amplifies on the problems caused by the mountains; they not only bar signals but also the coves create transmission difficulties (multipath re-

flections create fading and distortion to automobile radios, and even fixed receivers with outside directional antennas have unsatisfactory reception). It is asserted that many of the problems would be corrected if KWXY-FM transmitted from a higher angle with maximum Class B facilities.

6. As concerns other service, there are no AM stations and the only FM service is from Stations KDES-FM (Palm Springs) and KVIM(FM), Coachella. According to Barnett's engineering study, KWXY-FM would provide a first aural service to 2,094 persons in an area of 730 square miles and a second FM aural service to 8,199 persons in an area of 856 square miles. However, these computations were made on the questionable assumption that coverage of Stations KHSJ-FM (Hemet), KDES-FM (Palm Springs), and KVIM (Coachella) should be based upon authorized antenna height because the stations with negative heights would not find it practicable to increase antenna height by the magnitude required to meet the criteria set forth in Roanoke Rapids. In any event, it is only the operation of Station KVIM(FM) which affects unserved and underserved areas; with an assumed power of 75 kW and a 500 foot antenna height (Roanoke Rapids assumed facilities) that station would provide service to the protected 1 mV/m (60 dBu) contour of approximately a 25 mile radius. Even on this basis, there would still remain a substantial unserved area and the balance of the area claimed as unserved would be underserved (that is, it would receive one aural broadcast service). Thus, whether we use actual facilities or Roanoke Rapids assumed facilities for KVIM(FM), there would be 10,293 persons in a 1,586 square mile area who would be receiving either a first or second aural broadcast service. In view of this showing, we find that the public interest, convenience, and necessity is served by assigning Channel 253 in lieu of 276A to Cathedral City. There is no need to discuss the other supporting arguments made by Barnett. Accordingly, in order to meet mileage spacings we also substitute Channel 298 for 253 at El Centro, and 276A for 252A at Indio.

7. In the Notice, we briefly discussed reimbursement for the channel change of Station KNEU(FM), El Centro. In this respect, Barnett proposed that he would purchase the necessary antenna, arrange for tower and antenna installation, obtain necessary components to alter the KNEU transmitter to the new channel, pay reasonable amount for replacement of printed materials, and reasonable newspaper advertising to inform listeners of the new dial position. This generally seems to accord with the principles set forth in the decisions referred to in the Notice (see particularly Circleville, 8 F.C.C. 2d 159, 164 (1967)). On the other hand, the arrangement is somewhat unusual to the extent that Barnett will purchase the necessary equipment and arrange for the technical changes directly. This is based on Barnett's view that there will be some sav-

¹ Unless otherwise indicated, all population figures are from the 1970 Census.

² Higher class FM channels (B or C depending on the zone) are assigned to communities of less than 10,000 population only on a special showing, but such showing is not required as to those with 10,000 population or more.

³ The adjustment of the anticipated population for Cathedral City results from the incorporation of part of the area included in the previous estimate for Cathedral City as Rancho Mirage (pop. 5,616), Palm Desert, pop. 14,165, another nearby community also has been incorporated. These communities are contiguous to each other: in a roughly north-south direction, they are Cathedral City (which adjoins Palm Springs (pop. 20,936)), Rancho Mirage, and Palm Desert.

ing by virtue of buying equipment for KWXY-FM at the same time. We have no objection to this arrangement, which, in the absence of comment from KNEU, apparently is agreeable to the licensee of that station.

8. Accordingly, it is ordered, That effective July 3, 1975, the FM Table of Assignments (§ 73.202(b) of the Commission's Rules and Regulations) is amended as concerns the communities named to read as follows:

§ 73.202 Table of assignments.

CALIFORNIA	
City:	Channel No.
Cathedral City.....	253
El Centro.....	298
Indio.....	276A

Under the terms of the United States-Mexico FM Broadcasting Agreement, the appropriate representatives of the United Mexican States have indicated that there is no technical objection to these changes.

9. It is further ordered, That pursuant to section 316(a) of the Communications Act of 1934, as amended, the outstanding license held by Glen Barnett for Station KWXY-FM, Cathedral City, California, is modified effective July 3, 1975, to specify operation on Channel 253 instead of Channel 276A. The licensee shall inform the Commission in writing by no later than July 23, 1975 of its acceptance of this modification. Station KWXY-FM may continue to operate on Channel 276A subject to the following conditions:

(a) At least 30 days before commencing operation on Channel 253, the licensee of Station KWXY-FM shall submit to the Commission the technical information normally required of an applicant for a construction permit on Channel 253;

(b) At least 10 days prior to commencing operation on Channel 253, the licensee of Station KWXY-FM shall submit the measurement data required of an applicant for an FM broadcast station; and

(c) The licensee of Station KWXY-FM shall not commence operation on Channel 253 without prior Commission authorization.

10. It is further ordered, That pursuant to section 316(a) of the Communications Act of 1934, as amended, the outstanding license held by William Wade and Thomas Carl Schaefer d/b/a Wade Broadcasting Co., for Station KNEU (FM), El Centro, California, is modified effective July 3, to specify operation on Channel 298 instead of Channel 253. The licensee shall inform the Commission in writing by no later than July 23, 1975, of its acceptance of this modification. Station KNEU (FM) may continue to operate on Channel 253 until it is ready to operate on Channel 298, or the Commission sooner directs. Authorization to operate on Channel 298, is subject to the following conditions:

(a) At least 30 days before commencing operation on Channel 298, the licensee of Station KNEU (FM) shall submit to the Commission the technical information normally requested of an applicant;

(b) At least 10 days prior to commencing operation on Channel 298, the licensee of Station KNEU (FM) shall submit the measurement data required of an applicant for a broadcast station license; and

(c) The licensee of Station KNEU (FM) shall not commence operation on Channel 298 without prior Commission authorization.

11. Authority for the actions taken here is found in sections 4(f), 303 (g) and (r), 307(b), and 316(a) of the Communications Act of 1934, as amended.

12. It is directed, That the Secretary of the Commission send a copy of this report and order by certified mail return receipt requested to Station KNEU (FM), c/o William Wade and Thomas Carl Schaefer, d/b/a Schaefer-Wade Broadcasting Company, 207 East Gillette Road, El Centro, California 92243.

13. It is further ordered, That this proceeding is terminated.

(Secs. 4, 5, 303, 307, 48 Stat., as amended, 1066, 1068, 1082, 1083; (47 U.S.C. 154, 155, 303, 307))

Adopted: May 20, 1975.

Released: June 3, 1975.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] VINCENT J. MULLINS, Secretary.

[FR Doc. 75-15070 Filed 6-9-75; 8:45 am]

[Docket No. 20027; FCC 75-611, RM 2050]

PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS: GENERAL RULES AND REGULATIONS

PART 91—INDUSTRIAL RADIO SERVICES

Frequency Allocation for Oil Spill Cleanup Operations

1. On April 26, 1974, the Commission released a notice of Proposed Rule Making (FCC 74-389) in the above captioned matter proposing that certain frequencies be allocated specifically for use in oil spill cleanup operations.¹ The notice was duly published in the FEDERAL REGISTER on May 2, 1974 (39 FR 15315). Comments were due by May 31, 1974, and reply comments, by June 11, 1974. These dates were subsequently extended to June 29, and July 29, 1974, respectively.

2. The proposal embodied in the notice was in response to a petition submitted by the American Petroleum Institute (API) requesting that a nationwide

¹ In summary, the frequencies proposed in the notice were as follows: 25.04, 25.08, 36.25, 41.71, 150.980/156.255, 159.480/161.580, and 454.000/459.000 MHz. The Coast Guard frequency 157.075 MHz would also be used as an interface between Coast Guard and other Government and non-Government entities involved in a cleanup.

"family" of frequencies be allocated to the Petroleum Radio Service for communication in support of oil spill cleanup operations. API additionally requested that the eligibility in the Petroleum Radio Service rules be expanded to permit the use of such frequencies by non-profit oil spill cleanup cooperatives formed by various oil companies to pool equipment and personnel for use in the event of a spill.

3. The notice also requested comments on possible secondary use of some of the oil spill channels for non-critical operations in the Petroleum and perhaps other radio services which could cease operations immediately if the channels are required during an oil spill.

4. Comments were submitted by API, the Oil Spill Control Association of America (OSCAA), and the Industrial Marine Service, Inc. (IMS), and reply comments, by API. In its comments, API supported the Commission's proposals and cited the necessity for a uniform national plan for coordination in the use of the two shared Government/non-Government frequencies in the 40 MHz region. It also reiterated its desire for a second pair of UHF frequencies which it hoped to obtain as a result of channel splitting in the remote pickup broadcast auxiliary bands. It further suggested that proposed footnote 39 (§ 91.304b), which precludes secondary usage of the frequency pair 454.000/459.000 MHz, be deleted. API maintained that the apparent reason for this prohibition stems from the Commission's concern that adjacent channel interference might be caused to stations authorized under Part 21 of the rules and regulations. However, it noted that the Petroleum Frequency Co-ordination Council (PFCC) is prepared to maintain frequency co-ordination maps reflecting the existence of all Domestic Public Land Mobile Radio Service (DPLMRS) adjacent channel stations, and there would therefore be no reason to prohibit secondary use of these frequencies.

5. API also noted that the PFCC is prepared to perform the frequency co-ordination function for all of the oil spill cleanup assignments, a function it feels is especially necessary in view of the secondary communications. These secondary communications, API stated, should be available in the Petroleum Radio Service "for any permissible communication requirement, in the applicant's opinion, could be transferred to another assigned frequency or otherwise accommodated by some alternative means during an oil spill emergency." API also outlined examples of what it felt to be appropriate secondary uses of these frequencies.

6. While OSCAA and IMS also supported the main intent behind the Commission's proposal, they felt the eligibility clause, § 91.301 (d), was too restrictive. This clause would exclude for-profit third party contractors, who also carry out the oil spill cleanup function. The clause now limits eligibility to "non-profit corporations or associations". Ac-

cording to OSCAA, profit-oriented third party contractors are major participants in oil spill cleanup operations and should also have access to these special frequencies. OSCAA further noted that the small spills, which are the main business of the commercial contractors, can cumulatively be as hazardous as the larger ones. It cited several situations where an oil company or co-operative was not involved in an actual oil spill cleanup, and therefore, if the rulemaking were adopted as proposed, there would have been no grant of radio authorization under § 91.301(d). While OSCAA noted that § 91.6(d) of the rules provides that a licensee may "install mobile units licensed to him in the vehicles of persons furnishing to the licensee, under contract, and for the duration of the contract only, a facility of service directly related to the activities that constituted eligibility for the station licensee in the service in which he is authorized," it contended that this concept is dependent upon the consensus of eligible parties and is "both circuitous and unnecessary".

7. In its reply comments, API addressed OSCAA's comments concerning eligibility and reaffirmed its position that eligibility should be restricted to oil companies and cooperatives to ensure a disciplined service and immediate access in the case of an emergency. API cited an Oakland oil spill as an example which involved some forty-eight commercial contractors, most of which were engaged in such peripheral duties as provision of labor, food, tug boats, air service, temporary pipelines, trucks, pumps and cranes. API argued that it would be impossible to clear the emergency channels for the primary intended purpose if all these entities were licensed to use them.

8. With regard to API's comments concerning a uniform co-ordination policy for the two Coast Guard frequencies, we have decided, after conferring with the Coast Guard, that the necessary coordination should be effected between the Commission and the Coast Guard after the application has been submitted. Prior coordination by the applicant will therefore not be necessary.

9. In regard to the second pair of UHF frequencies requested by API, we have recently issued a Notice of Proposed Rule Making in Docket 20189³ which, among other things, proposes channel splitting in the 450 MHz broadcast remote pickup band. Once the comments in that proceeding have been evaluated, we may issue a further notice in the instant proceeding to consider the possible allocation of one additional UHF channel pair for oil spill use.

10. On the eligibility question, we recognize the important role of commercial contractors in oil spill cleanup operations and their need for efficient radio communications to supervise their own activities and to coordinate with other on-scene officials during a cleanup operation. However, we also agree with API that the use of these channels for non-oil spill cleanup functions must be carefully controlled to ensure their availability during an oil spill emergency.

Therefore, we have amended the proposed § 91.301(d) to extend eligibility to "any person engaged solely in the containment or cleanup of oil spills." This will include commercial contractors whose only business is oil spill cleanup, but preclude those who are also engaged in other enterprises. Parties who are not eligible to use the oil spill frequencies may, of course, use channels allocated to other radio services in which they are eligible. Also, as noted by API, § 91.6(d) of the Commission's rules provides a means whereby commercial contractors may obtain and use equipment authorized to oil spill cooperatives, or other parties licensed to use oil spill channels, while under contract to clean up an oil spill.

11. In the notice we proposed that the oil spill channels be made available also for secondary uses which could be terminated in the event of an oil spill emergency. As mentioned in the preceding paragraph, we are concerned that secondary use of these channels be tightly controlled so they can be quickly cleared for the primary use. To maintain such control, we believe it is necessary to restrict secondary usage to entities eligible in the Petroleum Radio Service. Also, as suggested by API, secondary usage will be permitted on all channels herein allocated except 36.25 and 41.71 MHz which are primarily Government channels. Non-Government use of these latter two channels for oil spill purposes is further limited to inland and coastal waterway areas.

12. Finally, we have become aware that the frequencies 156.255 and 161.580 MHz are only 5 kHz removed from two international maritime mobile frequencies, 156.250 and 161.575 MHz. As one alternative, we considered shifting the oil spill channels so that they would coincide with the maritime frequencies. However, such a change would place the two oil spill frequencies within 10 kHz of presently allocated frequencies in the Highway Maintenance and Railroad Radio Services, thereby exposing all of these services to mutually harmful potential interference. We believe that a better choice is to replace the above two frequencies with two other frequencies, 154.585 and 158.445 MHz. The frequency 154.585 MHz is in the Business Radio Service band placed between two general use low power (3 watts) mobile frequencies with a spacing of 15 kHz. The frequency 158.445 MHz is located between two frequencies, one in the Forest Products and Manufacturing Radio Services, and the other in the Business (one way paging), Forest Products and Special Industrial Radio Services.

13. Accordingly, pursuant to authority contained in sections 4(i) and 303(r) of the Communications Act of 1934, as amended, it is ordered that, effective July 11, 1975, Parts 2 and 91 of the Commission's rules are amended as shown below.

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

Adopted May 28, 1975.

Released June 5, 1975.

FEDERAL COMMUNICATIONS
COMMISSION,¹
VINCENT J. MULLINS,
Secretary.

Chapter I of Title 47 of the Code of Federal Regulations is amended as follows:

§ 2.106 Table of frequency allocations.

1. Section 2.106 is amended by the addition of new footnote NG112 to the frequency bands 25.01-25.33, 150.8-150.98, 150.98-151.4825, 154.46-154.6375, 158.115-158.475, 158.715-159.48, 159.48-161.575, 454-455, 456-459, and 459-460 MHz; and by the addition of new footnote US220 to the frequency bands 36-37 and 40-42 MHz. The new footnotes read as follows:

NG112 The frequencies 25.04, 25.08, 150.980, 154.585, 159.480, 158.445, 454.000, and 459.000 MHz may be authorized to stations in the Petroleum Radio Service for use primarily in oil spill containment and cleanup operations and secondarily in regular land mobile communication.

US220 The frequencies 36.25 and 41.71 MHz may be authorized to Government stations and non-Government stations in the Petroleum Radio Service, for oil spill containment and cleanup operations. The use or cleanup operations is limited to the inland of these frequencies for oil spill containment and coastal waterway regions.

2. In § 91.301, paragraph (d) is added to read as follows:

§ 91.301 Eligibility.

(d) A person engaged solely in the containment or cleanup of oil spills. Only those frequencies designated by limitations (41) and (42) in § 91.304(b) will be assigned to such applicants for these purposes.

3. In § 91.304(a) the table is amended and, in paragraph (b), limitations (41), (42), (43), and (44) are added to read as follows:

§ 91.304 Frequencies available.

(a) * * *

Petroleum radio service frequency table

Frequency or band	Class of station(s)	Limitations
25.04	do	41
25.08	do	39
25.08	do	16, 41
36.25	do	43
40.68	Operational fixed	2, 3
41.71	Base or mobile	42
48.56	do	10
150.980	Base or mobile	41
153.035	do	36
154.585	Mobile	41, 43
158.145	Base or mobile	35
158.445	Mobile	41, 44
159.480	Base or mobile	41
169.425	Operational fixed	2
454.000	Base or mobile	41
459.000	Base or mobile	41

¹ Commissioners Hooks and Washburn absent.

(b) * * *

(41) This frequency is primarily available for oil spill containment and cleanup operations and for training and drills essential in the preparations for the containment and cleanup of oil spills. It is secondarily available for general base-mobile operations in the Petroleum Radio Service on a non-interference basis. Secondary users of this frequency are required to forego its use should oil spill containment and cleanup activities be present in their area of operation or upon notice by the Commission or a primary user that harmful interference is being caused to oil spill containment and cleanup activities in other areas.

(42) This Government frequency is available for shared Government/non-Government use by stations engaged in oil spill containment and cleanup operations and for training and drills essential in the preparation for containment and cleanup of oil spills. Such use will be confined to inland and coastal waterways.

(43) This frequency is limited to a maximum plate power input to the final radio frequency stage of 30 watts.

(44) This frequency is limited to a maximum plate power input to the final radio frequency stage of 120 watts.

[FR Doc. 75-15067 Filed 6-9-75; 8:45 am]

[Docket No. 20073, RM-2349; FCC 75-613]

PART 97—AMATEUR RADIO SERVICE**Report and Order Permitting Linking of Stations**

In the matter of amendment of Part 97 of the Commission's rules to permit linking of amateur repeater stations.

1. On June 5, 1974, the Commission adopted a notice of proposed rule making in the above-entitled matter which was published in the FEDERAL REGISTER on June 13, 1974, (39 FR 20704). Proposals in this proceeding contemplated amendment of Part 97 of the Commission's rules to delete the proscription against interconnecting more than two repeater stations in the Amateur Radio Service, i.e., the tandem operation of more than two repeaters. Comments as to these proposals were submitted by the parties listed in Appendix A.¹ Each of these comments has been carefully considered as indicated in the following discussion.

2. By way of background, in 1972, the Commission formalized specific rule pro-

visions for the operation and technical development of amateur radio stations which can receive and automatically retransmit the signals of other amateur stations. (See the report and order in Docket No. 18803, 37 FCC 2nd 225, 1972.) Prior to these rule changes, repeater stations had been authorized in the Amateur Radio Service under limited general rules that related primarily to any remotely controlled station. In that proceeding the Commission expressed the opinion that terrestrial repeater stations should be utilized only for intra-community radiocommunication. This and a desire to conserve spectrum led the Commission to adopt rules which would accommodate the majority of situations. In March, 1974, the American Radio Relay League, Incorporated, submitted a petition for rule making, RM-2349, to delete the portion of the rules which prohibits the interconnection of more than two repeater stations.

3. All comments supported the proposal as being timely and in general conformance with today's practical requirements for amateur repeater operations. Some respondents, however, confused the proposal to permit unrestricted tandem operation of repeater stations with a proposal to eliminate the prohibition of crossband operation of such interconnected stations. The subject of crossband operation of amateur repeaters is being considered in a separate proceeding, FCC Docket No. 20113. This proceeding deals only with the tandem operation of repeater stations which are being operated in the same frequency band.

4. In line with our proposal, we are deleting the prohibition of tandem operation of more than two repeater stations. Certain requirements will, however, have to be observed by the licensees/trustees of all such stations which are interconnected. Since at least two different stations are involved in a system of interconnected repeaters, a system network diagram, showing all related stations in the system, must be submitted in accordance with § 94.47(e) of the Commission's rules by the licensee(s) of each participating station. This diagram should include any auxiliary link stations which may be used to effect the interconnection. It is required even though the interconnection may occur only occasionally or on a part-time basis and is brought about by the Commission's need to be aware of which stations are involved in such a system.

5. Licensees/trustees and control operators of all tandem operated repeater and associated stations should remain aware that the interconnection of their station with any other station does not relieve them of the responsibility for proper operation of their station. If any of the participating stations are licensed to be operated by remote control, the submission of a revised system network diagram does not, in itself, alter the list of authorized control points for each remotely controlled station. Where the authorized control points of one station in a system of interconnected stations are also intended to serve as primary control points for other stations in the system, the station licenses of those other stations must be appropriately modified.

6. The revised rules will afford amateurs considerably increased flexibility in the operation of repeater systems. Implementation of tandem operation of repeater stations will require no special applications. However, as previously discussed, revised system network diagrams must be submitted to the Commission for each participating station. These diagrams should be sent directly to the Federal Communications Commission, Gettysburg, Pa. 17325, and should be clearly marked as to the name(s) of the licensee(s) and the call signs of the participating stations.

7. In consideration of the foregoing, the Commission finds that amendment of the rules to permit unrestricted interconnection of amateur repeater stations is in the public interest, convenience, and necessity.

8. Accordingly, pursuant to authority contained in sections 4(i) and 303(r) of the Communications Act of 1934, as amended, *It is ordered*, That, effective July 11, 1975, Part 97 of the Commission's Rules is amended as set forth below:

§ 97.89 [Amended]

In § 97.89, paragraph (c) is deleted and designated reserved.

9. *It is further ordered* That this proceeding is terminated.

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

May 28, 1975.

June 5, 1975.

FEDERAL COMMUNICATIONS
COMMISSION,[SEAL] VINCENT J. MULLINS,
Secretary.

[FR Doc. 75-15071 Filed 6-9-75; 8:45 am]

¹ Appendix A Filed as part of the original document.

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

Agricultural Marketing Service

[7 CFR Part 1060]

MILK IN THE MINNESOTA-NORTH DAKOTA MARKETING AREA

Proposed Suspension of Certain Provisions of the Order

Notice is hereby given that, pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), the suspension of certain provisions of the order regulating the handling of milk in the Minnesota-North Dakota marketing area is being considered for the months of July and August 1975.

All persons who desire to submit written data, views, or arguments in connection with the proposed suspension should file the same with the Hearing Clerk, Room 112-A, Administration Building, United States Department of Agriculture, Washington, D.C. 20250, not later than June 19, 1975. All documents filed should be in quadruplicate.

All written submissions made pursuant to this notice will be made available for public inspection at the office of the Hearing Clerk during regular business hours (7 CFR 1.27(b)).

§ 1060.13 [Amended]

The provisions proposed to be suspended are as follows:

1. The parts of paragraph (c) (1) that read, "During March through June" and "During the months of July through February such handler may divert an aggregate quantity not exceeding 50 percent of the milk of all such producers whose milk has been received at a pool plant(s) for at least 3 days during the month."

2. The parts of paragraph (c) (2) that read, "During March through June" and "During the months of July through February such handler may divert an aggregate quantity not exceeding 50 percent of the milk of all such producers whose milk has been received at his pool plant(s) for at least 3 days during the month."

3. Paragraph (c) (3) in its entirety.

STATEMENT OF CONSIDERATION

The proposed suspension would permit unlimited diversion of producer milk under the Minnesota-North Dakota order during the months of July and August 1975.

The order provides that during any month of July through February a cooperative association may divert for its ac-

count a total quantity of milk not in excess of 50 percent of the milk of all member producers whose milk has been received at a pool plant(s) for at least 3 days during the month. Similarly, a handler in his capacity as the operator of a pool plant, may divert for his account the milk of producers (other than a member of a cooperative association that is a diverting handler during the same month) in a total quantity not exceeding 50 percent of the milk of all such producers whose milk has been received at his pool plant(s) for at least 3 days during the month. Provision is made for unlimited diversion during the months of March through June.

The purpose of the diversion provisions is to facilitate the orderly and efficient disposition of the market's reserves. The direct movement of milk from a producer's farm to a nonpool plant for disposition in manufacturing avoids the unnecessary expense of handling involved if the milk were required to be delivered first to the pool plant where normally received and then transferred to the nonpool plant.

This suspension action is requested by Land O'Lakes, Inc., to accommodate the handling of reserve milk on the market. The suspension would continue for 2 months the period in which unlimited diversion is permitted.

The producer association indicated that if no suspension action is taken, inefficient handling would be necessary to assure producer milk status for a large quantity of the reserve milk it handles under the order. The cooperative claims that much of the milk previously diverted directly from farms to nonpool plants for manufacture would need to move through pool supply plants to qualify as producer milk and then to nonpool plants. This would involve hauling to and from the supply plant, instead of a single haul from the farm to the nonpool plant. Also, it would involve the cost of handling the milk through the supply plant. The petitioner further states that the additional receipts at supply plants would require larger shipments from such plants to distributing plants if the supply plants are to meet the pool qualification standard. This would be a less efficient method of furnishing supplies to distributing plants where much of the receipts are normally direct from farms.

Signed at Washington, D.C., on:
June 4, 1975.

JOHN C. BLUM,
Associate Administrator.

[FR Doc.75-15042 Filed 6-9-75;8:45 am]

Rural Electrification Administration

[7 CFR Part 1701]

CIVIL RIGHTS COMPLIANCE

Change in REA Requirements

Notice is hereby given that, pursuant to the Rural Electrification Act, as amended (7 USC 901 et seq.), REA proposes to amend REA Bulletin 20-19; 320-19, Nondiscrimination Among Beneficiaries of REA Programs, by revising section III. E. to read:

Cooperative Bylaws. The bylaws constitute a contract between the member and the cooperative. As such, a copy of the bylaws with amendments should be readily available to the members. Members should be notified that copies of the bylaws are available at the cooperative's offices. However, each new member is to be provided with a copy of the bylaws.

The provisions of the bylaws or a summary of the bylaws pertaining to membership, annual meetings, board representation, nomination and election procedures for election to the board should be published in the newsletter, provided through direct mailings, or through the use of other media prior to the district meeting or the meeting of the nominating committee. The members of the nominating committee should be identified in such releases.

Persons interested in the revised bulletin may submit written data, views or comments to the Civil Rights Coordinator on or before July 15, 1975. All written submissions made pursuant to this notice will be made available for public inspection at the Office of the Civil Rights Coordinator during regular business hours.

Dated: June 3, 1975.

DAVID L. HAMIL,
Administrator.

[FR Doc.75-15043 Filed 6-9-75;8:45 am]

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Office of Low Income Housing

[24 CFR Part 867]

[Docket No. R-75-338]

PHA-OWNED PROJECTS—PERSONNEL POLICIES AND COMPENSATION

Proposed Rulemaking

Notice is hereby given that the Department of Housing and Urban Development proposes to amend Title 24 of the Code of Federal Regulations by adding a new Part 867, PHA-Owned Projects—Personnel Policies and Compensation, and within it a new Subpart C, Professional Certification of Housing Managers.

These regulations are being proposed because the capabilities and skills of the

Housing Manager are critical to the successful achievement of the purposes of the United States Housing Act of 1937 (Act) in providing assistance to low-income families in low-income housing projects. Daily management decisions and supervision determine to a great extent whether or not a project becomes and remains a financially and socially stable, safe and decent place to live. The quality and effectiveness of these decisions and supervision depend upon the Housing Manager. Such a role imposes obligations beyond those of the housing manager managing housing not subsidized under the Act. The quality of management of the more than one million housing units which make up the Nation's public housing agency-owned housing program will determine for many American families whether they enjoy a safe and decent home in a suitable living environment.

The proposed regulations will require that such Housing Managers be professionally certified by organizations or entities approved by HUD. The requirement will be effective on January 1, 1978, with respect to Housing Managers of 50 or more units and will become effective on January 1, 1980, with respect to Housing Managers of less than 50 units. The regulations will establish standards for obtaining HUD approval of organizations and entities which will qualify to provide Professional Certification.

The regulations are not intended as a substitute for local civil service or public housing agency (PHA) requirements with respect to the position of Housing Manager, but rather to add special requirements with respect to those persons who will be managing PHA-owned housing projects assisted under the Act. The regulations will provide that subsequent to the effective date of the requirement with respect to Professional Certification, the payment of salaries of Housing Managers who are not so certified will be considered ineligible expenditures which will not be approved for the purpose of obtaining Federal operating subsidies under the Act. Finally the subpart will provide opportunity for direct appeal to the Secretary in the case of applicants who are denied certification under a system developed by a professional organization or entity and approved by HUD.

Interested persons are invited to submit written comments or suggestions regarding the proposed regulations to the Rules Docket Clerk, Room 10245, Office of the General Counsel, Department of Housing and Urban Development, 451 Seventh Street, S.W., Washington, D.C. 20410. All communications received on or before July 11, 1975, will be considered before adoption of the final rule. Copies of comments submitted will be available for examination during regular business hours at the above address.

In consideration of the foregoing, it is proposed to amend Title 24 by adding a new Part 867 to read as follows:

PART 867—PHA-OWNED PROJECTS—PERSONNEL POLICIES AND COMPENSATION

Subparts A-B [Reserved]

Subpart C—Professional Certification of Housing Managers

- Sec.
 867.301. Purpose and scope.
 867.302. Definitions.
 867.303. Requirements for professional certification.
 867.304. Salaries of housing managers and assistant housing managers.
 867.305. Costs of training.
 867.306. HUD approval of certifying organizations and entities.
 867.307. Right of appeal.

AUTHORITY: Sec. (d) of the Department of Housing and Urban Development Act (42 U.S.C. 3535(d)); sec. 6(c)(4) of the United States Housing Act of 1937, as amended (42 U.S.C. 1437d); sec. 201(b) of the Housing and Community Development Act of 1974 (42 U.S.C. 1437 note).

§ 867.301 Purpose and scope.

(a) *Purpose.* The purpose of this subpart is to:

(1) Establish the requirement for the Professional Certification of Housing Managers and Assistant Housing Managers; and

(2) Provide for such Professional Certification by professional organizations or other entities.

(b) *Scope.* The requirements set forth in this subpart shall be applicable to all low-income housing projects assisted under the United States Housing Act of 1937 (Act) which are owned by Public Housing Agencies (PHAs) and to all PHAs administering such projects.

§ 867.302 Definitions.

Assistant Housing Manager. Any person who, under the supervision of a Housing Manager, is responsible for the day-to-day Management and operation, including supervision of employees, of a low-income housing project or projects subject to this subpart.

Housing Manager. The person who is responsible for the day-to-day Management and operation, including the supervision of employees, of a low-income housing project or projects subject to this subpart.

HUD. The Department of Housing and Urban Development or its designee.

Professional Certification. The process by which a professional organization or other entity approved by HUD determines and certifies that an individual has met predetermined qualifications which are deemed to constitute a level of proficiency adequate to achieve and/or maintain the essential social, fiscal, environmental, and administrative goals of the low-income housing program established under the Act, the Annual Contributions Contract and HUD regulations issued pursuant thereto for the management of low-income housing projects.

§ 867.303 Requirements for professional certification.

(a) *Housing Managers of Projects of 50 or More Units.* Effective January 1, 1978, any person employed as a Housing Manager of a project of 50 or more dwelling units shall be required to have Professional Certification as a Housing Manager from a professional organization or other entity approved by HUD for that purpose.

(b) *Housing Managers of Public Housing of Less than 50 Units.* Effective January 1, 1980, any person employed as a Housing Manager of a project of less than 50 dwelling units shall be required to have Professional Certifications as a Housing Manager from a professional organization or other entity approved by HUD for that purpose.

(c) *Assistant Housing Managers.* The requirements for Professional Certification shall apply to a person employed as an Assistant Housing Manager effective January 1, 1978, if such employment is with respect to a project of 50 or more dwelling units, or effective January 1, 1980, if such employment is with respect to a project of less than 50 dwelling units; *Provided, however,* That said requirements shall not apply if on the applicable effective date such person is in the process of qualifying for Professional Certification and is working under the supervision of a Housing Manager who has Professional Certification.

§ 867.304 Salaries of housing managers and assistant housing managers.

The salary of a Housing Manager or Assistant Housing Manager who has not received Professional Certification as required in § 867.303 shall be considered an ineligible operating expenditure and shall not be approved as a budget item for the purpose of operating subsidy eligibility in budgets submitted by PHAs to HUD for fiscal years commencing subsequent to the applicable effective date in § 867.303.

§ 867.305 Costs of training.

Costs of specialized training directly related to qualifying for Professional Certification shall be eligible expenditures includable as approvable budget items of expense in the PHA budgets submitted to HUD. Such training must be approved by a HUD-approved organization or entity or by HUD and be designed to enhance the skills of the Housing Manager or Assistant Housing Manager for the purpose of enabling him to qualify for certification. Costs of general education courses shall not be considered an eligible expenditure.

§ 867.306 HUD approval of certifying organizations or entities.

(a) *Approval Procedure.* A professional organization or other entity seeking HUD approval for the purpose of providing Professional Certification of Housing Managers shall submit to HUD appropriate evidence that such organization or entity:

(1) Has the experience and capacity to deal with housing and housing management processes with significant emphasis on low-income housing projects assisted under the Act or assisted under other Federally or State-assisted programs;

(2) Has developed a certification system which includes specific criteria and standards for qualifying for certification; and which includes a right of appeal as set forth in § 867.307 of this subpart C; and

(3) Has developed a program which will enable a person to qualify for certification. The standards and criteria shall include those based on experience, performance, and accomplishments in the field of housing management as well as those based on education, training, aptitude, etc. The standards, criteria, procedures and program for enabling persons to qualify for certification shall be approved by HUD and shall be subject to periodic review and reapproval or disapproval not less often than annually. Such periodic review by HUD shall include the procedures and methods by which the organization or entity incorporates in its training evaluation and certification system the current regulations, policies, and procedures of HUD.

(b) *Publication of Names of Approved Organizations and Entities.* As organizations and entities are approved by HUD for the purpose of Professional Certification of Housing Managers, the names of such approved organizations and entities shall be published in the FEDERAL REGISTER and shall be sent to all PHAs in the form of a notice.

§ 867.307 Right of appeal.

(a) Any person required to hold Professional Certification as a Housing Manager or Assistant Housing Manager under § 867.303 of this subpart, and who fails to qualify for certification under a system adopted by a professional organization or other entity and approved by HUD in accordance with § 867.306 of this subpart, may, notwithstanding any provision of that certification system to the contrary, directly petition the Secretary, or a designee of the Secretary for this purpose, for a reconsideration of the action which denied the petitioner certification.

(b) The petition shall set forth in full all supporting facts and arguments and shall be certified by the petitioner to be true and complete to the best of his knowledge. The petition may be amended by the petitioner at any time prior to decision thereon by the Secretary or may be amended by the petitioner at the direction of the Secretary.

(c) The Secretary shall consider the petition upon its merits together with relevant written information from other persons including, but not limited to, employees and agents of the professional organization or entity and references for the petitioner, and within a reasonable time after the filing date of the petition, the Secretary shall render a decision thereon setting forth the reasons therefor. A copy of the decision shall be fur-

nished to the petitioner and the professional organization or entity.

(d) All materials filed or submitted in regard to a petition under this section shall be maintained for a reasonable period of time following the Secretary's decision thereon and shall be available for public inspection to the full extent of law.

Issued at Washington, D.C., June 2, 1975.

H. R. CRAWFORD,
Assistant Secretary
for Housing Management.

[FR Doc. 75-15080 Filed 6-9-75; 8:45 am]

CIVIL AERONAUTICS BOARD

[Docket No. 27769; EDR-285]

[14 CFR Part 221]

CONSTRUCTION, PUBLICATION, FILING AND POSTING OF TARIFFS OF AIR CARRIERS AND FOREIGN AIR CARRIERS

Dissemination to the Public of Simplified Information Describing Available Air Fares

JUNE 5, 1975.

Notice is hereby given that the Civil Aeronautics Board has under consideration rule-making action to amend Part 221 of the regulations of the Board (14 CFR Part 221) that would require carriers to publish and disseminate to the traveling public simplified information relating to their various available fares and their applicable restrictions.

This Advance Notice of Proposed Rule Making is being issued to invite participation by the industry (including air carriers, foreign air carriers and travel agents), interested governmental agencies, and organizations representing consumer interests, as well as the general public, in the Board's efforts to determine the scope of the problem, to decide whether the promulgation of rules would be appropriate, and, if so, the nature and content of those rules.

Although we shall consider any reasonable rule suggested, we look forward with particular interest to comments addressing the relative benefits and detriments of rules that would:

(1) require each carrier to publish and disseminate simplified statements describing all fares, and their attendant conditions, for service between each city-pair market which the carrier serves, or at least in the most heavily traveled markets; or

(2) require each carrier to publish and disseminate a summary description of all of its discount fares and their respective conditions, possibly along with a tabular presentation of sample comparisons with normal fares; or

(3) require each carrier to compile and disseminate copies of tariff pages showing the entire list of fares in designated markets, along with pertinent excerpts of the actual text of its tariff rules describing available discount fares; or

(4) require that specified information be included in carrier advertising; or

(5) combine two or more of the foregoing requirements.

The purpose of this proceeding is explained in the attached Explanatory

Statement, and it is being instituted to consider the possible issuance of rules under the authority of sections 204(a), 403 and 411 of the Federal Aviation Act, as amended, 72 Stat. 743, 758 (as amended) and 769; 49 U.S.C. 1324, 1373 and 1381.

Interested persons may participate in this rule-making proceeding by submitting twelve (12) copies of written data, views or arguments pertaining thereto addressed to the docket section, Civil Aeronautics Board, Washington, D.C. 20428. All relevant material received on or before July 10, 1975, will be considered by the Board before taking further action in this proceeding. Copies of such communications will be available for examination by interested persons in the Docket Section, Room 710, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C. upon receipt thereof.

Individual members of the general public who wish to express their interest as consumers by participating informally in this proceeding may do so through submission of comments in letter form to the Docket Section at the above indicated address, without the necessity of filing additional copies thereof.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

EXPLANATORY STATEMENT

Inherent in the Federal Aviation Act is the obligation, imposed on us as well as the industry we regulate, to ensure that the public has available to it the information travelers need to make reasoned choices from among the various available air fares. For example, Section 403(a) of the Act provides, in part:

(a) Every air carrier and every foreign air carrier shall file with the Board, and print, and keep open to public inspection, tariffs showing all rates, fares, and charges for air transportation between points served by it, and between points served by it and points served by any other air carrier or foreign air carrier * * * and showing to the extent required by regulations of the Board, all classifications, rules, regulations, practices, and services in connection with such air transportation.

Thus, as we read the Act, practical ways must be found to inform the public of alternative air fares and of the terms governing their availability.

The recent proliferation of discount fares, offering a wide range of prices for individually ticketed air transportation between the same two points, has heightened the Board's concern that consumers should have information readily available as to the alternative fares that are lawfully offered and which, if selected wisely by the traveler, could result in savings. We believe, therefore, that in addition to permitting lawful discount fares to be available, it is incumbent upon us to secure the traveling public a meaningful opportunity to know the nature of the fares available. In this spirit, for example, we issued a letter, dated February 26, 1975, from our then-Acting Chairman to all major air carriers, expressing the Board's concern with "the complexities and ambiguities that have crept into carrier tariffs over the years" and urging the industry to give top priority to the goal of attaining "tariff clarification and simplification."

More recently in this connection, by its petition dated April 23, 1975, the Aviation Consumer Action Project (ACAP) has requested the Board "to institute a rulemaking proceeding to formulate just and reasonable rules for disseminating information on air fares."¹ No answers to the petition have been filed.

ACAP's petition states that: (1) a "plethora" of discount fares recently filed by carriers, and approved by the Board, has resulted in a "dizzying array of airline prices"; (2) many of these fares are being advertised by use of eye-catching labels,² rather than by generic description; and (3) these discount fares are frequently subject to complex restrictions, which are especially designed to limit their use to discretionary travelers, i.e., consumers wishing to travel on vacation or other personal reasons, as distinguished from business travelers. Thus, the thrust of ACAP's petition is that, as a result of these factors, the consumer of air transportation is not adequately informed as to the multiplicity of alternative fares which are frequently available between the same points, at widely varying prices, nor of the particular conditions and restrictions which determine whether or not he is eligible for one or another of the less expensive alternatives. Consequently, ACAP observes, the consumer is largely at the mercy of a carrier's employee or of a travel agent for guidance as to the type of fare which is both most economical and most suitable. ACAP maintains that this is an undesirable situation, because ticket agents are "scarcely better informed than the public," and, moreover, their own economic interests lie in selling the most expensive services to their customers, rather than the lowest-priced.

In light of its foregoing view of the situation confronting the consumer of air transportation, ACAP urges that the Board consider the adoption of rules which would require each air carrier to print and disseminate relevant price information. Specifically, with respect to the 910 most heavily traveled city-pair points, which produce 70 percent of all domestic airline traffic, each carrier should be required to provide a "concise and comprehensible outline" of all available fares and of their particular restrictions. For the other 57,000 domestic city-pair markets,³ each carrier should be required to "distribute a circular explaining every discount plan" it offers.

In view of our own concern with the subject of the Petition, we find merit in ACAP's perception of the problem and of the importance of instituting appropriate remedial actions. But the goal of meaningful communication to the traveling public of information as to available air fares—while easily stated—is not as simple of solution. And our problem is that at this juncture it is

unclear that the type of rule proposed by ACAP would have a net beneficial impact on travelers, or, even assuming that it would, that it is the best or most practical way to accomplish the desired objective.

Consequently, we have determined to institute the within rule-making proceeding, in the same docket that has been opened for consideration of ACAP's petition, so that our action constitutes a formal grant of ACAP's petition, to the extent that it requests such action. However, we shall do so in a manner which reflects our view that the type of rule that ACAP has proposed is but one of several alternative approaches to amelioration of this problem and which makes clear that we are not now in a position to even tentatively adopt ACAP's proposal as our own. Nor, for that matter are we prepared to offer, at this time, any specific rule which we would wish to have regarded as our own proposed remedy. In short, we wish to avoid the implication, necessarily created by our issuance of a normal "Notice of Proposed Rule Making," that the Board is soliciting comments focusing on a particular "proposed rule" which it presumably favors. Instead, we shall utilize a rule-making procedure which we have in the past found to be more suitable in situations such as this, where the existence of a problem is clear but no single proposed rule seems to warrant our tentative endorsement as the appropriate solution. Accordingly, in order to encourage interested persons to freely submit to us alternative suggestions, rather than to confine their comments to any specific "proposed rule," we have determined to issue this Advanced Notice of Proposed Rule Making.⁴

The kinds of rules that we believe hold the greatest promise are outlined in the Advance Notice, and ACAP's proposals are among them. We recognize, however, that each of the outlined types of rules raises one or more problems, such as the following:

(1) Any rule which purports to impose upon airlines a requirement to prepare readily understandable descriptions of fare information poses obvious problems, both for the Board—in terms of the practicality of enforcing a requirement of that type, and

¹ In Docket 24328 there is pending a rule-making proceeding, instituted by EDR-222 (37 P.R. 5964), which is concerned primarily with a proposal to require carriers to disseminate, for the benefit of consumers, comprehensible summaries of prospective price changes for which they have filed appropriate tariffs with the Board. We have been dissuaded thus far from adopting a final rule in that proceeding, largely as a result of our concern—upon consideration of the comments filed there—that the public may actually be misled, rather than better informed, by a "summary" of technical tariff materials. Also, on May 30, 1975, the Airline Charter Tour Operators Association filed a petition for rule making, in Docket 27897, to require all carriers to publish "substantial" proposed tariff changes in trade publications of wide circulation at the same time that the proposed tariff is filed with the Board. Since the issues raised in those two proceedings are thus quite similar to those which will be involved in the instant proceeding, we have decided to defer further action in Dockets 24328 and 27897 pending such developments in this proceeding as may bear on the main question that is common to all three proceedings, i.e., how best to provide consumers with needed information about tariff materials, whether already effective or proposed to become effective.

for the airlines—in view of the fact that the information may be inherently and genuinely complex.

(2) In the event that there is an inconsistency between the filed tariffs and the disseminated tariff summaries, the public could be misled by reliance on the terms set forth in the summaries, while the actual tariff terms would legally control.

(3) What format could we prescribe for a market-by-market "price list" which would adequately ensure that the information contained in the list remains accurate enough for the consumers' purposes, but is not unduly expensive for the publishing airlines (and, ultimately, the traveling public)?

(4) It seems evident that a market-by-market price list covering all markets would cost far more than it would be worth. Yet, any list covering only the larger markets would appear to be of limited utility to persons whose trips begin in the many small and medium-sized communities that the airlines serve. While airlines and travel agents could possibly be required to maintain market-by-market lists only at larger points, or could be required to maintain lists whose make-up would vary on a point-by-point basis, each of these approaches has self-evident drawbacks.

(5) It can be argued that compilations of fare information sufficiently detailed to provide bases for choice are likely to be of interest primarily to those very travelers who are least in need of such materials. Perhaps mechanical or electronic data retrieval and display devices designed for use by the layman could obviate this problem if they were made available at airline and travel agent offices for use by the consumer. But it is by no means clear whether such devices are available, and, if they are, whether their prices and upkeep costs are low enough to make them practical.

(6) Unless airlines would be required to include specified types of fare information in all of their advertising, what prescribed method of disseminating fare information could help those travelers who make their arrangements by telephone and are thus wholly dependent on the advice which they receive orally from airline employees or travel agents?

(7) Should any requirement in this area be limited to online fare information, or should carriers be required to provide simplified fare information for connecting service as well?

We urge all persons interested in the problem of dissemination of air-fare information to give us the benefit of their views. We specifically wish to emphasize that we expect the industry leaders (among both U.S. and foreign air carriers, as well as travel agents), whether individually or through their trade associations, to manifest their interest in this proceeding by submitting to us constructive comments which reflect the kind of careful and thorough consideration that this problem deserves. Moreover, all should be on notice that, as stated earlier, we believe that ways must be found to inform the public of alternative air fares and of the terms governing their availability. Accordingly, we expect that if any industry comments take the position that it is impractical to provide for methods of dissemination of air-fare information that are not wholly dependent on airline ticketing personnel and travel agents, those commenting parties will propose and discuss in some detail alternative courses of action: e.g., specified standards for the education and re-education of ticketing personnel and travel agents; specified enforcement activities; or limitations on the number of types of fares any carrier may offer.

It is obvious that the basic problem with which we are concerned in this proceeding

¹ ACAP's petition was accompanied by a motion for expedited action, which is hereby granted.

² E.g., "Bicentennial" fares, "No-frills" fares, and "Spirit of '76" fares.

³ Although the background discussion of ACAP's petition does not differentiate between traveling in domestic and international air transportation, its proposed rule-making indicates that its focus is on travelers in domestic markets. Absent persuasive arguments which may be submitted to the contrary, our own tentative view is that all areas of air transportation—foreign as well as domestic—and all air carriers selling individual tickets, both foreign and U.S., should be included in our consideration of possible solutions to this problem, at least insofar as tickets are sold within the United States.

is not peculiar to purchasers of the services provided by the industry which we regulate. It is but one aspect of the general problem to which ever-increasing attention is being devoted by various segments of our society—including all branches of the Federal government, the various regulatory agencies and, of course, numerous public-interest organizations such as ACAP—namely, the necessity of finding ways to insure that consumers are provided with adequate information about products and services for which they pay. The problem is particularly acute where the rights, liabilities and conditions which lawfully govern a transaction are not amenable to facile summarizations, for reasons that may be beyond the control of the seller. The problem also presents issues different from those with which we normally deal in the performance of our regulatory functions.

Consequently, in order that we ourselves may become better educated as to possible effective and feasible methods to provide consumers with knowledge about prices in air transportation, we may not rely solely on the views and recommendations which this rule-making proceeding is likely to elicit, and are considering the establishment soon of an advisory committee, duly constituted in accordance with the Advisory Committee Act,⁴ which will be composed of a balanced representation of various segments of the industry, recognized consumer-oriented organizations, and, perhaps, of Government agencies with greater experience than ours in this area. We could look to this committee for guidance, with respect both to our consideration of the issues developed in this proceeding and to possible alternative or supplemental actions which may take simultaneously in furtherance of the objectives which this proceeding is designed to achieve.

However, whether or not such a committee is established we wish to emphasize that representatives of consumers, travel agents and airlines are encouraged to inform one another of their respective views on the subject problem, and, if possible, to achieve mutually agreeable positions. Informal exchanges of this nature seem particularly suitable in the present context, because it is in the interest of all concerned that the traveling public should be better informed about available air fares.

[FR Doc.75-15066 Filed 6-9-75;8:45 am]

FEDERAL ENERGY ADMINISTRATION

[10 CFR Part 212]

RETROACTIVE APPLICATION OF SUBPART K—NATURAL GAS LIQUIDS

Notice Changing Date of Public Hearing

On May 29, 1975 (40 FR 23320), the Federal Energy Administration (FEA) issued a notice of proposed class exception and public hearing concerning the above captioned matter. The notice provides for a public hearing to be held on Wednesday, June 18, 1975, to be continued if necessary on Thursday, June 19, 1975.

The FEA hereby gives notice that the date of the public hearing has been changed to 9:30 a.m., d.s.t., on Thursday, July 10, 1975 to be continued if necessary on Friday, July 11, 1975. Any request for an opportunity to make oral presentation at the hearing must be re-

⁴ 5 U.S.C., App. I.

ceived before 4:30 p.m., d.s.t., on Friday, June 27, 1975, and must include a phone number where the person making the request may be contacted through Monday, July 7, 1975. Each person selected to be heard will be so notified by the FEA before 4:30 p.m., d.s.t., Wednesday, July 2, 1975 and must submit 100 copies of his statement to Executive Communications, FEA, Room 2214, 2000 M Street, NW., Washington, D.C. 20461, before 4:30 p.m., d.s.t., on Tuesday, July 8, 1975.

Any interested person may submit questions, to be asked of any person making a statement at the hearing, to Executive Communications, FEA, before 4:30 p.m., d.s.t., on Monday, July 7, 1975.

All written comments received by Monday, July 7, 1975, before 4:30 p.m., d.s.t., and all other relevant information, will be considered by the Federal Energy Administration before final action is taken on the proposed exception.

All other procedures with respect to written comments and the public hearing are as set forth in the May 23 notice.

ROBERT E. MONTGOMERY, Jr.,
General Counsel,
Federal Energy Administration.

JUNE 5, 1975.

[FR Doc.75-15222 Filed 6-6-75;12:05 pm]

FEDERAL COMMUNICATIONS COMMISSION

[47 CFR Part 15]

[Docket No. 20488; FCC 75-596]

BIO-MEDICAL TELEMETRY EQUIPMENT

Standards for Design; Inquiry and Proposal

1. The Commission has received a request from the Office of Telecommunications Policy (OTP) concerning an equipment compatibility standard for emergency medical telemetry, as developed by the Interdepartmental Radio Advisory Committee (IRAC). OTP requests that the Commission take action toward incorporating this standard into its Rules. The standard "applies only to voice and telemetry modulation-demodulation electronic instrumentation used in emergency medical care."

2. The text of the standard is attached as an appendix. In brief, it defines the "requirements for a multiplex or non-multiplex voice/telemetry channel to assure compatibility and interoperability of portable physiologic monitoring equipment with both radio and telephone equipments and hospital emergency and display devices." It specifies 1400 Hz as a national telemetry subcarrier frequency. This frequency falls within the voice band and is compatible with both radio and telephone transmission characteristics.

3. It also specifies the telemetry subcarrier deviation, the range of demodulation equipment sensitivity, the telemetry frequency response, the calibration signal characteristics, and the characteristics of the multiplex and non-multiplex signals.

4. The purpose of this Inquiry, therefore, is to solicit comments on whether a standard for the design of bio-medical telemetry equipment should be incorporated within the Commission's Rules governing the Special Emergency Radio Service, and if so, whether the standard developed by the IRAC is the appropriate standard to be adopted. It is contemplated that if these issues can be adequately resolved in this inquiry, the Commission will adopt necessary rule changes in this proceeding.

5. Persons desiring to submit comments or recommendations regarding the proposed standard may do so on or before August 8, 1975. Replies to any such comments or recommendations may be submitted on or before September 8, 1975. All relevant and timely filed comments as well as other pertinent information made available to the Commission will be considered.

6. Pursuant to § 1.419 of the Commission's rules, an original and fourteen copies of all statements, briefs, or comments filed in response to this notice are required. Responses will be available for public inspection during regular business hours in the Commission's Public Reference Room at its headquarters in Washington, D.C.

7. Authority for this action is contained in section 4(i) of the Communications Act of 1934, as amended, 47 U.S.C. 154(i).

Adopted: May 21, 1975.

Released: May 29, 1975.

FEDERAL COMMUNICATIONS

COMMISSION,¹

[SEAL] VINCENT J. MULLINS,
Secretary.

APPENDIX A

RECOMMENDED BIOMEDICAL TELEMETRY STANDARD FOR EMERGENCY MEDICAL SERVICE COMMUNICATIONS

ABSTRACT

This standard defines the minimum requirements for a multiplex or non-multiplex voice/telemetry channel to assure compatibility and interoperability of portable physiologic monitoring equipment with both radio and telephone equipments and hospital emergency and display devices. Specifically, it defines a National telemetry subcarrier frequency within the voice band which is compatible with both radio and telephone transmission characteristics. This standard applies only to voice and telemetry modulation-demodulation electronic instrumentation used in emergency medical care.

INTRODUCTION

1.0 General The portable biomedical equipment used by EMT (paramedical) personnel in advanced life support units (LSU) will generally include as a minimum, an ECG monitor, signal processing electronics, a portable radio transceiver, an acoustic telephone coupling means, and a cardiac defibrillator. The telemetry package must provide the capability of transmitting voice and/or ECG (or other physiological) signals

¹ Commissioner Reid dissenting; Commissioner Quello concurring; Commissioner Washburn absent.

via radio or telephone from the emergency site to a supervisory station at an appropriate Hospital Emergency Area. The capability of establishing a compatible interface with the telephone system is part of the equipment.

The IRAC Committee responsible for the development of this standard has had cooperation from the FCC, the American Heart Association, the Electronic Industries Association, National Communications System, and Industry.

2.0 Scope This standard applies only to voice and telemetry subcarrier modulation-demodulation electronic instrumentation used in emergency medical care. References are provided which indicate applicable standards for the other components of the biomedical package. This standard is intended to define only those parameters which are critical to assure compatibility and interoperability of equipments. Features beyond these minimum performance standards are optional and subject to negotiation between suppliers and system procurement agencies.

3.0 Purpose This standard has been developed to assure the compatibility and interoperability of Biomedical Telemetry Systems as part of Emergency Medical Services. Since many independent authorities (State, Regional, City, etc.) are planning EMS systems, it is important that a common standard be adopted to assure effective communications when equipments from different systems are required to interface. Telemetry systems may selectively allow the use of any other subcarrier or method of modulation but must include the standard subcarrier of 1400 Hz.

4.0 Reference Documents (see list in Appendix B).

5.0 Definitions For the purpose of this standard, biomedical telemetry means telemetering of a vital life sign, such as an electrocardiogram, from an emergency patient located outside of a hospital (emergency site, ambulance, . . .) to a supervisory control point (generally located in a hospital).

6.0 Requirements For Emergency Medical Services, a two-way communications link between the site of the emergency patient and a supervisory control point is required. Provision for one-way transmission of a physiologic telemetry signal from the patient to the control point is desirable and may become a requirement. The telemetry signal may be transmitted via a non-multiplexed or multiplexed channel. Requirements must be met over any combination of radio or wire (telephone) communication paths.

A standard is required to define these parameters needed to insure interoperability and compatibility between systems and components of systems.

7.0 Technical Parameters The following technical parameters are hereby standardized to assure interoperability and compatibility of Emergency Medical Services Biomedical Telemetry Communication Systems:

7.1.1 Subcarrier: Telemetry shall be accomplished by FM modulation of a 1400 Hz $\pm 2\%$ carrier. A positive signal shall cause an increase in subcarrier frequency.

7.1.2 Deviation: Deviation of the subcarrier for ECG telemetry shall be within the range of 30 Hz/mV to 50 Hz/mV referred to the patient input signal. Maximum deviation shall be ± 250 Hz $\pm 10\%$.

7.1.3 Multiplex Operation: Multiplexing of voice and telemetry signals shall be accomplished by a linear summation of voice and telemetry with filtering provided so as to attenuate voice signals by 13 dB in the range from 1150 to 1650 Hz. The peak amplitudes of the voice and telemetry signals shall each be 50% $\pm 10\%$ of the peak amplitude of the composite signal. The amplitudes of the voice and telemetry signals shall be limited suitably prior to summing so that the com-

posite signal will never exceed a specified limit or the voice exceed 50% of the total signal. This is to prevent clipping by transmission through FM radio modulators or the public telephone system. Information on clip levels is obtained from EIA and AT&T references cited in the Appendix B.

7.1.4 Non-multiplex Operation: All equipment capable of transmitting or receiving multiplex signals must be capable of transmitting or receiving non-multiplex signals in which only voice or telemetry are transmitted. The level of either voice or telemetry signals in the non-multiplex mode should be the same as the level of the composite multiplex signal.

7.1.5 Demodulation Equipment Sensitivity: The telemetry demodulation equipment should accept standard telephone line levels and operate within specifications for signals in the range -38 dBm to -8 dBm.

7.1.6 Telemetry Frequency Response: The system should be designed so that the ECG signal after telemetry can be displayed with a frequency response (3 dB) of at least 0.1 to 40 Hz.

7.2 Calibration: The telemetry system shall be calibrated using a 1 mV $\pm 5\%$ square-wave calibration signal to permit appropriate gain and deflection sensitivities of recording instruments to be adjusted.

7.3 Radio Specifications: Radio systems must conform to the FCC Rules and Regulations and the EIA standards referenced in the Appendix.

7.4 Telephone Interface: Telephone interface connections must be in accordance with filed tariffs. These may include the AT&T Technical References indicated in the Appendix B.

7.5 Multiplex/Non-multiplex Compatibility: All equipment capable of transmitting/receiving a multiplex signal must be capable of transmitting/receiving a non-multiplex signal.

APPENDIX B REFERENCES

1. Federal Communications Commission, Rules and Regulations—Medical Communication Services: Part 2—Frequency Allocations and Radio Treaty Matters; General Rules and Regulations; Part 89—Public Safety Radio Services.

2. OTP Manual of Regulations and Procedures for Radio Frequency Management. (Particularly—Minimum Standards for Land Mobile Radio Services.)

3. Standards for Cardiopulmonary Resuscitation and Emergency Cardiac Care, Supplement to *The Journal of the American Medical Association*, February 18, 1974, Volume 227, No. 7.

4. Standard for DC Defibrillator Safety and Performance, A Draft Standard nearing completion by D-HEW, Public Health Service, Food and Drug Administration FDA-MDS-021-0001.

5. Electronic Industries Association Land-Mobile Standards: RS152B Transmitter, RS 204 Receiver, RS 210 Terminating and Signaling Equipment, RS 220 Continuous Tone Squelch, RS 237 Systems, RS 316 Portables, RS 329 Base Station Antennas, RS 374 Signaling, and RS 388 Test Conditions.

6. AT&T References: Bell Laboratories Record, Volume 44 No. 2, Feb. 1968 by J. L. Crouch, J. L. Faulkner, O. Loosme, and L. R. Putman, "Electro-cardiogram by Telephone." Bell System Technical Journal, Dec. 1969, pg. 3337. "Physical and Transmission Characteristics of Customer Loop Plant" by Philip A. Gresh.

Bell System Technical References: Pub 41004—Transmission specifications for Voice Grade Line Data Channels; Pub 41005—Data Communications Using the Switched

Telecommunications Network; Pub 41007—1969-70 Switched Telecommunications Network Connection Survey (Reprints of Bell System Technical Journal Articles); Pub 41008—Analog Parameters Affecting Voiceband Data Transmission Description of Parameters, October 1971; Pub 41803—Acoustical Coupling for Data Transmission—Preliminary.

Also: *IEEE Transactions on Communication Technology*, Vol. COM-19, No. 3, page 246, June 1971, "Some Design Considerations for Narrowband Medical Telemetry over the Switched Message Network" by R. N. Watts.

7. Core Vocabulary: Estimate of Inherent Channel Capacity", Edith Corlis, *Journal of Acoustical Society of America*, Vol. 50, No. 2, Part 2, 1971, pp. 671-677.

8. Recommendations for Standardization of Instruments in Electrocardiography and Vectorcardiography. Report of Subcommittee on Instrumentation Committee in Electrocardiography, American Heart Association, IEEE Trans. Biomed. Eng 14:60, 1967.

[FR Doc. 75-15074 Filed 6-9-75; 8:45 am]

[47 CFR Parts 31 & 33]

[Docket No. 20489; FCC 75-597]

UNIFORM SYSTEM OF ACCOUNTS FOR CLASS A, B, AND C TELEPHONE COMPANIES

Proposed Rule Making

In the matter of amendment of Part 31, Uniform System of Accounts for Class A and Class B telephone companies, and Part 33, Uniform System of Accounts for Class C telephone companies, of the Commission's rules to provide for deferral accounting for income tax differentials occasioned by the use of depreciation based on class lives and asset depreciation ranges for income tax purposes and to provide for below-the-line accounting in certain instances for investment credits made available by the Revenue Act of 1971.

1. Notice is hereby given of proposed rule making in the above entitled matter.

2. The Revenue Act of 1971 amended Section 167 of the Internal Revenue Code of 1954 by including a new subsection (m) which permits a tax depreciation allowance based on class lives and asset depreciation ranges prescribed by the Secretary of the Treasury or his delegate. In this regard, the Treasury Department's Revenue Procedure 72-10 prescribes the class lives, asset depreciation ranges and asset guideline repair allowances for use by telephone companies for tax purposes. Further § 1.167(a)-11 (b) (6) and § 1.167(a)-12(4) (iii) of the Treasury Department's regulations¹ require, in effect, that the tax differentials resulting from the use of these class lives and asset depreciation ranges must be normalized in the accounts of those utilities, including telephone companies, who are required to normalize the tax differentials resulting from the use of

¹ Treasury regulations § 1.167(a)-11 pertains to depreciation based on class lives and asset depreciation ranges for property placed in service after December 31, 1970 and § 1.167(a)-12 pertains to depreciation based on class lives for property first placed in service before January 1, 1971.

accelerated depreciation under section 441 of the Tax Reform Act of 1969, or else they may not avail themselves of the benefits of new subsection (m). Mandatory normalization, however, is not expressly provided for in the Treasury Department's regulations for cost of removal, gross salvage, or repair allowance tax timing differences resulting from adoption of Treasury Department regulations §§ 1.167(a)-11 and 1.167-12. In this regard, as with the use of accelerated depreciation for Federal income tax purposes, the status of the domestic telegraph and international telegraph carriers was not changed by this legislation. As such, the amendments proposed herein relate only to the systems of accounts for telephone companies. Also, it is expected that the Communications Satellite Corporation (Comsat) will be permitted to follow accounting procedures consistent in principle with the amendments finally adopted as a result of this proceeding.

3. Our report and order in Docket No. 18828 amended Parts 31 and 33 to permit normalization accounting with respect to income tax differentials occasioned by the use of accelerated depreciation for income tax purposes. In an order released on January 5, 1972, the Commission, by its Chief, Common Carrier Bureau, granted a waiver to telephone companies subject to the provisions of Parts 31 and 33 of the Rules so as to permit, retroactively to January 1, 1971, the normalization of income tax differentials arising from the use of class lives and asset depreciation ranges in determining depreciation deductions for income tax purposes when such accounting is a necessary condition to taxpayer eligibility for the use thereof. In addition, in an order released August 2, 1974, the provisions of Parts 31 and 33 were further waived so as to permit, retroactively to January 1, 1971, the normalization of cost of removal and gross salvage income tax differentials attributable to the adoption by telephone companies of the provisions of U.S. Treasury Department regulations §§ 1.167(a)-11 and 1.167-12. It is the purpose of this proceeding to further amend our accounting rules for telephone companies so as to permit normalization accounting with respect to all tax timing differences resulting from adoption of Treasury Department regulations on class lives and asset depreciation ranges for income tax purposes.

4. In our report and order in Docket No. 18828, we indicated our belief that it would be preferable for both the telephone companies and the rate payers if the companies were permitted to use accelerated depreciation for Federal income tax purposes with normalization accounting since by its use there would be a deferment to future years of the payment of that portion of income tax expense represented by the tax effect of the excess of accelerated tax depreciation expense over straight-line depreciation expense during the early years of the service life of depreciable plant. Consequently, telephone companies would ob-

tain additional funds for general corporate purposes to the extent that taxes are deferred. Further, without an appropriate amendment to our Rules, most subject telephone companies would not have been in a position to elect to use accelerated depreciation for Federal income tax purposes. We are faced now with the same problem that confronted us in Docket No. 18828 as it concerns a carrier's election to use class lives and asset depreciation ranges. As stated above, we recognize that mandatory normalization is not expressly provided for in the Treasury Department regulations for cost of removal, gross salvage and repair allowance tax timing differences resulting from adoption of the provisions of Treasury regulations §§ 1.167(a)-11 and 1.167-12; however, we believe a uniform accounting policy with regard to all tax timing differences resulting from adoption of the provisions of these sections would be appropriate. Accordingly, for the same reasons discussed in Docket No. 18828, and as outlined above, we believe Parts 31 and 33 of our rules should be amended further so as to permit normalization accounting with respect to the use of class lives and asset depreciation ranges, including gross salvage and cost of removal effects, and with respect to the use of the repair allowance provisions of Treasury regulations §§ 1.167(a)-11 and 1.167-12 for Federal income tax purposes. We propose to accomplish this by defining the term "accelerated depreciation" in Parts 31 and 33 of the Systems of Accounts so as to include the use of class lives and asset depreciation ranges in addition to the use of such depreciation methods as sum-of-the-years digits, double-declining balance, etc., in determining depreciation expense for tax purposes. To the extent that these lives and ranges may also be used for state and local income tax purposes, the amendments proposed herein shall also apply thereto. We are also proposing the addition to Part 31 of new account 308.2, "Operating Federal income taxes deferred—other," along with appropriate changes in the language of accounts 307, "Other operating taxes," 309, "Income credits resulting from prior deferrals of Federal income taxes," 326, "Federal income taxes—nonoperating," and 327, "Other nonoperating taxes," and the addition of new account 176.2, "Accumulated deferred income taxes—other," to provide for amounts of income tax differentials applicable to the current period and the balance deferred to later periods resulting from the deferral of income taxes occasioned by the use of the asset guideline class repair allowance feature of the Revenue Act of 1971. The proposed new language in these accounts is worded to accommodate any additional tax timing differences the Commission may authorize normalization accounting for in the future. Present accounts 308, "Operating Federal income taxes deferred—accelerated tax depreciation," and 176, "Accumulated deferred income taxes—accelerated tax depreciation," will be renumbered 308.1 and 176.1, re-

spectively. Similarly, appropriate language changes to accounts 2590, "Other deferred credits," and 5500, "Income taxes," in Part 33 are also being proposed.

5. Since amendment of our rules in Docket No. 18828, the question has arisen as to whether the indirect or secondary effects of using accelerated depreciation for Federal income tax purposes, i.e., the effect of state and local income tax changes on Federal income taxes produced by the use of accelerated depreciation for determining state and local income taxes and the changes in Federal income taxes realized from the use of accelerated depreciation when Federal income tax is a deduction in state tax computations, should be handled through the deferred tax account or treated as an increase in current tax expense. In this proceeding, we are proposing to clarify our Rules so as to make it clear that the indirect or secondary effects of using accelerated depreciation, including the indirect effects of using class lives and asset depreciation ranges, shall be normalized in the accounts in the same manner as the direct effects thereof. In addition, in answer to questions concerning the proper accounting to be followed for the tax effects arising from the use of accelerated depreciation for excise tax purposes in the State of Tennessee and straight-line depreciation for book purposes, and for the effect such use has on the Tennessee gross receipts privilege tax, we are proposing the issuance of a new Case 27 as part of this proceeding. Thereunder, it is proposed that in line with the provisions of new paragraph (f) of § 31.3-32 (paragraph (d) of § 33.5500), a consistent policy of normalization accounting shall be followed for both the secondary effect upon the gross receipts tax as well as the primary effect upon the excise tax.

6. Consistent with our decision in Docket No. 18828, we propose to follow, for rate making purposes, a policy of normalization in determining a telephone company's cost of service. This policy shall meet the further requirements of § 1.167(a)-11(b)(6) and § 1.167(a)-12(a)(4)(iii) which provide that, in addition to the use of the normalization method for accounting purposes, telephone companies must, if they are to take advantage of class lives and asset depreciation ranges, use normalization in determining their cost of service. Also, consistent with our decision in Docket No. 18828, we would not permit a company to earn a return on the amount of the cost free capital represented by the increased reserve for deferred taxes subject to the requirement that we consider any evidentiary showing to the contrary in a particular rate case.

7. Even though we are adding a comprehensive definition of the term "accelerated depreciation," we see no necessity to prescribe additional accounts in order to accomplish the accounting proposed herein except to the extent discussed above for repair allowance tax timing differences. However, it would be expected that the carriers' underlying

records maintained in accordance with paragraph (d) of § 31.3-32 of Part 31 would be so designed that the separate effects, both direct and indirect, of using class lives, asset depreciation ranges, sum-of-the-years-digits or double-declining balance depreciation methods, etc., would be readily determinable.

8. The Revenue Act of 1971 has also restored the investment tax credit therein known as the Job Development Investment Credit. As it relates to public utility property, the provisions of section 105(e) thereof provide three options as to how the credit shall be applied. The appropriate accounting necessary to apply options 2 and 3, above-the-line service life flow through and above-the-line immediate flow through, respectively, is presently provided for in our accounting rules. However, amendment of our rules is necessary to provide below-the-line service life flow through or below-the-line immediate flow through accounting for carriers who elect to follow option 1, "General Rule," of section 105(e). Accordingly, we are proposing herein that account 316, "Miscellaneous income," for Class A and Class B telephone companies and account 6900, "Other income, miscellaneous," for Class C telephone companies, be used to record the immediate flow through to income or the amortization of investment tax credits deferred in the other deferred credits account by those carriers to whom option 1 is applicable. Further, the definition of public utility property as it relates to the furnishing of communications services in the Revenue Act of 1971 has been expanded to include properties of Comsat. As such, it is expected that Comsat will be permitted to follow accounting procedures for investment tax credits consistent in principle with the amendment adopted as a result of this proceeding.

9. Since a telephone company required to normalize the tax effect of accelerated depreciation in its accounts cannot elect to use class lives and asset depreciation ranges for Federal income tax purposes unless, as discussed earlier, it also normalizes the tax effect thereof; and, cannot switch its election with respect to property included in the election for the taxable year of election, we believe that the use of class lives and asset depreciation ranges should be made available to telephone companies as soon as possible and made effective at the beginning of a year. Further, any rule amendments pertaining to investment tax credits will be permissive so that they will not be "alterations . . . in the required manner or form of keeping accounts" for which advance notice of effective date is required to be given by section 220(g) of the Communications Act. Accordingly, it is believed that the usual elapsed period of six months after the adoption of amendments of accounting Rules before such amendments are to become effective is not appropriate in this instance. Therefore, it is contemplated that any amendments to the rules that are made as a result of this proceeding will be made effective immediately upon adoption with the provision that any carrier that de-

sires to do so may adopt the changes retroactively to a date not earlier than January 1, 1971. If adopted as proposed, some changes in Annual Report Form M and Monthly Report Form 901 will be necessary due to accounts added and changes in account titles and numbers. However, it is contemplated that such changes in Form M and Form 901 will be proposed in separate rule making after this proceeding is completed.

10. In view of the foregoing, it is proposed to amend Part 31, Uniform System of Accounts for Class A and Class B Telephone Companies, and Part 33, Uniform System of Accounts for Class C Telephone Companies, of the Rules as set forth below.

11. This notice of proposed rule making is issued under authority contained in sections 4(i) and 220 of the Communications Act of 1934, as amended (47 U.S.C. 154(i) and 220).

12. Pursuant to applicable procedures set forth in 47 CFR 1.415, interested persons may file comments on or before July 8, and reply comments on or before July 21, 1975. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding. In reaching its decision in this proceeding, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice. Comments in response to this notice will be available for inspection in the Commission's Broadcast and Dockets Reference Room.

13. Pursuant to applicable procedures set forth in 47 CFR 1.419, an original and fourteen copies of all statements or briefs shall be furnished to the Commission.

Adopted: May 21, 1975.

Released: June 4, 1975.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] VINCENT J. MULLINS,
Secretary.

PART 31—UNIFORM SYSTEM OF ACCOUNTS FOR CLASS A AND CLASS B TELEPHONE COMPANIES

Part 31, Uniform System of Accounts for Class A and Class B Telephone Companies, is amended as follows:

1. Section 31.01-3 is amended by adding a new paragraph (a) and redesignating the present paragraphs (a) through (j) as (b) through (k). New paragraph (a) reads as follows:

§ 31.01-3 Definitions.

(a) "Accelerated depreciation" means a depreciation method or period of time, including the treatment given cost of removal and gross salvage, used in calculating depreciation deductions on income tax returns which is different from the depreciation method or period of time prescribed by this Commission for use in calculating depreciation expense recorded in a company's books of account.

2. Section 31.176 is amended by renumbering it § 31.176:1 and paragraphs (b) and (c) are amended to read as follows:

§ 31.176:1 Accumulated deferred income taxes—accelerated tax depreciation.

(b) This account shall be credited with the amounts charged to accounts 307, "Other operating taxes," 308.1 "Operating Federal income taxes deferred—accelerated tax depreciation," 326, "Federal income taxes—Nonoperating," and 327, "Other nonoperating taxes," in accordance with the provisions of § 31.3-32.

(c) This account shall be charged with the amounts credited to accounts 307, 309, "Income credits and charges resulting from prior deferrals of Federal income taxes," 326 and 327 in accordance with the provisions of § 31.3-32.

3. A new § 31.176:2 is added as follows:

§ 31.176:2 Accumulated deferred income taxes—other.

(a) This account shall include the balance of income tax expense that has been deferred to later periods as a result of the use of the normalized method of accounting for tax differentials arising from the use of the asset guideline class repair allowance feature of the Revenue Act of 1971. It shall also include, when authorized by the Commission, any balances that have been deferred to later periods as a result of the use of the normalized method of accounting for any other tax differentials not provided for elsewhere. A separate subaccount shall be maintained for each item included in this account. Any debit balance in any such subaccount shall be treated for statement purposes, as a special subaccount of account 139, "Other deferred charges."

(b) This account shall be credited with amounts charged to accounts 307, "Other operating taxes," 308.2 "Operating Federal income taxes deferred—other," 326, "Federal income taxes—Nonoperating," and 327, "Other nonoperating taxes," in accordance with the provisions of those accounts.

(c) This account shall be charged with the amounts credited to accounts 307, 309, "Income credits and charges resulting from prior deferrals of Federal income taxes," 326 and 327 in accordance with the provisions of those accounts.

(d) This account shall be maintained so as to show separately (i) deferred operating income taxes, further subdivided as between Federal income taxes and State and local income taxes, and (ii) deferred non-operating income taxes.

(e) Adjustments shall be made between this account and account 307, account 309, account 326, or account 327, as appropriate, upon the sale of any property with respect to which amounts are included herein.

4. In § 31.3-32 paragraphs (b), (c), and (d) are amended and a new paragraph (f) is added to read as follows:

§ 31.3-32 Normalization accounting for tax differentials resulting from the use of accelerated depreciation for income tax purposes.

(b) With respect to each vintage class or subclass of eligible depreciable telephone plant (except as provided in paragraph (d) of this section) that is recognized for depreciation accounting purposes, or the amount in account 103, "Miscellaneous physical property," for which the use of accelerated depreciation for income tax purposes results in a greater amount of tax depreciation in the current year than under straight line depreciation, the tax differential occasioned by such use shall be accounted for in the manner indicated hereinafter. A tax differential with respect to State and local income taxes relating to eligible depreciable telephone plant shall be charged to account 307, "Other operating taxes"; a tax differential with respect to Federal income taxes relating to eligible depreciable telephone plant shall be charged to account 308.1, Operating Federal income taxes deferred—accelerated tax depreciation; a tax differential with respect to Federal income taxes on eligible nonoperating depreciable property shall be charged to account 326, "Federal income taxes—Nonoperating"; and a tax differential with respect to State and local income taxes relating to eligible nonoperating depreciable property shall be charged to account 327, "Other nonoperating taxes." The appropriate subaccount of account 176.1, "Accumulated deferred income taxes—accelerated tax depreciation," shall be credited with the amounts charged to each of the foregoing accounts in accordance with the provisions of paragraph (d) of the section.

(c) With respect to each vintage class or subclass of eligible depreciable plant or the amount in account 103 for which the use of accelerated depreciation for income tax purposes results in a lesser amount of tax depreciation in the current year than under straight line depreciation, the tax differential resulting from such use that is determined on an equitable basis as being applicable to the current year, shall be charged to the appropriate subdivision of account 176.1, "Accumulated deferred income taxes—accelerated tax depreciation," and credited to account 307, "Other operating taxes," account 309, "Income credits and charges resulting from prior deferrals of Federal income taxes," account 326, "Federal income taxes—Nonoperating," or account 327, "Other nonoperating taxes," as appropriate: *Provided, however*, That, in lieu of continuing to amortize the balance in account 176.1 in the manner indicated above until the retirement of all plant of a vintage class or subclass, any company may submit for the consideration and approval of the Commission a plan of straight-line amortization for relatively small balances remaining in account 176.1.

(d) Account 176.1 shall be maintained so as to show separately (1) deferred operating income taxes, further subdivided

as between Federal income taxes and State and local income taxes, and (2) deferred nonoperating income taxes. The records underlying entries to and the balances in account 176.1 shall be kept so as to show the deferred tax amounts by vintage year separately for each class or subclass of eligible depreciable telephone plant for which an accelerated method of depreciation has been used for income tax purposes, except that any company that had a balance of \$40 million or less in account 100:1, "Telephone plant in service," as at the end of the previous year may use as its vintage class all or any portion of the eligible depreciable telephone plant added in a single year.

(f) The tax differentials to be normalized as indicated herein shall encompass both the direct effect of using accelerated depreciation (depreciation differences) and the additional effect of State and local income tax changes on Federal income taxes (income tax effect) produced by (1) the use of accelerated depreciation for determining State and local income taxes, and (2) the changes in Federal income tax realized from the use of accelerated depreciation when Federal income tax is a deduction in State or local tax computations. The provisions of this paragraph shall also apply to the tax differentials produced by the use of an asset guideline class repair allowance when a company uses normalization accounting therefor. (Note also Appendix A, Case 27.)

5. Section 31.304 is amended by adding new paragraph (c) reading as follows:

§ 31.304 Investment credits-net.

(c) In lieu of crediting account 174 under paragraph (a) of this section or this account under paragraph (b) hereof, account 316, "Miscellaneous income," may be credited.

6. In § 31.306, Note A is amended to read as follows:

§ 31.306 Federal income taxes—Operating.

NOTE A: No entries shall be made in this account to reflect interperiod allocation of taxes except as provided in Case 26. (See, however, § 31.3-32 with respect to interperiod allocation of income taxes in connection with the use of an accelerated method of depreciation for Federal income tax purposes and § 31.308:2 with respect to interperiod allocation of income taxes in connection with the use of an asset guideline class repair allowance for Federal income tax purposes.)

7. In § 31.307, paragraphs (c) and (d) are amended to read as follows:

§ 31.307 Other operating taxes.

(c) This account shall be charged also and account 176.1, "Accumulated deferred income taxes—accelerated tax depreciation," shall be credited, in accordance with the provisions of § 31.3-32, with the amounts of income tax differentials applicable to the current period result-

ing from the deferral of income taxes occasioned by the use of accelerated depreciation for State and local income tax purposes with respect to eligible depreciable telephone plant. In addition, this account shall be charged and account 176.2, "Accumulated deferred income taxes—other," shall be credited with the amounts of income tax differentials applicable to the current period resulting from the deferral of income taxes occasioned by the use of an asset guideline class repair allowance for State and local income tax purposes with respect to eligible depreciable telephone plant. This account shall also be charged or credited, as appropriate, with contra entries to account 176.2, with the amounts of income tax differentials relating to telephone operations, and not provided for elsewhere, applicable to the current period resulting from the deferral of income taxes for State and local income tax purposes when authorization therefore has been obtained from the Commission.

(d) This account shall be credited and account 176.1 shall be charged, in accordance with the provisions of § 31.3-32, with the amounts of income tax differentials applicable to the current period resulting from the deferral in prior years of income taxes occasioned by the use of accelerated depreciation for State and local income tax purposes with respect to eligible depreciable telephone plant. In addition, this account shall be credited and account 176.2 shall be charged with the amounts of income tax differentials applicable to the current period resulting from the deferral in prior years of income taxes occasioned by the use of an asset guideline class repair allowance for State and local income tax purposes with respect to eligible depreciable telephone plant. This account shall also be credited or charged, as appropriate, with contra entries to account 176.2 with the amounts of income tax differentials relating to telephone operations, and not provided for elsewhere, applicable to the current period resulting from the deferral in prior years of income taxes for State and local income tax purposes when authorization therefor has been obtained from the Commission.

8. Section 31.308 is amended by renumbering it § 31.308:1 and revising it to read as follows:

§ 31.308:1 Operating Federal income taxes deferred—accelerated tax depreciation.

This account shall be charged and account 176.1, "Accumulated deferred income taxes—accelerated tax depreciation," shall be credited, in accordance with the provisions of § 31.3-32, with the amounts of income tax differentials applicable to the current period resulting from the deferral of income taxes occasioned by the use of accelerated depreciation for Federal income tax purposes with respect to eligible depreciable telephone plant.

9. A new § 31.308:2 is added as follows:

§ 31.308:2 Operating Federal income taxes deferred—other.

(a) This account shall be charged and account 176.2, "Accumulated deferred income taxes—other," shall be credited with the amounts of income tax differentials applicable to the current period resulting from the deferral of income taxes occasioned by the use of the asset guideline class repair allowance feature of the Revenue Act of 1971 for Federal income tax purposes with respect to eligible depreciable telephone plant.

(b) This account shall also be charged or credited, as appropriate, with contra entries to account 176.2 with the amounts of income tax differentials not provided for elsewhere applicable to the current period resulting from the deferral of income taxes for Federal income tax purposes when authorization therefor has been obtained from the Commission. A separate subaccount shall be maintained for each item included in this account.

10. Section 31.309 is amended to read as follows:

§ 31.309 Income credits and charges resulting from prior deferrals of Federal income taxes.

(a) This account shall be credited and account 176.1, "Accumulated deferred income taxes—accelerated tax depreciation," shall be charged, in accordance with the provisions of § 31.3-32, with the amounts of income tax differentials applicable to the current period resulting from the deferral in prior years of income taxes occasioned by the use of accelerated depreciation for Federal income tax purposes with respect to eligible depreciable telephone plant.

(b) This account shall be credited and account 176.2, "Accumulated deferred income taxes—other," shall be charged with the amounts of income tax differentials applicable to the current period resulting from the deferral in prior years of income taxes occasioned by the use of the asset guideline class repair allowance feature of the Revenue Act of 1971 for Federal income tax purposes with respect to eligible depreciable telephone plant.

(c) This account shall also be credited or charged, as appropriate, with contra entries to account 176.2 with the amounts of income tax differentials not provided for elsewhere applicable to the current period resulting from the deferral in prior years of income taxes for Federal income tax purposes when authorization therefor has been obtained from the Commission. A separate subaccount shall be maintained for each item included in this account.

11. In § 31.326, paragraphs (b) and (c) are amended to read as follows:

§ 31.326 Federal income taxes—Nonoperating.

(b) This account shall be charged also and account 176.1 "Accumulated deferred income taxes—accelerated tax depreciation," shall be credited, in accordance with the provisions of § 31.3-32,

with the amounts of income tax differentials applicable to the current period resulting from the deferral of income taxes occasioned by the use of accelerated depreciation for Federal income tax purposes with respect to eligible nonoperating depreciable property. In addition, this account shall be charged and account 176.2, "Accumulated deferred income taxes—other," shall be credited with the amounts of income tax differentials applicable to the current period resulting from the deferral of income taxes occasioned by the use of an asset guideline class repair allowance for Federal income tax purposes with respect to eligible nonoperating depreciable property. This account shall also be charged or credited, as appropriate, with contra entries to account 176.2 with the amounts of income tax differentials applicable to items included in the accounts referenced in paragraph (a) hereof, and not provided for elsewhere, applicable to the current period resulting from the deferral of income taxes for Federal income tax purposes when authorization therefor has been obtained from the Commission.

(c) This account shall be credited and account 176.1 shall be charged, in accordance with the provisions of § 31.3-32, with the amounts of income tax differentials applicable to the current period resulting from the deferral in prior years of income taxes occasioned by the use of accelerated depreciation for Federal income tax purposes with respect to eligible nonoperating depreciable property. In addition, this account shall be credited and account 176.2 shall be charged with the amounts of income tax differentials applicable to the current period resulting from the deferral in prior years of income taxes occasioned by the use of an asset guideline class repair allowance for Federal income tax purposes with respect to eligible nonoperating depreciable property. This account shall also be credited or charged, as appropriate, with contra entries to account 176.2 with the amounts of income tax differentials applicable to items included in the accounts referenced in paragraph (a) hereof, and not provided for elsewhere, applicable to the current period resulting from the deferral in prior years of income taxes for Federal income tax purposes when authorization therefor has been obtained from the Commission.

12. In § 31.327, paragraphs (c) and (d) are amended to read as follows:

§ 31.327 Other nonoperating taxes.

(c) This account shall be charged also and account 176.1, "Accumulated deferred income taxes—accelerated tax depreciation," shall be credited, in accordance with the provisions of § 31.3-32, with the amounts of income tax differentials applicable to the current period resulting from the deferral of income taxes occasioned by the use of accelerated depreciation for State and local income tax purposes with respect to eligible nonoperating depreciable property. In addition, this account shall be charged and ac-

count 176.2, "Accumulated deferred income taxes—other," shall be credited with the amounts of income tax differentials applicable to the current period resulting from the deferral of income taxes occasioned by the use of an asset guideline class repair allowance for State and local income tax purposes with respect to eligible nonoperating depreciable property. This account shall also be charged or credited, as appropriate, with contra entries to account 176.2, with the amounts of income tax differentials applicable to items included in the accounts referenced in paragraph (a) hereof, and not provided for elsewhere, applicable to the current period resulting from the deferral of income taxes for State and local income tax purposes when authorization therefor has been obtained from the Commission.

(d) This account shall be credited and account 176.1 shall be charged, in accordance with the provisions of § 31.3-32, with the amounts of income tax differentials applicable to the current period resulting from the deferral in prior years of income taxes occasioned by the use of accelerated depreciation for State and local income tax purposes with respect to eligible nonoperating depreciable property. In addition, this account shall be credited and account 176.2 shall be charged with the amounts of income tax differentials applicable to the current period resulting from the deferral in prior years of income taxes occasioned by the use of an asset guideline class repair allowance for State and local income tax purposes with respect to eligible nonoperating depreciable property. This account shall also be credited or charged, as appropriate, with contra entries to account 176.2 with the amounts of income tax differentials applicable to items included in the accounts referenced in paragraph (a) hereof and not provided for elsewhere, applicable to the current period resulting from the deferral in prior years of income taxes for State and local income tax purposes when authorization therefor has been obtained from the Commission.

13. Appendix A is amended by adding a new Case 27 as follows:

APPENDIX A

INTERPRETATIONS OF THE ACCOUNTING REQUIREMENTS CONTAINED IN THIS SYSTEM OF ACCOUNTS

Case 27

STATEMENT OF FACTS

In the State of Tennessee an excise tax based on taxable income earned in the State of Tennessee is levied on telephone companies, among others. In addition, a separate Tennessee statute imposes a gross receipts privilege tax which is based on gross receipts from Tennessee intrastate business. Thereunder, the intrastate portion of excise taxes actually paid applicable to the preceding year is permitted to be used as a credit against the gross receipts privilege tax currently due. As a result of a company's use of accelerated depreciation in computing its excise tax, a lesser amount is paid currently resulting in a lower credit available to reduce the current gross receipts privilege tax. Accordingly, a

higher gross receipts privilege tax is currently paid. In the future, as the amount of excise tax currently deferred reverses, a larger excise tax payment will be due and paid, and hence a larger credit against and a lower payment of the gross receipts privilege tax will occur.

Question: What is the proper accounting to be followed for the tax effects arising from the use of accelerated depreciation for excise tax purposes in the State of Tennessee and straight-line depreciation for book purposes and for the effect such use has on the Tennessee gross receipts privilege tax?

Answer: The provisions of section 31.3-32 shall apply. Thereunder, if a company normalizes the tax effects arising from the use of accelerated depreciation, paragraph (f) provides, in effect, that the additional or secondary effects thereof shall also be normalized. Accordingly, if a company normalizes the tax effects arising from the use of accelerated depreciation for excise tax purposes, the company shall also normalize the effect such use has on the gross receipts privilege tax.

PART 33—UNIFORM SYSTEM OF ACCOUNTS FOR CLASS C TELEPHONE COMPANIES

Part 33 is amended as follows:

1. Section 33.5 is amended by adding a definition for "accelerated depreciation" immediately before "Accounts," reading as follows:

§ 33.5 Restrictive use of certain terms.

"Accelerated depreciation" means a depreciation method or period of time, including the treatment given cost of removal and gross salvage, used in calculating depreciation deductions on income tax returns which is different from the depreciation method or period of time prescribed by this Commission for use in calculating depreciation expense recorded in a company's books of account.

2. In § 33.2590, paragraph (a) is amended to read as follows:

§ 33.2590 Other deferred credits.

(a) This account shall include the amounts of all deferred credits, not provided for elsewhere, that cannot be entirely cleared or disposed of until additional information has been received or amounts that are being held for credit to other accounts in the future, including investment credits and deferred income taxes occasioned by the use of accelerated depreciation and an asset guideline class repair allowance for income tax purposes.

3. In § 33.5500, paragraphs (b) and (c) are amended and a new paragraph (d) is added to read as follows:

§ 33.5500 Income taxes.

(b) This account shall be charged and account 2590, "Other deferred credits," shall be credited with the amounts of income tax differentials applicable to the current period that are occasioned by the use of accelerated depreciation and an asset guideline class repair allowance for Federal, State, and local income tax pur-

poses with respect to eligible depreciable telephone plant.

(c) This account shall be credited and account 2590 shall be charged with the amounts of income tax differentials applicable to the current period resulting from the deferral in prior years of income taxes occasioned by the use of accelerated depreciation and an asset guideline class repair allowance for Federal, State, and local income tax purposes with respect to eligible depreciable telephone plant.

(d) The tax differentials referred to herein shall encompass both the direct effect of using accelerated depreciation (depreciation differences) and an asset guideline class repair allowance and the additional effect of State and local income tax changes on Federal income taxes (income tax effect) produced by (1) the use of accelerated depreciation and an asset guideline class repair allowance for determining State and local income taxes, and (2) the changes in Federal income taxes realized from the use of accelerated depreciation and an asset guideline class repair allowance when Federal income tax is a deduction in State or local tax computations.

4. Section 33.5490 is amended by adding new paragraph (c) reading as follows:

§ 33.5490 Investment credits—net.

(c) In lieu of crediting account 2590 under paragraph (a) of this section or this account under paragraph (b) hereof, account 6900, "Other income, miscellaneous," may be credited.

5. In Appendix A, the answer in Case 13-R-1 is amended and a new Case 27 is added to read as follows:

APPENDIX A

INTERPRETATION OF THE ACCOUNTING REQUIREMENTS CONTAINED IN THIS SYSTEM OF ACCOUNTS

Case 13-R-1 (Cancels Case 13)

Answer: No Account 5500, "Income taxes," should include provision for actual taxes only, except for taxes deferred with respect to the use of accelerated depreciation and an asset guideline class repair allowance for income tax purposes with respect to eligible telephone plant. Account 5500 should not be increased by the amount which would have been paid had the refunding transaction not occurred. In other words, there was an actual saving in taxes and this saving should be reflected in the income statement because it is a fact.

Case 27

STATEMENT OF FACTS

In the State of Tennessee, an excise tax based on taxable income earned in the State of Tennessee is levied on telephone companies, among others. In addition, a separate Tennessee statute imposes a gross receipts privilege tax which is based on gross receipts from Tennessee intrastate business. Thereunder, the intrastate portion of excise taxes actually paid applicable to the preceding year

is permitted to be used as a credit against the gross receipts privilege tax currently due. As a result of a company's use of accelerated depreciation in computing its excise tax, a lesser amount is paid currently resulting in a lower credit available to reduce the current gross receipts privilege tax. Accordingly, a higher gross receipts privilege tax is currently paid. In the future, as the amount of excise tax currently deferred reverses, a larger excise tax payment will be due and paid, and hence a larger credit against and a lower payment of the gross receipts privilege tax will occur.

Question: What is the proper accounting to be followed for the tax effects arising from the use of accelerated depreciation for excise tax purposes in the State of Tennessee and straight-line depreciation for books purposes and for the effect such use has on the Tennessee gross receipts privilege tax?

Answer: The provisions of section 33.5500 shall apply. Thereunder, if a company normalizes the tax effects arising from the use of accelerated depreciation, paragraph (d) provides, in effect, that the additional or secondary effects thereof shall also be normalized. Accordingly, if a company normalizes the tax effects arising from the use of accelerated depreciation for excise tax purposes, the company shall also normalize the effect such use has on the gross receipts privilege tax.

[FR Doc.75-15073 Filed 6-9-75;8:45 am]

[47 CFR Part 73]

[Docket No. 20507; RM-2427; RM-2439; RM-2042]

FM BROADCAST STATIONS

Table of Assignments, Arizona; Proposed Rule

1. Notice of Proposed Rule Making is hereby given concerning amendment of the FM Table of Assignments (§ 73.202 (b)) with respect to conflicting petitions of Golden State Broadcasting Corporation (Golden State), licensee of daytime-only AM Station KHYT, Tucson, Arizona (RM-2427); Green Valley Communications (Communications) (RM-2439); and Bisbee Broadcasters, Inc. (BBI), licensee of AM Station KSUN, Bisbee, Arizona (RM-2042). Statements responsive to the petitions were filed by Huachuca Broadcasting Company, licensee of Stations KHFH (AM) and KTAN-FM, Sierra Vista, as concerns RM-2042; by Graham Broadcasting Company, applicant for Channel 221A at South Tucson (BPH-9196), as concerns RM-2427; and by the Mayor of South Tucson as concerns RM-2427.¹

2. Golden State proposes the assignment of Channel 298 to Tucson, Arizona, which requires change of the Channel 298B assignment at Naco, Sonora, Mexico, for which Golden State proposes the substitution of Channel 260B.² Commu-

¹ South Tucson allegedly is a self-governing town wholly within Tucson; see Paragraph 6.

² Because of the conflict with an "allotment" for a Mexican channel, a preliminary inquiry was made by the Commission of Mexican authorities in accordance with the United States-Mexico FM Broadcasting Agreement to ascertain whether this might be acceptable. Only after the Mexican authorities indicated that the proposed changes in the channel allotment at Naco and Tucson are technically acceptable, did the Commission accept the petition and give "Public Notice" (§ 1.403).

fications proposes the reassignment of FM Channel 221A to Green Valley from Tucson; no replacement channel is proposed. BBI proposes the assignment of Channel 261A to Bisbee in lieu of Channel 221A and the reassignment of the latter to Sierra Vista.²

3. There are several conflicts. Channel 261A may not be assigned to Bisbee if the Channel 260B assignment is made at Naco; the distance between the communities is 10 miles while the required adjacent channel mileage separation is 65 miles. The proposed assignment of Channel 221A to Sierra Vista is short-spaced to the co-channel at Tucson on a reference point basis by about five miles and Green Valley is only 45 miles away (the required separation is 65 miles).³

4. Tucson, population 262,933, is located in Pima County (pop. 351,667) which constitutes the Tucson Standard Metropolitan Statistical Area (SMSA).⁴ Green Valley is also located in Pima County; there is no 1970 Census listing, and petitioner states it is a "new town" of approximately 3,500. Both Sierra Vista, pop. 6,689, and Bisbee, pop. 8,328 (the county seat), are located in Cochise County (pop. 61,910). The local aural broadcast service at Tucson consists of 11 AM stations (five fulltime, three daytime-only, and three Class IV), five Class C FM stations (all affiliated with an AM station), and an educational AM station. In addition, three applications are pending for use of Channel 221A and an application is pending for an educational FM station there. Bisbee has one AM station—KSUN—and a construction permit has been granted for Channel 221A. (See para. 5 and footnote 6, infra.) Sierra Vista is served by Stations KHPH(AM) and KTAN(FM). There is no local aural broadcast service at Green Valley.

5. BBI, in support of its petition (RM-2042), urges that while Bisbee is the county seat, Sierra Vista (22 miles away) is the larger and more important community especially in the light of the proximity to and annexation of Fort Huachuca in 1971. BBI also contends that the assignment of the additional channel to Sierra Vista would resolve the hearing for mutually exclusive applications between itself (BPH-7873) and Wrye Associates (BPH-7994) for Bisbee's Channel 221A.⁵ BBI also asserts that Wrye Associates interests are more consistent with providing service to

Sierra Vista primarily because William F. Wrye is employed at Ft. Huachuca. BBI adduced information as to the nature of Sierra Vista consisting of a community profile published by the Arizona Department of Economic Planning and Development which indicates that Sierra Vista's economy and activity in large part depend on nearby Fort Huachuca which has spurred much growth including the building of two shopping centers, that there is a population of 38,500 within a 35 mile radius, and that the city's 1972 population was 19,000. The petition is opposed by Huachuca Broadcasting Company, the licensee of the AM-FM radio combination at Sierra Vista, which urges that there is no need for an additional channel at Sierra Vista. It says that BBI's argument as to Wrye's interest in Sierra Vista is specious, and that there is ample service at the fort from a government-owned cable system which provides free service to all quarters and which, among others, carries four Tucson and Phoenix FM stations.

6. Before discussing Golden State's petition, a brief history of FM channel assignments at Tucson is in order. Tucson was originally assigned six channels by the *Third Report, Memorandum Opinion and Order in Docket 14185* (40 F.C.C. 747, 768 (1963)). This included five Class C channels and Channel 221A. In 1965, the Commission denied a petition to assign Channel 281 to Tucson on the basis that there were fallow channels there (Tucson, 1 F.C.C. 2d 1060, 1066-7). In 1967, Channel 221A was deleted in order to "remove an unnecessary mixture" of classes of assignments in the same community (Tucson, 6 F.C.C. 2d 423, 426), but it was reassigned under the United States-Mexico FM Broadcasting Agreement; see 43 F.C.C. 2d 293, 294 (1973). More recently, Golden State's petition to add Channel 281 with respect to which action was deferred during negotiation of the Agreement was dismissed because of short-spacing to various Mexican "allotments"; *Memorandum Opinion and Order in RM-1659*, adopted October 26, 1973 (unpublished).

7. Golden State, in support of its petition, has adduced the following information. We are told about the makeup of the population of Tucson and Pima County including the fact that about 24% either speak Spanish or have Spanish surnames, that the 1980 projected population for the city is an additional 262,000 and for the county is a total of 614,000. We are also told about the nature of broadcast service at Tucson including the fact that there are four television stations (one each affiliated with a national network and an independent station) and the history of Channel 221A at Tucson (including the fact that Station KSOM operated on it between October 1962 and November 1964). Substantial information is also adduced as to the geographical location, history, climate, highways, the city government, transportation, medical and library facilities, the city educational system and institutions of higher learning, financial

institutions, religious, civic, business, social and fraternal organizations, newspapers, military installations (including Fort Huachuca), industry, agriculture, travel accommodations, recreation and entertainment, cultural activities, and points of interest. Tucson, we are told, is an 84.5 square-mile area located in a desert valley completely surrounded by mountain ranges in the southeastern part of Arizona. It is 116 miles southeast of Phoenix, Arizona, 60 miles north of Nogales, Arizona, 420 miles east of San Diego, California, and 320 miles west of El Paso, Texas. It is averred that Tucson is the economic and cultural center of Pima County and allegedly among the fastest growing areas in the United States. Golden State's stated principal objective is to provide nighttime coverage to its listening audience and to meet an urgent need for additional diversified FM service in Tucson which a station on Channel 221A may not satisfy because the hilly terrain of parts of Tucson bars even a centrally located Class A station from furnishing a community grade signal over the entire city.

8. Communications alleges that Green Valley is a new community being built in the Arizona desert with a population of approximately 3,500 and an anticipated expansion of 10,000. It also avers that the nearest community, Amado (pop. 1,000), is 13 miles south. Communications asserts that Green Valley is virtually isolated and that the only aural broadcast service is during daytime hours from four Tucson AM stations. It also alleges that none of the five Class C FM stations at Tucson provide service. As concerns the reassignment of Channel 221A from Tucson to Green Valley, this party also asserts that a Class A station at Tucson may not provide a community grade service to the entire city of Tucson. Communications' petition is opposed by Graham Broadcasting Company (Graham), one of the three applicants for Tucson's Channel 221A (BPH-9196).⁶ Graham's opposition is based on its intention to serve South Tucson (pop. 6,220), which it characterizes as "an impacted, low-income, self-governing town" totally within the boundaries of Tucson and which presently has no media facilities, with bi-lingual programming for its 80% Spanish surnamed residents.⁷

9. The proposals raised a number of questions both collectively and individually. We first discuss the collective issues, that is, those that require that these proposals be considered together. The proposal to assign Channel 261A to Bisbee (RM-2042) conflicts with Golden State's proposal to replace Channel 298B at Naco, Sonora, Mexico, with 260B (RM-2427). The distance between Bisbee and Naco is 10 miles while the required

² Six channels are presently assigned to Tucson: 221A, 225, 229, 235, 241, 258; Green Valley currently has no FM assignment. Channel 221A is assigned to Bisbee; and Channel 265A is assigned to Sierra Vista.

³ Green Valley is about 25 miles south of Tucson and west northwest of Sierra Vista. Sierra Vista is southeast of Tucson, and Bisbee, 22 miles away, is east southeast of Sierra Vista. Tucson is 65 miles north of the U.S.-Mexico border.

⁴ Unless otherwise indicated, all population data are from the 1970 Census.

⁵ Wrye has since become the successful applicant. Bisbee Broadcasters, Inc. and Wrye Associates, 48 F.C.C. 2d 291 (1974).

⁶ The other two are Rex Broadcasting Corporation, licensee of AM Station KCUB at Tucson (BPH-9188); and Grabet, Inc. Radio Enterprises, licensee of full-time AM Station KHOS at Tucson (BPH-9214).

⁷ Graham, it might be noted, was the permittee of KAYN, Channel 235, Tucson from March 1970 through November 1972.

adjacent channel distance under the Agreement, as it is domestically, is 65 miles, and, thus, there is a 55 mile shortage. So too, the proposed assignment of Channel 221A to Sierra Vista is short-spaced to the Tucson reference point by about five miles and by about 20 miles to the Green Valley reference point. As concerns the separation to Tucson's co-channel, a transmitter could be sited five miles southeast of Sierra Vista. On the other hand, Channel 221A at both Sierra Vista and Green Valley may not co-exist. Essentially, then, the alternatives are:

(a) Assignment of Channel 221A to Sierra Vista and 261A to Bisbee which would require the denial of Golden State's petition to assign Channel 298 to Tucson and reassign Channel 260B at Naco and deny Communications' petition to assign Channel 221A to Green Valley;

(b) Assign Channel 298 to Tucson and reassign Channel 260B for 298B at Naco would require the denial of Golden State's petition; and possibly concurrently reassign Channel 221A from Tucson to Green Valley.

10. Additionally, as noted above, each proposal presents individual issues. We now discuss these.

11. *RM-2042*. As already noted, this proposal to reassign Channel 221A from Bisbee to Sierra Vista and assign Channel 261A to Bisbee was directed at disposing of a comparative hearing for Bisbee's Channel 221A which has now been finally terminated adversely to the petitioner. (See footnote 6.) While available information in this respect is in conflict, the annexation of Fort Huachuca appears to have increased the population of Sierra Vista to about 20,000. Thus, we perhaps should consider an additional assignment to Sierra Vista even though there is no present demand. Huachuca Broadcasting's allegation about the existence of a free cable service for resident personnel at Fort Huachuca is not persuasive, inasmuch as we disregard cable services in determining FM assignments. Of greater concern is the conflict between a Channel 221A Sierra Vista assignment and Communications' petition (*RM-2439*) to assign Channel 221A to Green Valley, with respect to which there are other issues which are discussed below. As concerns Channel 221A, there also is a question whether there is a transmitter site from which there could be a community grade signal to "Sierra Vista-Fort Huachuca."

12. *RM-2439*. This proposal is based on the premise that the "new town" of Green Valley, located 25 miles south of Tucson, with an estimated population of 3,500, is entitled to a first aural broadcast service of its own. Communications alleges that there is no nighttime aural service from Tucson (the FM stations operate at a low power and height) and that during the day there is service from only four Tucson stations. See generally *Anamosa and Iowa City*, 46 F.C.C. 2d 520, 525-6 (1974).⁸ On the other hand, if the

⁸ There, we said that in considering the need for aural service and the extent to which such service exists AM and FM are

Roanoke Rapids, 9 F.C.C. 672 (1967), doctrine is applicable, Green Valley would be considered to be receiving service from all the Class C stations in Tucson.⁹ In other instances, we have declined to assign an FM channel to a small community which actually receives numerous aural broadcast signals from a large nearby metropolitan city. The issues raised by the proposed assignment to Green Valley are whether we should consider the actual situation, that is, no present nighttime service, or whether we should consider the theoretical situation under the Roanoke Rapids doctrine whereby this community would be presumed to receive at least five broadcast services from Tucson, and whether, nonetheless, to assign Green Valley an FM channel of its own. In this respect, Communications should submit engineering data showing where the 1 mV/m (60 dBu) contours of each of Tucson's Class C FM stations (actual present transmitter sites) would be in relation both to Green Valley and to the 1 mV/m contour of an assumed Class A station with transmitter site at the Green Valley reference point, assuming Roanoke Rapids facilities for the Tucson stations and for the assumed Green Valley station.

13. *RM-2427*. We are satisfied with Golden State's showing insofar as stating a desire to broadcast on a full-time basis to serve Tucson which a station on Channel 221A cannot do because of the limitations on service, stating that there is a need for additional diversified FM service at Tucson, and showing that Channel 298 might be assigned to Tucson. However, we believe that Golden State should also discuss the proposed assignment in terms of the population criteria and the technical aspects of the proposed Channel 298 assignment. As concerns the population criteria, see paragraph 4 of the Further notice of proposed Rule Making in docket 14185 (FCC 62-867), which was incorporated by reference in the *Third Report, Memorandum Opinion and Order*, 40 F.C.C. 747, 758 (1963), and our recent discussion in *Atlanta*, 49 F.C.C. 2d 1270 (1974). As to the feasibility of assigning Channel 298, while the Mexican authorities have indicated that the assignment of Channel 298 to Tucson and the change of that channel assignment at Naco to 260B is technically acceptable, this is not conclusive as to what action we should take here. Additionally, it is appropriate for Golden State to provide a preclusion

viewed as components of a single aural service and we look not only to FM service but also to primary AM signals, especially at night.

⁹ The Roanoke Rapids doctrine generally is applied to instances when one alleges that a proposed channel will provide a first or second FM service. For that purpose, we assume that all Class A assignments are in operation with maximum facilities and that a Class C assignment operates at 75 kW and an antenna height of 500 feet a.a.t., or equivalent, if not actually greater. Under the stated minimum for Class C stations, there normally would be service to about a 35-mile radius.

study and indicate whether there are other channels available to communities located in the precluded areas.

14. In view of the foregoing, it is proposed to amend the FM Table of Assignments (§ 73.202(b) of the Commission's rules and regulations) as concerns the following communities according to one or more of the following alternative proposals:

City	Channel No.	
	Present	Proposed
Plan I: Tucson, Ariz.....	221A, 225, 229, 235, 241, 258	221A, 225, 229, 235, 241, 258, 259
Plan II: Bisbee, Ariz.....	221A	261A
Sierra Vista, Ariz....	265A	221A, 265A
Plan III: Tucson, Ariz.....	221A, 225, 229, 235, 241, 258	225, 229, 235, 241, 258
Green Valley, Ariz.....		221A
Or plan III with channel 298 assigned to Tucson.		

¹ This requires the substitution of channel 260B for 298B at Naco, Sonora, Mexico. The Mexican authorities have preliminarily indicated that the proposal is technically acceptable.

15. Because the cities referred to above are located within the 199-mile border area covered by the United States-Mexico Broadcasting Agreement, it will be necessary to obtain the consent of the United Mexican States to the proposed channel changes.

16. The Commission's authority to institute rule making proceedings, showings required, cut-off procedures, and filing requirements are contained in the attached Appendix and are incorporated herein.

17. Interested parties may file comments on or before August 4, 1975, and reply comments on or before August 25, 1975.

FEDERAL COMMUNICATIONS
COMMISSION,
WALLACE E. JOHNSON,
Chief, Broadcast Bureau.

APPENDIX

1. Pursuant to authority found in sections 4(i), 5(d)(1), 303 (g) and (r), and 307 (b) of the Communications Act of 1934, as amended, and § 0.281(b)(6) of the Commission's rules, it is proposed to amend the FM Table of Assignments, § 73.202(b) of the Commission's rules and regulations, as set forth in the Notice of Proposed Rule Making to which this Appendix is attached.

2. *Showings required*. Comments are invited on the proposal(s) discussed in the Notice of Proposed Rule Making to which this Appendix is attached. Proponent(s) will be expected to answer whatever questions are presented in initial comments. The proponent of a proposed assignment is also expected to file comments even if it only re-submits or incorporates by reference its former pleadings. It should also restate its present intention to apply for the channel if it is assigned, and, if authorized, to build the station promptly. Failure to file may lead to denial of the request.

3. *Cut-off procedures*. The following procedures will govern the consideration of filings in this proceeding.

(a) Counterproposals advanced in this proceeding itself will be considered, if advanced in initial comments, so that parties may comment on them in reply comments.

They will not be considered if advanced in reply comments. (See § 1.420(d) of Commission rules.)

(b) With respect to petitions for rule making which conflict with the proposal(s) in this Notice, they will be considered as comments in the proceeding, and Public Notice to this effect will be given as long as they are filed before the date for filing initial comments herein. If filed later than that, they will not be considered in connection with the decision in this docket.

4. *Comments and reply comments; service.* Pursuant to applicable procedures set out in §§ 1.415 and 1.420 of the Commission's rules and regulations, interested parties may file comments and reply comments on or before the dates set forth in the notice of Proposed Rule Making to which this Appendix is attached. All submissions by parties to this proceeding or persons acting on behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings. Comments shall be served on the petitioner by the person filing the comments. Reply comments shall be served on the person(s) who filed comments to which the reply is directed. Such comments and reply comments shall be accompanied by a certificate of service. (See § 1.420 (a), (b) and (c) of the Commission rules.)

5. *Number of copies.* In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and fourteen copies of all comments, reply comments, pleadings, briefs, or other documents shall be furnished the Commission.

6. *Public inspection of filings.* All filings made in this proceeding will be available for examination by interested parties during regular business hours in the Commission's Public Reference Room at its headquarters, 1919 M Street, NW, Washington, D.C.

[FR Doc. 75-15078 Filed 6-9-75; 8:45 am]

[47 CFR Part 73]

[Docket No. 20492 RM-2351; RM-2428; RM-2521]

FM BROADCAST STATIONS

Table of Assignments; Garden City, Hinesville, and Springfield, Ga.; Proposed Rule

1. Notice of proposed rule making is hereby given concerning proposed amendment of § 73.202(b) of the rules, the FM Table of Assignments, to provide a first local FM service to Garden City, Hinesville, and Springfield, Georgia. West Chatham Broadcasting Co., Inc. (West Chatham) and Liberty Broadcasting Co., Inc. (Liberty) each seek mutually exclusive assignments of Channel 221A to Garden City, and Hinesville, Georgia, respectively. Effingham Enterprises, Inc. (Effingham) requests that the Commission assign either Channel 280A (which it prefers) or Channel 221A to Springfield, Georgia. The Effingham 221A alternative is mutually exclusive with the West Chatham and Liberty proposals.

2. Springfield (pop. 1,001),¹ the seat of Effingham County (pop. 13,632), is located approximately 25 miles northwest of Savannah and 40 miles north, northeast of Hinesville. We are told that 50,000 acres of land are under cultivation in the area and that most farms are less than 50

¹ All population figures are from the 1970 U.S. Census.

acres in size. The remaining county acreage includes 200,000 acres primarily covered by pine timber and 60,000 acres of marshland. County farm crops are tobacco, cotton, vegetables, soy beans, and small grains. Effingham states that "while most rural areas have been losing population because of the use of machinery on farms, Effingham County has had a substantial growth since 1960 (when its population was 10,144) because of a gradual shift from an agricultural to an industrial economy . . ." [The] combination of small (part-time) farms and large forest lands has encouraged (worker) commuting to the industrial complex near Savannah and has resulted in a stabilized and growing employment for many Effingham County residents."

3. Garden City (pop. 5,790) is located in Chatham County (pop. 187,816) approximately three miles northwest of Savannah (which is also in Chatham County) and a like distance from the South Carolina-Georgia border. West Chatham states that the Garden City Terminals, located in the center of Garden City, is the home of the Georgia Port Authority and constitute Georgia's largest port terminal facility. The Garden City port facility ranks fourteenth in the nation in the dollar value of its international trade. Other industry in the western portion of the county, where Garden City is located, includes paper mills, sugar refineries, power production plants, a Gruman aircraft plant and a plywood plant. Savannah-based aural services which serve Garden City include 6 AM and 6 FM stations. To support its claim of need for local service, which is weakened by its proximity to Savannah, West Chatham claims and has submitted letters from community members and leaders claiming that Savannah stations give very little information about western Chatham County with the possible exception of a major accident or some criminal act.

4. Hinesville (pop. 4,115), the seat of Liberty County (pop. 17,569), is located 33 miles southwest of Savannah, 25 miles west of the Atlantic Ocean, and 32 miles southwest of Garden City. It has a mayor-city council form of government. Its population increased 29.6 percent between 1960 and 1970 and, according to a Manpower Report issued by the Employment Security Agency of the Georgia State Employment Service (and submitted by Liberty²), Hinesville annexed additional land in 1970 to increase its population to 6,134 persons. This report indicates that the largest payrolls in Liberty County are those of the military

² Other than an engineering report, Liberty has supplied little information to augment the above-mentioned Manpower Report. Although it is accepted, this form of filing is frowned upon by the Commission, because the material in the Manpower Report has not been collected and written to reflect data that are important to the Commission in making a public interest determination, but is instead written for the purpose of attracting business investment to the area. Thus, it contains much extraneous matter and may omit relevant matters.

and civilian establishments at Fort Stewart which is adjacent to Hinesville. County farm and non-farm industry includes pulpwood, tobacco, livestock, fishing, lumber, kraft linerboard, plastics, cement products, food products and printing. Liberty County's eastern border is the Atlantic Ocean and we are told that the county is subject to hurricanes, tornados and flash floods. Liberty, the licensee of the county's only local aural service, AM Station WGML, states that Station WGML does not reach the coast with a listenable signal and therefore does not provide the area with adequate warning of dangerous weather conditions. In addition, Liberty indicates that a full-time station is needed to provide service during the winter, when sunrise is late and workers in the area commute to work before Station WGML is permitted to sign on.

5. West Chatham contends that Liberty has demonstrated no need for an assignment at Hinesville, but instead, that Liberty's assertion of need is "bottomed primarily upon a purported buildup of Army personnel at Fort Stewart." However, it appears, from the above, that Hinesville qualifies for an FM assignment even if Fort Stewart is not considered. West Chatham also contends that Hinesville is a stagnating community, but Hinesville's long-term population growth does not support this view.³ Instead, it appears more likely that Hinesville is a typical rural community.

6. Each of the petitioners seeks a first local FM assignment. The community of Springfield and Effingham County have no local aural service of any kind. Garden City receives local aural service only from daytime-only Station WNMT, licensed to West Chatham, and Hinesville receives local aural service only from daytime-only Station WGML. It appears that each of these communities receives a number of outside FM services. Assignments to each community would therefore be based upon the Commission priority of providing, insofar as possible "each community with at least one FM broadcast station, especially where the community has only a daytime-only or local (Class IV) AM station, and especially where the community is outside of an urbanized area". Anamosa and Iowa City, Iowa, 46 F.C.C. 2d 520 (1974). However, each community herein is distinguishable under this guideline. An assignment to Springfield would bring a first local aural service of any kind to that community and to the county. An assignment to Hinesville, while possibly of less priority than an assignment to Springfield is of greater

³ West Chatham posits that this population increase is due entirely to the large number of births in the county. It states that ". . . an astounding 40% of the county's population is under 20 years of age." However this figure is not so astounding when compared to the 1970 national figure of 27.8 percent. *Census of Population: 1970*, U.S. Bureau of the Census, General Population Characteristics, Table 52, Final Report PC (1)-B1 United States Summary.

priority than an assignment to Garden City because Hinesville is outside of an urbanized area. In this connection we note that Garden City receives 6 AM and 6 FM signals from Savannah only three miles away.

7. This does not necessarily eliminate the Garden City proposal. A staff study indicates that Channel 288A may be assignable to Garden City. However, location of a transmitter for such an assignment is limited by adjacent and co-channel mileage separation requirements with respect to Station WAUG-FM (Channel 289) in Augusta, Georgia and Station WIFO-FM (Channel 288A) in Jesup, Georgia. Thus, West Chatham must show that a transmitter site is available approximately 7 miles northeast of Garden City and that this location would permit 3.16 mV/m principal community coverage.⁴ In addition, West Chatham should submit a preclusion study for this possible assignment. *Policy to Govern Requests for Additional FM Assignments*, 8 F.C.C. 2d 79 (1967).⁵

8. Accordingly, the Commission proposes to amend the FM Table of Assignments, § 73.202(b) as follows:

City	Channel No.	
	Present	Proposed
Garden City, Ga.		288A
Hinesville, Ga.		* 221A
Springfield, Ga.		* 280A

* Channel 221A may be assigned to either Springfield or Hinesville, as may Channel 280A. However, Effingham prefers Channel 280A at Springfield, and Channel 280A at Hinesville would require a transmitter site at least 6 miles northeast of the community.

9. The Commission's authority to institute rule making proceedings; showings required; cut-off procedures; and filing requirements are contained in the Appendix and are incorporated into this notice.

10. Interested parties may file comments on or before July 18, 1975, and reply comments on or before August 7, 1975.

Adopted: May 22, 1975.

Released: June 3, 1975.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] WALLACE E. JOHNSON,
Chief, Broadcast Bureau.

* This showing should include a terrain profile from the proposed site to Garden City indicating, among other things, that line-of-sight exists between the proposed transmitting antenna location and Garden City.

* Although preclusion studies are not routinely required for proposals involving first local FM assignments to communities not located near large population centers, Liberty has submitted such a study. It shows, among other things, that there would be no adverse preclusionary impact on educational channels 218, 219 and 220 because other educational channels are available for assignment within the resulting preclusion area. Because these precluded areas are primarily removed from the Grade B contour of Augusta television Station WJBF operating on Channel 6, the use of lower educational channels would be permitted.

APPENDIX

1. Pursuant to authority found in Sections 4(i), 5(d)(1), 303(g) and (r), and 307(b) of the Communications Act of 1934, as amended, and § 0.281(b)(6) of the Commission's rules, it is proposed to amend the FM Table of Assignments, § 73.202(b) of the Commission's rules and regulations, as set forth in the Notice of Proposed Rule Making to which this is attached.

2. *Showings required.* Comments are invited on the proposal(s) discussed in the Notice of Proposed Rule Making to which this Appendix is attached. Proponent(s) will be expected to answer whatever questions are presented in initial comments. The proponent of a proposed assignment is also expected to file comments even if it only resubmits or incorporates by reference its former pleadings. It should also restate its present intention to apply for the channel if it is assigned, and, if authorized, to build the station promptly. Failure to file may lead to denial of the request.

3. *Cut-off procedures.* The following procedures will govern the consideration of filings in this proceeding.

(a) Counterproposals advanced in this proceeding itself will be considered, if advanced in initial comments, so that parties may comment on them in reply comments. They will not be considered if advanced in reply comments. (See § 1.420(d) of Commission rules.)

(b) With respect to petitions for rule making which conflict with the proposal(s) in this notice, they will be considered as comments in the proceeding, and Public Notice to this effect will be given as long as they are filed before the date for filing initial comments herein. If filed later than that, they will not be considered in connection with the decision in this docket.

4. *Comments and reply comments; service.* Pursuant to applicable procedures set out in §§ 1.415 and 1.420 of the Commission's rules and regulations, interested parties may file comments and reply comments on or before the dates set forth in the notice of Proposed Rule Making to which this is attached. All submissions by parties to this proceeding or persons acting on behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings. Comments shall be served on the petitioner by the person filing the comments. Reply comments shall be served on the person(s) who filed comments to which the reply is directed. Such comments and reply comments shall be accompanied by a certificate of service. (See § 1.420 (a), (b) and (c) of the Commission rules.)

5. *Number of copies.* In accordance with the provisions of § 1.419 of the Commission's rules and regulations; an original and fourteen copies of all comments, reply comments, pleadings, briefs, or other documents shall be furnished the Commission.

6. *Public inspection of filings.* All filings made in this proceeding will be available for examination by interested parties during regular business hours in the Commission's Public Reference Room at its headquarters, 1919 M Street, NW., Washington, D.C.

[FR Doc. 75-15075 Filed 6-9-75; 8:45 am]

[47 CFR Part 73]

[Docket No. 20491 RM-2451]

FM BROADCAST STATIONS

Table of Assignments, Goleta, California

1. On July 19, 1974, Erway Broadcasting Corporation (Erway), filed a petition (supplemented on September 24, 1974) requesting the assignment of FM Channel 292A to Goleta, California. No other revisions in our FM Table of Assignments were proposed. Public Notice of the petition was given by the Commission on October 16, 1974. No supporting or opposing comments were received.

2. The unincorporated community of Goleta, California, has a population of 14,029 and is located adjacent to Santa Barbara, California (in its Urbanized Area) in Santa Barbara County which has 264,324 residents.¹ Goleta has neither an FM assignment nor a local AM station. The population of Santa Barbara is 70,215. Its Urbanized Area has a population of 129,774. There are four FM channels (all Class B) assigned to Santa Barbara, each of which is occupied. There are three unlimited-time and two daytime AM stations licensed in the city. The city also has one noncommercial educational FM service.

3. The community of Goleta² is situated in the south coast region of California between the Santa Ynez Mountains and the Pacific Ocean approximately 100 miles north of the nearest seaport of Los Angeles and 300 miles south of San Francisco. The area's population is assertedly growing at a very rapid rate. With respect to industry in the Valley, Erway States:

*** Goleta is home for 70 research and development firms, individually employing staffs from two to more than 800 persons. Goleta's enviable climate has attracted divisions of such corporate giants as: General Motors, Raytheon, E.G. & G., Burroughs Corporation, Hughes Aircraft, Bausch & Lomb. Other large firms based in Goleta include General Research Corporation, Applied Magnetics Corporation, Joselin Electronics Systems, Information Magnetics, Heyer-Schulte and the Neil Feay Company.

The community has 2 major industrial parks as well as several minor ones. In sum, it appears that "the economy of Goleta is based on electronics and space age research, light manufacturing, including the assembling of component parts, educational facilities, agriculture, tourists and travel services." Eleven financial institutions have offices in Goleta. The average income of a Goleta family, which is made up on the average of 3.3 persons, is approximately \$14,000 per annum. In addition to telling us that Goleta has the supervisory form of government under the jurisdiction of Santa Barbara County, petitioner presents a

¹ Population figures cited are from the 1970 U.S. Census.

² Petitioner advises us that the information it sets forth concerning Goleta is intermixed with that concerning Goleta Valley since the community is the hub of the Valley.

rather detailed picture of the area's economic, cultural life, and facilities by describing its existing agriculture, transportation, schools, community medical services, churches and libraries.

4. Our engineering examination indicates that the use of Channel 292A at Goleta would preclude assignments in the area on Channels 289, 291, 292A, 293 and 295. The communities that are precluded from assignment of these channels either have FM assignments or receive service from communities that do. Because of this, the amount of preclusion present does not appear to be a significant problem.

5. In view of the propinquity of Goleta to the city of Santa Barbara and the other facts set forth in paragraph 2, supra, the Commission notes the potential existence of a Berwick issue in this matter.⁸ Although Berwick issues are usually dealt with at the application stage, we wish to make note of the issue in this notice. We trust that Erway will express its commitment to serve primarily the needs and interest of the Goleta community, the community of assignment, and not those of the city of Santa Barbara, if the requested channel is assigned and if Erway is ultimately granted a construction permit for its use.

6. In view of the foregoing, we propose the following revision in our FM Table of Assignments (§ 73.202(b) of our rules) with respect to the city listed below:

City	Channel No.	
	Present	Proposed
Goleta, Calif.		292A

7. Comments in this proceeding must be filed on or before July 18, 1975, while reply comments must be filed on or before August 7, 1975.

8. Authority for the institution of this rule making proceeding and the procedural rules and regulations governing it are set out and/or cited in the attached Appendix.

Adopted: May 20, 1975.

Released: May 30, 1975.

FEDERAL COMMUNICATIONS
COMMISSION,
[SEAL] WALLACE E. JOHNSON,
Chief, Broadcast Bureau.

APPENDIX

1. Pursuant to authority found in sections 4(i), 5(d)(1), 303 (g) and (r), and 307(b) of the Communications Act of 1934, as amended, and section 0.281(b)(6) of the Commission's rules, it is proposed to amend the FM Table of Assignments, § 73.202(b) of the Commission's rules and regulations, as set forth in the notice of Proposed Rule Making to which this Appendix is attached.

⁸ Berwick Broadcasting Corporation et al., 12 F.C.C. 2d 8 (1968) apply to FM stations the suburban issue considerations of AM broadcast stations set forth in Policy Statement on Section 307(b), 2 F.C.C. 2d 190 (1965), affirmed on reconsideration, 2 F.C.C. 2d 866 (1966).

2. *Showings required.* Comments are invited on the proposal(s) discussed in the notice of Proposed Rule Making to which this Appendix is attached. Proponent(s) will be expected to answer whatever questions are presented in initial comments. The proponent of a proposed assignment is also expected to file comments even if it only resubmits or incorporates by reference its former pleadings. It should also restate its present intention to apply for the channel if it is assigned, and, if authorized, to build the station promptly. Failure to file may lead to denial of the request.

3. *Out-of procedures.* The following procedures will govern the consideration of filings in this proceeding.

(a) Counterproposals advanced in this proceeding itself will be considered, if advanced in initial comments, so that parties may comment on them in reply comments. They will not be considered if advanced in reply comments. (See § 1.420(d) of Commission rules.)

(b) With respect to petitions for rule making which conflict with the proposal(s) in this notice, they will be considered as comments in the proceeding, and Public Notice to this effect will be given as long as they are filed before the date for filing initial comments herein. If filed later than that, they will not be considered in connection with the decision in this docket.

4. *Comments and reply comments; service.* Pursuant to applicable procedures set out in §§ 1.415 and 1.420 of the Commission's rules and regulations, interested parties may file comments and reply comments on or before the dates set forth in the notice of Proposed Rule Making to which this Appendix is attached. All submissions by parties to this proceeding or persons acting on behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings. Comments shall be served on the petitioner by the person filing the comments. Reply comments shall be served on the person(s) who filed comments to which the reply is directed. Such comments and reply comments shall be accompanied by a certificate of service. (See § 1.420 (a), (b) and (c) of the Commission rules.)

5. *Number of copies.* In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and fourteen copies of all comments, reply comments, pleadings, briefs, or other documents shall be furnished the Commission.

6. *Public inspection of filings.* All filings made in this proceeding will be available for examination by interested parties during regular business hours in the Commission's Public Reference Room at its headquarters, 1919 M Street, NW., Washington, D.C.

[FR Doc. 75-15077 Filed 6-9-75; 8:45 am]

[47 CFR Part 73]

[Docket No. 20498 RM-2456]

FM BROADCAST STATIONS

Table of Assignments, Presque Isle, Me.; Proposed Rule

1. *Petitioner, proposal and comments.* (a) Petition for rule making filed October 3, 1974, by the University of Maine, licensee of noncommercial educational FM Station WUPI(FM) (Channel 216), Presque Isle, Maine, proposing the assignment of Channel 291 to Presque Isle, Maine, for use as a noncommercial educational FM assignment.

(b) This proposal requires the deletion of Channel 237A, presently unoccupied and unapplied for, at Presque Isle,

Maine, due to the mileage separation requirements of § 73.207. A minimum separation of 20 miles is required between a Class C and a Class A FM frequency 54 channels removed to avoid intermediate frequency interference. No other existing FM assignments will be affected by the proposed assignment.

(c) Petitioner selected a commercial FM channel rather than a noncommercial educational channel due to anticipated Canadian objections. The anticipated opposition is based upon a letter, dated July 26, 1974, from the Canadian Department of Communications in response to a proposal by petitioner to operate on educational Channel 216 with desired power and antenna height of 100 kW at 1080 feet AAT. In that letter, Canada objected to the proposal because it felt that severe limitation would be placed upon service, within Canada, of the future assignments of Channels 214 and 218 at Fredericton, New Brunswick. They also noted possible interference to service rendered by Canada's TV Station CHSJ-TV-1, Bon Accord, New Brunswick, on Channel 6, should Channel 216 be utilized as proposed. Petitioner indicated in its engineering statement that a frequency search of the FM educational band was performed for the Presque Isle area and from that search it was determined that Channels 201 and 216 could be used at the proposed antenna site without creating interference to or from any existing United States channel assignments. It was further determined that Channels 203 and 204 could be utilized at Presque Isle if an alternate channel were found for an existing Class D operation. However, in light of the concern expressed by Canada about expected interference to TV Channel 6 at Bon Accord, it decided not to apply for the use of Channels 201, 203, or 204 since potential interference would increase on the lower channels. As a result, petitioner proposed that Channel 291 be assigned for noncommercial educational use as the only solution to the problem of bringing noncommercial educational radio service to Presque Isle, Maine.

2. *Demographic data.* (a) Location: Presque Isle is situated in Aroostook County approximately 11 miles west of the Canada-United States border and approximately 135 miles northeast of Bangor.

(b) Population: 1970 Census: Presque Isle 11,452; Aroostook County 92,463.

(c) Present aural services: Local service is provided by 2 unlimited-time AM stations. Three FM channels are presently assigned to Presque Isle—Channel 241 (two applications for a construction permit are pending (BPH-8441 and BPH-8496)); Channel 245 (a construction permit has been granted, operation under program test authority has commenced, and an application for modification of that construction permit for Station WDHP(FM) is pending (BMP-13843)); and Channel 237A (proposed to be deleted).

(d) Petitioner states that it proposes to operate a noncommercial educational station on Channel 291 to complete the noncommercial educational radio network of the Maine Public Broadcasting Network system with a third FM radio transmitter. It alleges that Presque Isle is the major population center of northern Maine which is a predominantly rural area with a large French-speaking population. Petitioner relates that it is currently producing and broadcasting French language programs in other areas which it will also make available to northern Maine for the first time.

3. *Preclusion considerations:* Adoption of petitioner's proposal would cause preclusion on Channels 290, 291 and 292A. The affected area for Channel 290 is an extremely small area in Maine which has no communities located therein. Preclusion on Channel 291 occurs in a limited area in Maine and a larger area in New Brunswick and Nova Scotia, Canada. Three communities with populations greater than 2,000 persons are situated in the affected Maine area—Caribou, Presque Isle, and Fort Fairfield. Only Fort Fairfield, however, is presently without an FM assignment and it is expected that the community will receive service from WDHP(FM) on Channel 245 at Presque Isle and from Channel 241 once it becomes operational. Regarding Channel 292A, only two communities in Maine with populations greater than 2,000 persons and without an FM assignment are precluded Fort Fairfield and Van Buren. Van Buren, located 33 miles north of Presque Isle near the United States-Canada border, is also expected to receive service from each of the Presque Isle assignments.

4. *Additional comments:* (a) Petitioner informs us that should Channel 237A be deleted as proposed, Channel 269A is available as a substitute assignment to Presque Isle. However, inasmuch as the deletion of Channel 237A would eliminate the present intermixture of classes of channels presently existing in Presque Isle, we would not favor continuing the potential competitive imbalance by the substituted assignment of Channel 269A unless a need for a Class A channel assignment were shown.¹

(b) We also note that petitioner fails to state that it would apply for a license to operate on Channel 291 should it be assigned to Presque Isle. In order to comply with Commission policy, we request that petitioner or any other person come forward and affirmatively state that intention.

¹It is noted that noncommercial educational Channel 216, on which petitioner presently operates a Class D station at Presque Isle, is 53 channels removed from Channel 269A. To avoid an IF interference problem, a transmitter for the operation of a station on Channel 269A would have to be located at a site sufficiently removed from the Channel 216 transmitter location. In this respect, petitioner calls our attention to its present application (BPED-1742) to modify the frequency on which educational station WUPI(FM) operates from Channel 216 to Channel 212.

(c) Since Presque Isle is within 250 miles of the Canada-United States border, Canadian approval of the proposal is required according to the Working Agreement under the Canada-United States FM Agreement of 1947.

5. In light of the above, the Commission proposes to amend the FM Table of Assignments, § 73.202(b) of the Commission's rules and regulations, as it pertains to Presque Isle, Maine, as follows:

City	Channel No.	
	Present	Proposed
Presque Isle, Maine.....	237A, 241, 245	241, 245, 1291

¹The Commission has restricted FM frequencies to educational uses in at least two prior cases (*FM Table of Assignments, Waco, Texas*, 10 F.C.C. 2d 865, 872 (1967); *Bloomington, Indiana*, FCC 00-1287, 34 FR 18860 (1969)). See also § 73.507 of the rules.

6. The Commission's authority to institute rule making proceedings, showings required, cut-off procedures, and filing requirements are contained in the Appendix and are incorporated herein.

7. Interested parties may file comments on or before June 27, 1975, and reply comments on or before July 17, 1975.

Adopted: May 28, 1975.

Released: June 5, 1975.

FEDERAL COMMUNICATIONS
COMMISSION,

[SEAL] WALLACE E. JOHNSON,
Chief, Broadcast Bureau.

APPENDIX

1. Pursuant to authority found in sections 4(1), 5(d)(1), 303(g) and (r), and 307(b) of the Communications Act of 1934, as amended, and § 0.281(b)(6) of the Commission's rules, it is proposed to amend the FM Table of Assignments, § 73.202(b) of the Commission's rules and regulations, as set forth in the Notice of Proposed Rule Making below.

2. *Showings required.* Comments are invited on the proposal discussed in this notice of Proposed Rule Making. In initial comments, proponent(s) will be expected to answer whatever questions are presented in the notice. The proponent(s) of the proposed assignment(s) is expected to file comments even if it only resubmits or incorporates by reference its former pleadings. It should also restate its present intention to apply for the channel if it is assigned, and, if authorized, to build the station promptly. Failure to file may lead to denial of the request.

3. *Cut-off procedures.* The following procedures will govern the consideration of filings in this proceeding.

(a) Counterproposals advanced in this proceeding itself will be considered, if advanced in initial comments, so that parties may comment on them in reply comments. They will not be considered, if advanced in reply comments. (See § 1.420(d) of Commission rules.)

(b) With respect to petitions for rule making which conflict with the proposal in this notice, they will be considered as comments in the proceeding, and Public Notice to this effect will be given as long as they are filed before the date for filing initial comments herein. If filed later than that, they will not be considered in connection with the decision in this docket.

4. *Comments and reply comments; service.* Pursuant to applicable procedures set out in §§ 1.415 and 1.420 of the Commission's

rules and regulations, interested parties may file comments and reply comments on or before the dates set forth in the notice of proposed rule making. All submissions by parties to this proceeding or persons acting on behalf of such parties must be made in written comments, reply comments, or other appropriate pleadings. Comments shall be served on the petitioner by the person filing the comments. Reply comments shall be served on the person(s) who filed comments to which the reply is directed. Such comments and reply comments shall be accompanied by a certificate of service. (See § 1.420 (a), (b) and (c) of the Commission rules.)

5. *Number of copies.* In accordance with the provisions of § 1.419 of the Commission's rules and regulations, an original and fourteen copies of all comments, reply comments, pleadings, briefs, or other documents shall be furnished the Commission.

6. *Public inspection of filings.* All filings made in this proceeding will be available for examination by interested parties during regular business hours in the Commission's Public Reference Room at its headquarters, 1919 M Street, NW., Washington, D.C.

[FR Doc. 75-15076 Filed 6-9-75; 8:45 am]

[47 CFR Parts 2 and 91]

[Docket No. 20027, RM—2050; FCC 75-612]

OIL SPILL CLEANUP OPERATIONS

Frequency Allocation

1. The Commission today adopted a First Report and Order (FCC 75-611) in the above captioned matter proposing that certain frequencies be allocated specifically for use in oil spill cleanup operations. This Second Notice of Proposed Rule Making is being issued to cover an additional aspect concerning oil spill cleanup which was not addressed in the First Notice.

2. The Special Industrial Radio Service Association (SIRSA) has suggested informally an additional radio communications capability for clean up operations which we believe we should handle in this proceeding. SIRSA has suggested that licensees in the Special Industrial Radio Service, who maintain, patrol and repair gas or liquid transmission pipelines, tank cars, etc. (See § 91.501(b)(4) of the rules) should be allowed, by appropriate rule amendment, to use their Special Industrial radio facilities in connection with any "clean up" operation that may be required arising out of a spill from the pipelines, tank cars etc., they service. We believe that SIRSA's suggestion would further enhance the communications capability of those parties who might be involved in a cleanup of oil or other hazardous substances and therefore would contribute to the overall objective of this proceeding. Accordingly, we are proposing an amendment to § 91.502(d)(4) to permit Special Industrial licensees to use their radio facilities in connection with any clean-up operation occasioned by any spills from petroleum and other industrial transmission or storage facilities they service.

3. Authority for the proposed rule amendment herein is contained in sections 4(1) and 303 of the Communications Act of 1934, as amended.

4. Pursuant to applicable procedures set forth in § 1.415 of the Commission's

rules, interested persons may file comments on or before July 11, 1975, and reply comments on or before July 21, 1975. All relevant and timely comments and reply comments will be considered by the Commission before final action is taken in this proceeding in reaching its decision on the rules proposed herein, the Commission may also take into account other relevant information before it, in addition to the specific comments invited by this notice.

5. In accordance with the provision of § 1.419 of the Commission's rules and regulations, an original and 14 copies of all comments, pleadings, briefs, or other documents shall be furnished the Commission.

6. All filings in this proceeding will be available for examination by interested parties during regular business hours in the Commission's public reference room at its headquarters in Washington, D.C. (1919 M Street, N.W.).

Adopted: May 28, 1975.

Released: June 5, 1975.

FEDERAL COMMUNICATIONS
COMMISSION,¹

[SEAL] VINCENT J. MULLINS,
Secretary.

Section 91.502(b) is amended as follows:

§ 91.502 Availability and use of service.

(b) Authorization to operate stations in this service are available only to the extent and for the purposes set forth in this subpart, and the operation of all stations licensed hereunder shall be strictly confined to those activities upon which eligibility was established, except for transmission relating to an immediate emergency involving the safety of life or property: *Provided, however,* That those persons otherwise eligible under § 91.501(a) may use their radio facilities in connection with the gathering or processing of products grown or raised for them by others; that those persons otherwise eligible under § 91.501(d) (7) may use their radio facilities in connection with the servicing of the equipment that uses the products delivered; and those persons eligible under § 91.501(d) (4) may use their radio facilities in connection with the containment and cleanup of industrial liquid spillage from facilities they are engaged to service.

[FR Doc.75-14952 Filed 6-9-75;8:45 am]

FEDERAL HOME LOAN BANK BOARD

[No. 75-482]

[12 CFR Part 564]

FEDERAL SAVINGS AND LOAN
INSURANCE CORPORATION

Proposed Deletion of Obsolete Regulations

JUNE 4, 1975.

By Board Resolution No. 20,724 of July 7, 1967, the Federal Home Loan

¹ Commissioners Hooks and Washburn absent.

Bank Board, as operating head of the Federal Savings and Loan Insurance Corporation, adopted, effective September 1, 1967, certain amendments to Part 564 of the rules and regulations for Insurance of Accounts (12 CFR Part 564). Section 564.11 of said rules and regulations, as amended (12 CFR 564.11), continued until April 15, 1968, insurance of all accounts insured under the rules and interpretations theretofore in effect. Section 564.12 (12 CFR 564.12) required each insured institution to provide notice of such amendments to certain of its accountholders by mailing them prior to February 1, 1968, a brochure prepared by the Federal Savings and Loan Insurance Corporation. Section 564.12 also required each insured institution to make such brochures available to the public at each of their offices.

The Board believes that §§ 564.11 and 564.12 are obsolete and therefore proposes to delete them from the Insurance regulations. This proposal is made as an initial effort in a project being undertaken by the Board to identify and delete obsolete regulatory provisions. The Board invites persons who believe that other provisions of the regulations are obsolete to identify such provisions to the Board. Sections 564.11 and 564.12, which the Board hereby proposes to delete from the regulations, read as follows:

§ 564.11 Continuation of prior coverage.

All accounts insured under the rules and interpretations heretofore in effect shall continue to be insured, anything in this part to the contrary notwithstanding, until April 15, 1968.

§ 564.12 Notification of accountholders.

Each insured institution is required to provide notice of these amendments to the rules and regulations for Insurance of Accounts, not later than April 1, 1968, to the holders of each account which had a balance in excess of \$5,000 at the close of the last dividend period prior to notification. Such notice shall consist of mailing to such holders, at their last known address as shown on the records of the institution, a question and answer brochure on insurance of accounts prepared by the Federal Savings and Loan Insurance Corporation. Such brochure shall also be made available to the public at each office of an insured institution. Additional explanatory materials may also be sent to accountholders at the option of the insured institution.

Interested persons are invited to submit data, views, and arguments to the Office of the Secretary, Federal Home Loan Bank Board, 320 First Street, N.W., Washington, D.C. 20552, by July 11, 1975 as to whether this proposal should be adopted, rejected, or modified. Written material submitted will be available for public inspection at the above address unless confidential treatment is requested or the material would not be made available to the public or otherwise disclosed under § 505.5 of the General Regulations of the Federal Home Loan Bank Board (12 CFR 505.5).

(Secs. 402, 403, 407, 48 Stat. 1256, 1257, 1260, as amended; (12 U.S.C. 1725, 1726, 1730).

Reorg. Plan No. 3 of 1947, 12 FR 4981, 3 CFR, 1943-48 Comp., p. 1071).

By the Federal Home Loan Bank Board.

[SEAL] GRENVILLE L. MILLARD, JR.,
Assistant Secretary.

[FR Doc.75-15079 Filed 6-9-75;8:45 am]

FEDERAL TRADE COMMISSION

[16 CFR Part 447]

DISCLOSURE REGULATIONS CONCERNING
RETAIL PRICES FOR PRESCRIPTION
DRUGS

Proposed Trade Regulation Rules

Correction

In FR Doc. 75-14387, appearing in the issue of Wednesday, June 4, 1975 on page 24032 column 1 in § 447.4(e) the first word should read "Exempt".

NATIONAL CREDIT UNION
ADMINISTRATION

[12 CFR Part 701]

COMPENSATION OF OFFICIALS

Proposed Rulemaking

Notice is hereby given that the Administrator of the National Credit Union Administration, pursuant to the authority conferred by section 120, 73 Stat. 635, 12 U.S.C. 1766, and section 209, 84 Stat. 1014, 12 U.S.C. 1789, proposes to amend Part 701 (12 CFR 701) by adding § 701.33 as set forth below.

The proposed revision is necessitated by the recent amendment to § 111 of the Federal Credit Union Act (12 U.S.C. 1761).

Interested persons are invited to submit written comments, suggestions, or objections regarding the proposed amendment to the Administrator, National Credit Union Administration, 2025 M Street, N.W., Washington, D.C. 20456. Comments received prior to June 30, 1975, will be considered before final action is taken on the proposal. Copies of all written comments received will be available for public inspection during normal business hours at the foregoing address.

HERMAN NICKERSON, JR.,
Administrator.

May 30, 1975.

(Sec. 120, 73 Stat. 635 (12 U.S.C. 1766) and Sec. 209, 84 Stat. 1014 (12 U.S.C. 1789).)

Section 701.33 is added to read as set forth below:

§ 701.33 Compensation of officials.

(a) With the exception of the treasurer, no director or member of a credit committee or supervisory committee may receive compensation for performing the duties or responsibilities of the board or committee position to which the person was elected or appointed.

(b) For purposes of this section, the term "compensation" specifically excludes (1) reasonable and proper costs incurred by or on behalf of an official (whether on a reimbursement basis or paid directly by the credit union) in carrying out the responsibilities of the position to which the person was elected or

appointed; and (2) reasonable health and accident and related types of personal insurance protection supplied for the above officials at the expense of the credit union: Provided that such insurance protection shall exclude life insurance, shall be limited to areas of risk, including accidental death and dismemberment, to which the official is exposed by virtue of carrying out the duties or responsibilities of his or her credit union position and shall cease immediately when the insured person leaves office without providing residual benefits other than from pending claims, if any.

[FR Doc.75-15053 Filed 6-9-75;8:45 am]

SECURITIES AND EXCHANGE COMMISSION

[17 CFR Part 271]

[Release No. IC-8804]

VALUATION OF CERTAIN SHORT TERM DEBT INSTRUMENTS

Extension of Comment Period

The Securities and Exchange Commission has extended from May 23, 1975 until June 23, 1975, the period within which written views and comments may be submitted on the proposed interpretation of Rule 2a-4, 17 CFR 270.2a-4 under the Investment Company Act of 1940, 15 USC 80a et. seq. The proposed interpretation was announced on April 15, 1975 (Investment Company Act Release No. 8757) (40 FR 18467, April 28, 1975) and would require all registered investment companies, including money market funds, to discontinue the use of an amortized cost valuation for the short term debt securities.

By the Commission.

GEORGE A. FITZSIMMONS,
Secretary.

MAY 30, 1975.

[FR Doc.75-15092 Filed 6-9-75;8:45 am]

[17 CFR Part 275]

[Release No. IA-460, File No. S7-567]

BOOKS AND RECORDS OF NON-RESIDENT INVESTMENT ADVISERS

Proposed Maintenance Requirements

Notice is hereby given that the Securities and Exchange Commission has under consideration the adoption of new paragraph (j) under Rule 204-2, 17 CFR 275.204-2(j) under the Investment Advisers Act of 1940, 15 U.S.C. 80b-1 et seq. ("Advisers Act") which would require non-resident investment advisers¹

¹ The term "non-resident investment adviser" is defined in Rule 0-2(d)(3) [17 CFR 275.0-2(d)(3)] under the Advisers Act to mean:

(i) in the case of an individual, one who resides in or has his principal place of business in any place not subject to the jurisdiction of the United States; (ii) in the case of a corporation, one incorporated in or having its principal place of business in any place not subject to the jurisdiction of the United States; (iii) in the case of a partnership or other unincorporated organization or association, one having its principal place of business in any place not subject to the jurisdiction of the United States. Rule 204-2(j)(4) would incorporate that definition.

to maintain current books and records within the United States, or pursuant to a written undertaking to furnish, upon demand, such books and records to either the Commission's principal office in Washington, D.C. or any regional office designated in the demand. Proposed new paragraph (j) under Rule 204-2 would be adopted pursuant to the authority contained in sections 204 and 211(a) [15 U.S.C. 80b-4 and 80b-11(a)] of the Advisers Act.

Rule 204-2 under section 204 of the Advisers Act sets forth the requirements for keeping, maintaining and preserving specified books and records of every investment adviser who makes use of the mails or any means or instrumentality of interstate commerce in connection with his or its business as an investment adviser (other than one specifically exempt from registration pursuant to section 203(b), 15 U.S.C. 80b-3(b) of the Advisers Act). Paragraph (e) of the rule requires in subparagraph (1) that books and records be maintained and preserved "in an easily accessible place," and in subparagraph (2) that partnership articles and corporate books and records be maintained at the investment adviser's principal office. In this regard, there has been some uncertainty as to whether certain places outside the territory of the United States are "easily accessible." Thus, the question has arisen as to whether required books and records should be permitted to be maintained outside the United States unless an appropriate undertaking has been filed with the Commission agreeing to furnish copies of such books and records upon demand. The proposed rule would facilitate the inspection of such books and records as contemplated by Section 204 of the Advisers Act.²

² Section 204 of the Advisers Act provides as follows:

Every investment adviser who makes use of the mails or of any means or instrumentality of interstate commerce in connection with his or its business as an investment adviser (other than one specifically exempted from registration pursuant to section 203(b)) shall make, keep, and preserve for such periods, such accounts, correspondence, memorandums, papers, books and other records, and make such reports, as the Commission by its rules and regulations may prescribe as necessary or appropriate in the public interest or for the protection of investors. Such accounts, correspondence, memorandums, papers, books, and other records shall be subject at any time or from time to time to such reasonable periodic, special, other examinations by examiners or other representatives of the Commission as the Commission may deem necessary or appropriate in the public interest or for the protection of investors.

A similar problem under the Securities Exchange Act of 1934 involving non-resident broker-dealers resulted in the adoption in 1956 of Rule 17a-7 [CFR 240.17a-7] under that Act requiring all non-resident broker-dealers either to maintain copies of their books and records within the jurisdiction of the United States or else to furnish such documents upon request. Proposed Rule 204-2(j) is substantially similar to Rule 17a-7.

Accordingly, proposed new paragraph (j) under Rule 204-2 would require that copies of the books and records of an investment adviser be maintained and preserved within the United States (subparagraph (1)), and that all non-resident investment advisers file a written notice with the Commission specifying the address of such place (subparagraph (2)); except that a non-resident investment adviser may, at his option, file an undertaking to furnish copies of such books and records on demand (subparagraph (3)), which undertaking would be in lieu of maintaining such books and records within the United States.

Non-resident investment advisers who are registered or have an application for registration pending when the proposed amendment becomes effective would be required to file either the notice or the undertaking within 30 days after the effective date of the amendment. Any non-resident who applies for registration after the effective date of the amendment would have to submit the notice or the undertaking with his application form.

The text of proposed new paragraph (j) under Rule 204-2 is as follows:

§ 275.204-2 Books and records to be maintained by investment advisers.

(j) (1) Except as provided in paragraph (j) (3) hereof, each non-resident investment adviser registered or applying for registration pursuant to Section 203 of the Act shall keep, maintain and preserve, at a place within the United States designated in a notice from him as provided in paragraph (j) (2) hereof, true, correct, complete and current copies of books and records which he is required to make, keep current, maintain or preserve pursuant to any provision of any rule or regulation of the Commission adopted under the Act.

(2) Except as provided in paragraph (j) (3) hereof, each non-resident investment adviser subject to this paragraph (j) shall furnish to the Commission a written notice specifying the address of the place within the United States where the copies of the books and records required to be kept and preserved by him pursuant to paragraph (j) (1) hereof are located. Each non-resident investment adviser registered or applying for registration when this paragraph becomes effective shall file such notice within 30 days after such rule becomes effective. Each non-resident investment adviser who files an application for registration after this paragraph becomes effective shall file such notice with such application for registration.

(3) Notwithstanding the provisions of paragraphs (j) (1) and (j) (2) hereof, a non-resident investment adviser need not keep or preserve within the United States

copies of the books and records referred to in said paragraphs (j) (1) and (j) (2), if:

(i) Such non-resident investment adviser files with the Commission, at the time or within the period provided by paragraph (j) (2) hereof, a written undertaking, in form acceptable to the Commission and signed by a duly authorized person, to furnish to the Commission, upon demand, at its principal office in Washington, D.C., or at any Regional Office of the Commission designated in such demand, true, correct, complete and current copies of any or all of the books and records which he is required to make, keep current, maintain, or preserve pursuant to any provision of any rule or regulation of the Commission adopted under the Act, or any part of such books and records which may be specified in such demand. Such undertaking shall be in substantially the following form:

The undersigned hereby undertakes to furnish at its own expense to the Securities and Exchange Commission at its principal office in Washington, D.C. or at any Regional Office of said Commission specified in a demand for copies of books and records made by or on behalf of said Commission, true, correct, com-

plete, and current copies of any or all, or any part, of the books and records which the undersigned is required to make, keep current or preserve pursuant to any provision of any rule or regulation of the Securities and Exchange Commission under the Investment Advisers Act of 1940. This undertaking shall be suspended during any period when the undersigned is making, keeping current, and preserving copies of all of said books and records at a place within the United States in compliance with Rule 204-2(j) under the Investment Advisers Act of 1940. This undertaking shall be binding upon the undersigned and the heirs, successors and assigns of the undersigned, and the written irrevocable consents and powers of attorney of the undersigned, its general partners and managing agents filed with the Securities and Exchange Commission shall extend to and cover any action to enforce same.

and

(ii) Such non-resident investment adviser furnishes to the Commission, at his own expense 14 days after written demand therefor forwarded to him by registered mail at his last address of record filed with the Commission and signed by the Secretary of the Commission or such other person as the Commission may authorize to act in its behalf, true, correct, complete and current copies of any or all books and records which such in-

vestment adviser is required to make, keep current or preserve pursuant to any provision of any rule or regulation of the Commission adopted under the Act, or any part of such books and records which may be specified in said written demand. Such copies shall be furnished to the Commission at its principal office in Washington, D.C., or at any Regional Office of the Commission which may be specified in said written demand.

(4) For purposes of this rule the term "non-resident investment adviser" shall have the meaning set out in Rule 0-2(d) (3) under the Act.

All interested persons are invited to submit their written views and comments on the proposals to George A. Fitzsimmons, Secretary, Securities and Exchange Commission, Washington, D.C. 20549, on or before July 18, 1975. All communications in this regard should refer to File No. S7-567 and will be available for public inspection.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

May 30, 1975.

[FR Doc. 75-15093 Filed 6-9-75; 8:45 am]

notices

This section of the FEDERAL REGISTER contains documents other than rules or proposed rules that are applicable to the public. Notices of hearings and investigations, committee meetings, agency decisions and rulings, delegations of authority, filing of petitions and applications and agency statements of organization and functions are examples of documents appearing in this section.

DEPARTMENT OF STATE

[CM-5/60]

U.S. ADVISORY COMMISSION ON INTERNATIONAL EDUCATIONAL AND CULTURAL AFFAIRS

Meeting

The United States Advisory Commission on International Educational and Cultural Affairs will meet in open session on Thursday, June 26, 1975, in Room 507 at the State Department Annex 2, 515 22nd Street NW., from 9:30 a.m. to 4:30 p.m.

The agenda will include:

(1) A discussion of educational and cultural exchange between the United States and Latin American countries.

(2) Any other business which any member of the Commission of its staff may bring to the attention of the group.

Members of the general public may attend and participate in the discussion subject to instructions of the Chairman.

For purposes of fulfilling building security requirements, anyone wishing to attend the open session must advise the Staff Director by telephone in advance of the meeting. Telephone (202) 632-2764. Members of the public will be accommodated up to the seating capacity of the meeting room.

Dated: June 4, 1975.

W. E. WELD, JR.,
Staff Director,
Commission Secretariat.

[FR Doc. 75-15032 Filed 6-9-75; 8:45 am]

DEPARTMENT OF THE TREASURY

Customs Service

[T.D. 75-134]

M S ASTRAL

Dutiable Status of a Yacht Under the Tariff Schedules of the United States

JUNE 3, 1975.

In *American Customs Brokerage Co., Inc. v. United States*, C.D. 4546 (decided May 30, 1974), the Customs Court ruled the MS ASTRAL, a 98-foot yacht built in the Federal Republic of Germany in 1970 and registered and documented under the laws of the Netherlands Antilles, was not dutiable under item 696.05 or 696.10, Tariff Schedules of the United States (TSUS), when brought into the United States by a resident of the United States.

The yacht was in the United States on its shakedown cruise, i.e., a cruise intended to test the new yacht under operating conditions and to familiarize the crew. Some mechanical problems were

corrected in Holland, in Curacao, and in Acapulco. Repairs described in detail by the Court were made in California over a period of two months. The yacht then proceeded to the South Pacific and then back through the Panama Canal and across the Atlantic to the Mediterranean for operation in the yacht charter business.

The Court recognized the presumption in the absence of clear evidence to the contrary that when a resident of the United States brings into this country a yacht he has purchased abroad, he intends to use it "permanently" in the United States and therefore it is dutiable as an importation. The Court found that in the case of the ASTRAL, and based on the uncontroverted testimony in the case, there was no intention of bringing the yacht into the United States permanently. The Court also found that the yacht was brought into the United States only temporarily for repairs and as part of a general shakedown cruise which was intended to, and did, in fact, end in the Mediterranean.

Accordingly, in applying C.D. 4546, Customs officers shall continue to require Customs entry and payment of duty under item 696.05 or 696.10, TSUS, on a yacht purchased abroad and brought into the United States by a resident thereof unless the Customs officers are satisfied by clear evidence that the vessel was brought to the United States only temporarily for repairs, or as part of a general "shakedown" cruise or test run. If any doubt exists, the case shall first be referred for advice to the Office of Regulations and Rulings, Attention: Carrier Rulings Branch.

[SEAL]

VERNON D. ACREE,
Commissioner of Customs.

[FR Doc. 75-15062 Filed 6-9-75; 8:45 am]

[Treasury Dept. Order No. 294-1]

GOLD STOCK

Authorization of Audit

I hereby authorize and direct the Fiscal Assistant Secretary of the Treasury, with the cooperation and assistance of the Director of the Mint, to conduct a continuing audit of United States-owned gold for which the Department of the Treasury is accountable with the objective of verifying the accuracy of the inventory of gold and the adequacy of related accounting records and internal controls in accordance with Treasury Audit Policies established by Administrative Circular No. 224.

This order is issued under the authority contained in 5 U.S.C. 301, 31 U.S.C. 66a, and the authority vested in me as

Secretary of the Treasury by Reorganization Plan No. 26 of 1950.

Dated: June 3, 1975.

[SEAL]

WILLIAM E. SIMON.

[FR Doc. 75-15061 Filed 6-9-75; 8:45 am]

DEPARTMENT OF JUSTICE

Drug Enforcement Administration

ABBOTT LABORATORIES

Importation of Controlled Substances; Application

Pursuant to section 1008 of the Controlled Substance Import and Export Act (21 U.S.C. 958(h)), the Attorney General shall, prior to issuing a registration under this section to a bulk manufacturer of a controlled substance in schedules I or II, and prior to issuing a regulation under section 1002(a) authorizing the importation of such a substance, provide manufacturers holding registrations for the bulk manufacture of the substance an opportunity for a hearing.

Therefore in accordance with § 1311.42 of Title 21, Code of Federal Regulations, notice is hereby given that on March 26, 1975, Abbott Laboratories, 14th and Sheridan Road, North Chicago, Illinois 60064, made application to the Drug Enforcement Administration to be registered as an importer of methylphenidate, a basic class controlled substance listed in schedule II.

Any person registered to manufacture methylphenidate in bulk may, on or before July 14, 1975 file written comments on or objections to the issuance of the proposed registration and may, at the same time, file a written request for a hearing on the application (stating with particularity the objections or issue, if any, concerning which the person desires to be heard and a brief summary of his position on those objections or issues).

Comments and objections may be addressed to the Hearing Clerk, Office of Administrative Law Judge, Drug Enforcement Administration, Room 1130, 1405 Eye Street, NW, Washington, D.C. 20537.

Dated: May 23, 1975.

JOHN R. BARTELS, JR.,
Administrator.

Drug Enforcement Administration.

[FR Doc. 75-15097 Filed 6-9-75; 8:45 am]

M.B.H. CHEMICAL CORP

Manufacture of Controlled Substances; Registration

By notices dated February 3, 1975, and published in the FEDERAL REGISTER on

February 7, 1975 (40 FR 5797-5798), M.B.H. Chemical Corp., 377 Crane Street, Orange, New Jersey 07051, made application to the Drug Enforcement Administration to be registered as a bulk manufacturer of amphetamine and methamphetamine, controlled substances listed in Schedule II of the Controlled Substances Act.

On February 18, 1975, the Hearing Clerk, Office of the Administrative Law Judge, Drug Enforcement Administration, received a letter dated February 13, 1975 from the Arenol Chemical Corp., in response to the above notices.

In its letter, Arenol stated that it felt that the applications submitted by M.B.H. for registration as a bulk manufacturer of amphetamine and methamphetamine should be denied, stating that such registration would not be consistent with the public interest.

As the basis for its comments, Arenol alleged that, at present, competition is adequate among such manufacturers without the need to include M.B.H. as an additional manufacturer, that M.B.H. lacks the practical and technical capability to manufacture to the limits of any subsequently assigned quota, and, finally, the possibilities of diversion would increase as a result of registering M.B.H. as an additional manufacturer.

The points raised in the Arenol letter have been previously raised in hearings before this agency. (In re M.B.H. Chemical Corp. Docket No. 73-17, 73-18; 39 FR 12364-65).

In the M.B.H. proceeding, objections were raised which were substantially similar to those stated in the Arenol letter.

After due consideration of these objections, which were supported by briefs and oral argument by counsel, the presiding officer, Administrative Law Judge William E. Brennan, issued a decision at the conclusion of the proceeding which recommended that the Administrator of the Drug Enforcement Administration grant the application submitted by M.B.H. for registration as a bulk manufacturer of certain Schedule II controlled substances. After a review of Administrative Law Judge Brennan's recommended decision, and after reviewing the entire record of the M.B.H. proceeding, the Administrator of the Drug Enforcement Administration adopted the recommended decision submitted by Administrative Law Judge Brennan and ordered that M.B.H.'s application for registration be granted.

In view of this, it is the decision of the Administrator of the Drug Enforcement Administration that the application submitted by the M.B.H. Chemical Corp. for registration as a bulk manufacturer of amphetamine and methamphetamine be granted, in full consideration of the letter of February 13, 1975 filed by the Arenol Chemical Corp. objecting to such registration.

Arenol Chemical Corp. has been notified of this action by a letter from the

Administrator of the Drug Enforcement Administration, dated

No other comments or objections having been received, and, pursuant to section 303 of the Comprehensive Drug Abuse Prevention and Control Act of 1970, and in accordance with 21 CFR 1301.43, M.B.H. Chemical Corp. is granted registration as a bulk manufacturer of amphetamine, methamphetamine, methylphenidate, phenmetrazine, amobarbital, pentobarbital and secobarbital.

Dated: May 23, 1975.

JOHN R. BARTELS, Jr.,
Administrator,
Drug Enforcement Administration.

[FR Doc.75-15096 Filed 6-9-75; 8:45 am]

Law Enforcement Assistance
Administration

NATIONAL ADVISORY COMMITTEE ON
CRIMINAL JUSTICE STANDARDS AND
GOALS

Meeting

This is to provide notice of meetings for the Organized Crime; Juvenile Delinquency; and Private Security Task Forces to the National Advisory Committee on Criminal Justice Standards and Goals.

The Organized Crime Task Force will meet on June 24 and 25, 1975. The meetings will be held at the Parker House Hotel, 60 School Street, Boston, Massachusetts. The meetings will convene at 9 a.m. and will be open to the public.

Discussion will focus on proposed standards and goals and a revised outline of the report. There will also be presentations by representatives of the Justice Department, FBI and Securities and Exchange Commission.

The Juvenile Delinquency Task Force will meet on June 27 and 28, 1975. The meetings will be held at the Howard Johnson O'Hare, 8201 W. Higgins, Chicago, Illinois. The meetings will convene at 10 a.m. and will be open to the public.

Discussion will focus on a partial review of a comparative analysis of existing juvenile justice standards and goals.

The Private Security Task Force will meet on July 10 and 11, 1975. The meetings will be held at the Marriott O'Hare, 8535 W. Higgins, Chicago, Illinois. The meetings will convene at 9:30 a.m. and will be open to the public.

Discussion will include preliminary review of standards and goals; presentation of standards and goals issues; review of research activities to date; and general matters related to the operation of the Task Force.

For further information, contact Mr. William T. Archey, Acting Director, Policy Analysis Division, Office of Planning and Management, 633 Indiana Avenue, N.W., Washington, D.C. 20531.

GERALD H. YAMADA,
Attorney-Advisor,
Office of General Counsel.

[FR Doc.75-15023 Filed 6-9-75; 8:45 am]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management

[S 1805]

CALIFORNIA

Order Providing for Opening of Public
Lands

Correction

In FR Doc. 75-13381, on page 22279 in the issue of Thursday, May 22, 1975, on page 22280 in the second column the twenty-ninth line should read:

Sec. 30, N $\frac{1}{2}$ N $\frac{1}{2}$ SW $\frac{1}{4}$:

Bureau of Land Management

[NM 25710]

NEW MEXICO

Notice of Application

JUNE 2, 1975.

Notice is hereby given that, pursuant to section 28 of the Mineral Leasing Act of 1920 (30 U.S.C. 185), as amended by the Act of November 16, 1973 (87 Stat. 576), Natural Gas Pipeline Company of America has applied for a 4 inch natural gas pipeline right-of-way across the following land:

NEW MEXICO PRINCIPAL MERIDIAN, NEW MEXICO

T. 21 S., R. 29 E.

Sec. 5, 1, 2, 7, 8, 9, 10, 15, 16, NW $\frac{1}{4}$ SE $\frac{1}{4}$
and E $\frac{1}{2}$ SE $\frac{1}{4}$;

Sec. 8, E $\frac{1}{2}$ E $\frac{1}{2}$;

Sec. 17, E $\frac{1}{2}$ E $\frac{1}{2}$;

Sec. 20, E $\frac{1}{2}$ E $\frac{1}{2}$;

Sec. 29, E $\frac{1}{2}$ E $\frac{1}{2}$.

This pipeline will convey natural gas across 5.422 miles of national resource land in Eddy County, New Mexico.

The purpose of this notice is to inform the public that the Bureau will be proceeding with consideration of whether the application should be approved, and if so, under what terms and conditions.

Interested persons desiring to express their views should promptly send their name and address to the District Manager, Bureau of Land Management, PO Box 1397, Roswell, NM 88201.

RAUL E. MARTINEZ,
Acting Chief, Branch of Lands
and Minerals Operations.

[FR Doc.75-15022 Filed 6-9-75; 8:45 am]

[NM 25709]

NEW MEXICO

Notice of Application

JUNE 3, 1975.

Notice is hereby given that, pursuant to Section 28 of the Mineral Leasing Act of 1920 (30 U.S.C. 185), as amended by the Act of November 16, 1973 (87 Stat. 576), Natural Gas Pipeline Company of America has applied for a 4 inch natural gas pipeline and meter site right-of-way across the following land:

NEW MEXICO PRINCIPAL MERIDIAN,
NEW MEXICO

T. 18 S., R. 27 E.
Sec. 3, lots 2, 3 and 4;
Sec. 4, lots 5, 6, 7 and 8;
Sec. 5, lot 1.

This pipeline and meter site will convey natural gas across 1.82 miles of national resource land in Eddy County, New Mexico.

The purpose of this notice is to inform the public that the Bureau will be proceeding with consideration of whether the application should be approved, and if so, under what terms and conditions.

Interested persons desiring to express their views should promptly send their name and address to the District Manager, Bureau of Land Management, PO Box 1397, Roswell, NM 88201.

RAUL E. MARTINEZ,
*Acting Chief, Branch of Lands
and Minerals Operations.*

[FR Doc.75-15021 Filed 6-9-75; 8:45 am]

[Wyoming 51084]

WYOMING

Proposed Reclassification

JUNE 2, 1975.

Notice of Classification Wyoming 6227 which was published in the FEDERAL REGISTER on November 8, 1967 (32 FR 15551, 15552), classified the following described land, totalling 40 acres in Carbon County, Wyoming, for multiple-use management under the Act of September 9, 1964, 43 U.S.C. 1411-18 (1970). The land was segregated from sales under section 2455 of the Revised Statutes, 43 U.S.C. 1171. It has been determined that the classification is no longer appropriate. Accordingly, pursuant to 43 CFR 2400, notice is hereby given that reclassification of the land for sale under the provisions of section 2455 of the Revised Statutes, 43 U.S.C. 1171 (1970) is proposed:

SIXTH PRINCIPAL MERIDIAN

T. 17 N., R. 84 W.,
Sec. 15, NW $\frac{1}{4}$ SW $\frac{1}{4}$.

Interested parties may submit their comments in writing no later than July 9, 1975, to the undersigned official of the Bureau of Land Management, Department of the Interior, P.O. Box 1828, Cheyenne, Wyoming 82001.

JESSE R. LOWE,
Acting State Director.

[FR Doc.75-15020 Filed 6-9-75; 8:45 am]

DEPARTMENT OF AGRICULTURE

Forest Service

FRESHWATER BAY TIMBER SALE

Availability of Draft Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of 1969, the Forest Service, Department of Agriculture, has prepared a draft environmental statement for the Fresh-

water Bay Timber Sale, Report Number USDA-FS-DES (Adm) R-10-75-09.

This environmental statement concerns a proposed timber sale to salvage blowdown timber.

This draft environmental statement was transmitted to the CEQ on May 30, 1975.

Copies are available for inspection during regular working hours at the following locations:

USDA, Forest Service
South Agriculture Bldg., Room 3231
12th St. & Independence Ave., SW
Washington, D.C. 20250

U.S. Department of Agriculture
Forest Service—Alaska Region
Federal Building
Juneau, Alaska 99802

Forest Supervisor, Chatham Area
Tongass National Forest
329 Harbor Drive
Sitka, Alaska 99835

Forest Supervisor
Chugach National Forest
121 W. Fireweed Lane, Suite 205
Anchorage, Alaska 99503

Forest Supervisor, Stikine Area
Tongass National Forest
Federal Building
Petersburg, Alaska 99833

Forest Supervisor, Ketchikan Area
Tongass National Forest
Federal Building, Room 313
Ketchikan, Alaska 99901

Forest Service, Juneau Work Center
Tongass National Forest
Federal Building, Room 135
Juneau, Alaska 99802

A limited number of single copies are available upon request to Richard M. Wilson, Forest Supervisor, Chatham Area, Tongass National Forest, Box 757, Sitka, Alaska 99835.

Copies of the environmental statement have been sent to various Federal, State, and local agencies as outlined in the CEQ guidelines.

Comments are invited from the public and from State and local agencies which are authorized to develop and enforce environmental standards, and from Federal agencies having jurisdiction by law or special expertise with respect to any environmental impact involved for which comments have not been requested specifically.

Comments concerning the proposed action and requests for additional information should be addressed to Richard M. Wilson, Forest Supervisor, Chatham Area, Tongass National Forest, Box 757, Sitka, Alaska 99835. Comments must be received by July 29, 1975 in order to be considered in the preparation of the final environmental statement.

C. A. YATES,
*Regional Forester,
Alaska Region.*

MAY 30, 1975.

[FR Doc.75-15012 Filed 6-9-75; 8:45 am]

Forest Service

PROPOSED SANDIA PEAK TRAM CO.
LAND EXCHANGE

Availability of Final Environmental Statement

Pursuant to section 102(2)(C) of the National Environmental Policy Act of

1969, the Forest Service, Department of Agriculture, has prepared a final environmental statement of a Proposal by Sandia Peak Tram Company to Exchange Land, Cibola National Forest, USDA-FS-FES (Adm) R-3-75-02.

The environmental statement considers probable environmental effects of the proposed program.

The final environmental statement was transmitted to CEQ on May 27, 1975.

Copies are available for inspection during regular working hours at the following locations:

USDA, Forest Service
So. Agriculture Bldg., Room 3028
12th & Independence Ave., SW
Washington, D.C. 20250

USDA, Forest Service
Southwestern Region
517 Gold Ave., SW
Albuquerque, New Mexico 87102

Cibola National Forest
10308 Candelaria Rd., NE
Albuquerque, New Mexico 87112

Single copies are available upon request to the Forest Supervisor, Cibola National Forest, 10308 Candelaria Rd., NE, Albuquerque, New Mexico 87112; Regional Forester, Southwestern Region, 517 Gold Ave., SW, Albuquerque, New Mexico 87102; and the Colorado Plateau Environmental Advisory Council, P.O. Box 1389, Flagstaff, Arizona 86001. Please refer to the name and number of the environmental statement when ordering.

Copies of the environmental statement have been sent to various Federal, State, and local agencies as outlined in the CEQ guidelines.

R. MAX PETERSON,
Deputy Chief, Forest Service.

MAY 30, 1975.

[FR Doc.75-15044 Filed 6-9-75; 8:45 am]

Office of the Secretary

NATIONAL ADVISORY COUNCIL ON CHILD NUTRITION

Notice of Meeting

Pursuant to Public Law 92-463, notice is hereby given that the National Advisory Council on Child Nutrition, which was established to make a continuing study of the child nutrition programs of the Department of Agriculture, is scheduled to hold a meeting on July 7-8, 1975, from 9:00 a.m. to 4:30 p.m. the first day and from 9:00 a.m. to 12:00 noon the second day. The meeting will be held in the Lower Summit room on the 27th floor of the Conrad Hilton Hotel, 720 South Michigan Avenue, Chicago, Illinois. The meeting will include a program update, discussions on State nutrition education curricula, plate waste in the school lunch program, and no-program school outreach. The meeting will be open to the public. Additional information can be obtained by contacting the executive secretary, Herbert D. Rorex, at 202-447-6603.

Dated: June 5, 1975.

RICHARD L. FELTNER,
*Assistant Secretary and Chair-
man, National Advisory Council
on Child Nutrition.*

[FR Doc.75-15095 Filed 6-9-75; 8:45 am]

DEPARTMENT OF COMMERCE

Domestic and International Business
AdministrationIMPORTERS' TEXTILE ADVISORY
COMMITTEE

Open Meeting

The Importers' Textile Advisory Committee will meet at 10:00 a.m. on July 16, 1975, in Room 4833, Department of Commerce, 14th and Constitution Avenue, NW., Washington, D.C. 20230.

The Committee, which is comprised of 20 members, was established by the Secretary of Commerce on August 13, 1963 to advise U.S. Government officials of the effects on import markets of cotton, wool and man-made fiber textile agreements.

The agenda for the meeting is as follows:

1. Review of import trends
2. Implementation of textile agreements
3. Report on conditions in the domestic market
4. Other business

A limited number of seats will be available to the public. The public will be permitted to file written statements with the Committee before or after the meeting. To the extent time is available at the end of the meeting, the presentation of oral statements will be allowed.

Copies of the minutes of the meeting will be made available on written request addressed to the Central Reference and Records Inspection Facility, Room 7043, U.S. Department of Commerce, 14th and Constitution Avenue, NW., Washington, D.C. 20230.

Further information concerning the Committee may be obtained from Arthur Garel, Director, Office of Textiles, Main Commerce Building, U.S. Department of Commerce, Washington, D.C. 20230, Telephone 202-967-5078.

ALAN POLANSKY,
Deputy Assistant Secretary for
Resources and Trade Assistance.

JUNE 5, 1975.

[FR Doc.75-15052 Filed 6-9-75; 8:45 am]

FOR DUTY-FREE ENTRY EMI SCANNER
SYSTEMSNotice of Consolidated Decision on
Applications

The following is a consolidated decision on applications for duty-free entry of EMI Scanner Systems pursuant to Section 6(c) of the Educational, Scientific, and Cultural Materials Importation Act of 1966 (Public Law 89-651, 80 Stat. 897) and the regulations issued thereunder as amended (40 FR 12253 et seq., 15 CFR 701, 1974). (See especially Section 301.11(e).)

A copy of the record pertaining to each of the applications in this consolidated decision is available for public review during ordinary business hours of the Department of Commerce, at the Special Import Programs Division, Office of Im-

port Programs, Department of Commerce, Washington, D.C. 20230.

Docket number: 75-00376-33-90000. Applicant: Southwest Texas Methodist Hospital, 7700 Floyd Curl Drive, San Antonio, Texas 78229. Article: EMI Scanner System with Magnetic Tape Storage System. Manufacturer: EMI Limited, United Kingdom. Intended use of article: The article is intended to be used to serve the staff and area physicians of several hospitals, the Regional Cancer Therapy and Research Center and the University of Texas Medical School in their daily practice of medicine, research and teaching of physicians, residents, interns and medical students. Application received by Commissioner of Customs: February 12, 1975. Advice submitted by the Department of Health, Education, and Welfare on: May 15, 1975. Article ordered: October 31, 1974.

Docket Number: 75-00386-33-90000. Applicant: Medical College of Wisconsin, Dept. of Radiology, 561 North 15th Street, Milwaukee, Wisconsin 53233. Article: EMI Scanner with Magnetic Tape Storage System. Manufacturer: EMI Limited, United Kingdom. Intended use of article: The article is intended to be used for examination of the head to determine changes in brain density caused by different diseases. The studies will be performed in primates with iatrogenically induced vascular lesions to ascertain clinical usefulness of the EMI scanner in cerebrovascular disease. The article will also be used for instruction in clinical CAT scanning of physicians in post-graduate training programs in neurosurgery, neurology and radiology. Application received by commissioner of customs: February 19, 1975. Advice submitted by the Department of Health, Education, and Welfare on: May 15, 1975. Article ordered: June 28, 1974.

Comments: No comments have been received with respect to any of the foregoing applications. Decision: Applications approved. No instrument or apparatus of equivalent scientific value to the foreign articles, for such purposes as these articles are intended to be used, was being manufactured in the United States at the time the articles were ordered. Reasons: Each foreign article is a newly developed system which is designed to provide precise transverse axial X-ray tomography. The Department of Health, Education, and Welfare (HEW) advised in its respectively cited memoranda that the sensitivity and the non-invasive methodology of each article are pertinent to the purposes for which each foreign article is intended to be used. HEW also advised that it knows of no domestic instrument of equivalent scientific value to any of the articles to which the foregoing applications relate for such purposes as these articles are intended to be used which was being manufactured in the United States at the time the articles were ordered. The Department of Commerce knows of no other instrument or apparatus of equivalent scientific value to any of the foreign articles to which the foregoing applications relate, for such

purposes as these articles are intended to be used, which was being manufactured in the United States at the time the articles were ordered.

(Catalog of Federal Domestic Assistance Program No. 11.105, Importation of Duty-Free Educational and Scientific Materials.)

A. H. STUART,

Director,

Special Import Programs Division.

[FR Doc.75-15089 Filed 6-9-75; 8:45 am]

National Oceanic and Atmospheric
Administration

BENSON WILD ANIMAL FARM INC.

Issuance of a Permit for Marine Mammals

On January 29, 1975, notice was published in the FEDERAL REGISTER (40 FR 4325) that an application had been filed with the National Marine Fisheries Service by Benson Wild Animal Farm Inc., Hudson, New Hampshire 03051, to take three (3) California sea lions (*Zalophus californianus*) for the purpose of public display.

Notice is hereby given that on May 30, 1975, and as authorized by the provisions of the Marine Mammal Protection Act of 1972 (16 U.S.C. 1361-1407), the National Marine Fisheries Service issued a Permit for the above mentioned taking, to Benson Wild Animal Farm Inc., subject to certain conditions set forth therein. The Permit is available for review by interested persons in the Office of the Director, National Marine Fisheries Service, Washington, D.C. 20235 and in the Office of the Regional Director, National Marine Fisheries Service, Northeast Region, Federal Building, 14 Elm Street, Gloucester, Massachusetts 09130.

Dated: May 30, 1975.

DONALD R. JOHNSON,
Acting Associate Director
for Resource Management.

[FR Doc.75-15083 Filed 6-9-75; 8:45 am]

OLE A. MATHISEN

Issuance of Permit for Marine Mammals

On April 1, 1975, notice was published in the FEDERAL REGISTER (40 FR 14625) that an application had been filed with the National Marine Fisheries Service, by Dr. Ole A. Mathisen, Professor, College of Fisheries, University of Washington, Seattle, Washington 98195, to take six (6) Pacific harbor seals for the purpose of scientific research.

Notice is hereby given that on May 27, 1975, and as authorized by the provisions of the Marine Mammal Protection Act of 1972 (16 U.S.C. 1361-1407), the National Marine Fisheries Service issued a permit to Ole A. Mathisen, subject to certain conditions set forth therein for the above taking. The Permit is available for review by interested persons in the Office of the Director, National Marine Fisheries Service, Washington, D.C. 20235, and in the Offices of the Regional Director, National Marine Fisheries Service, Northwest Region, Lake Union Building, 1700

Westlake Avenue, North, Seattle, Washington, 98109, and the Office of the Regional Director, National Marine Fisheries Service, Alaska Region, P.O. Box 1668, Juneau, Alaska 99801.

Dated: May 27, 1975.

RICHARD H. SCHAEFER,
Acting Associate Director,
For Resource Management.

[FR Doc.75-15082 Filed 6-9-75; 8:45 am]

National Oceanic and Atmospheric
Administration

MARINE MAMMALS

Receipt of Application for Scientific
Research Permit

Notice is hereby given that the following applicant has applied in due form for a permit to take and import marine mammals for scientific research as authorized by the Marine Mammal Protection Act of 1972 and the Regulations Governing the Taking and Importing of Marine Mammals.

Warren M. Zapol, M.D., Principal Investigator, Assistant Professor, Harvard Medical School, Cambridge, Massachusetts, to take thirty-two (32) Weddell seals (*Leptonychotes weddelli*) by capture for the purpose of scientific research.

The applicant proposes to study the relationship of pregnant Weddell seals and their fetuses to the stresses encountered in diving. The purpose of the study is to: (1) Investigate the endocrinology of the mother and fetus at term which will provide a greater understanding of the process of birth in this species and give insight into a mechanism of seal population control not previously studied; and (2) to determine some of the circulatory adaptations of the adult and fetal seals to the blood oxygen deficiency and cardiac output experienced during diving and develop a better understanding of these phenomena in human disease states, such as acute respiratory failure, myocardial infarction and shock. The work will be conducted at the Ek-lund Biological Station, McMurdo Sound, Antarctica. Investigators from New Zealand and Canada will cooperate in this project.

The animals will be maintained in a 100 by 100 feet enclosure on the sea ice adjacent to the laboratory. Weddell seals normally fast during the time the work will be conducted so that feeding will not be required for them. Catheters will be inserted into various blood vessels while the animals are under anesthesia to measure blood flow and blood gas tension. At this time radioactive tracers will be injected. Two of the collaborators, certified specialists in anesthesia, will monitor the seals with electroencephalographs and electrocardiography. Diving will be simulated by either clamping the endotracheal tube or by inhalation of a mixture of anesthetic gases.

Of the 30 seals requested a total of 13 males or non-pregnant females will be utilized as controls in the experiments and will be subjected to the same proce-

dures as the pregnant animals. On completion of the experiments, the control animals will be sacrificed with an overdose of barbituates. Of the 19 pregnant females, 5 will be sacrificed as will all of the fetuses. Tissue samples will be collected from all of the sacrificed animals and analyzed for radioactive tracers. Specimen material will be collected of the fetuses for determination of organ weights and histologic study.

All of the biological material collected will be used in support of medical research activities. Skeletal and other biological specimens will be imported and deposited at various hospitals, universities and museums for further study.

The handling and capture of all animals will be supervised by individuals who have worked with marine animals for several years, as part of the U.S. Antarctic scientific team.

Documents submitted with this application are available for review in the Office of the Director, National Marine Fisheries Service, Washington, D.C. 20235, and the Office of the Regional Director, National Marine Fisheries Service, Northeast Region, Federal Building, 14 Elm Street, Gloucester, Massachusetts 01930.

Concurrent with publication of this notice in the FEDERAL REGISTER, the Secretary of Commerce is forwarding copies of this application to the Marine Mammal Commission and the Committee of Scientific Advisors.

Written views or data, or requests for a public hearing on this application should be submitted to the Director, National Marine Fisheries Service, Department of Commerce, Washington, D.C. 20235, within 30 days of the publication of this notice. The holding of such hearing is at the discretion of the Director.

All statements and opinions contained in this notice in support of this application are summaries based upon information supplied by the Applicant and, therefore, do not necessarily reflect the views of the National Marine Fisheries Service.

Dated: June 4, 1975.

RICHARD H. SCHAEFER,
Acting Associate Director for
Resource Management, National
Marine Fisheries Service.

[FR Doc.75-15081 Filed 6-9-75; 8:45 am]

DEPARTMENT OF HEALTH,
EDUCATION, AND WELFARE

Office of Education

TITLE I AUDIT APPEAL AND RELATED
OTHER AUDIT APPEALS

Dates of Prehearing Conferences

Notice is hereby given that, pursuant to the Notice establishing the Title I Audit Hearing Board (37 FR 23002, October 27, 1972), dates have been established for the conduct of two prehearing conferences.

On July 9, 1975, a prehearing conference will be held regarding the appeal

of the State of Florida with respect to certain findings made under audit ACN: 04-10141. On July 10, 1975, a prehearing conference will be held regarding the appeal of the State of Florida under audit ACN: 04-40100.

Both conferences will begin at 10:30 a.m. and will be held in Room 4173, 400 Maryland Avenue, SW., Washington, D.C., 20202.

(20 U.S.C. 241a, 1232c)

(Catalog of Federal Domestic Assistance Numbers 13.427, Educationally Deprived Children—Handicapped (Pub. L. 89-313); 13.428, Educationally Deprived Children—Local Educational Agencies; 13.429, Educationally Deprived Children—Migrants; 13.430, Educationally Deprived Children—State Administration; 13.431, Educationally Deprived Children in State Administered Institutions Serving Neglected or Delinquent Children.)

Dated: June 2, 1975.

T. H. BELL,
U.S. Commissioner of Education.

[FR Doc.75-15025 Filed 6-9-75; 8:45 am]

NATIONAL CANCER INSTITUTE
ADVISORY COMMITTEES

Meeting

Pursuant to Pub. L. 92-463, notice is hereby given of the meetings of committees advisory to the National Cancer Institute.

These meetings will be open to the public to discuss administrative details or other issues relating to committee business as indicated in the notice. Attendance by the public will be limited to space available. Some of these meetings will be closed as indicated below in accordance with the provisions set forth in sections 552(b)(4) and 552(b)(6) of Title 5, U.S. Code and section 10(d) of Pub. L. 92-463 for the review, discussion and evaluation of individual research contract proposals as indicated. The proposals contain information of a proprietary or confidential nature, including detailed research protocols, designs, and other technical information: financial data, such as salaries; and personal information concerning individuals associated with the proposals.

Mrs. Marjorie F. Early, Committee Management Officer, NCI, Building 31, Room 3A16, National Institutes of Health, Bethesda, Maryland 20014 (301/496-5708) will furnish summaries of the meetings and rosters of committee members upon request. Other information pertaining to the meeting can be obtained from the Executive Secretary indicated. Meetings are at the National Institutes of Health, 9000 Rockville Pike, Bethesda, Maryland 20014 unless otherwise stated.

SUBCOMMITTEE ON NATIONAL ORGAN SITE
PROGRAMS

Date: July 8, 1975, 9 a.m.

Place: Building 31C, Room: Conference Room 7, National Institutes of Health.

Times: Open for the Entire Meeting.

Agenda: Program Review.

Executive Secretary: Dr. David L. Joffe.
Address: Westwood Building, Room: 853.

National Institutes of Health. Phone: 301/496-7194.

VIRUS CANCER PROGRAM SCIENTIFIC REVIEW COMMITTEE B

Dates: July 9, 1975, 9 a.m.
Place: Building 31C, Room: Conference Room 7, National Institutes of Health.
Times: Open: July 9, 9 a.m.-9:30 a.m.
Closed: July 9, 9:30 a.m.-adjournment.
Closure reason: To Review Research Contract Proposals.

Executive Secretary: Dr. Elke Jordan. Address: Building 37, Room: 1A01, National Institutes of Health. Phone: 301/496-6927.
Catalog of Federal Domestic Assistance Number 13.825.

CANCER CONTROL SUPPORTIVE SERVICES REVIEW COMMITTEE

Dates: July 10, 1975, 8:30 a.m.
Place: Building 31C, Room: Conference Room 7, National Institutes of Health.
Times: Open: July 10, 8:30 a.m.-9 a.m.
Closed: July 10, 9 a.m.-adjournment.
Closure Reason: To Review Research Contract Proposals.

Executive Secretary: Dr. Veronica L. Conley. Address: Blair Building, Room: 7A07, National Institutes of Health. Phone 301/427-7943.

Catalog of Federal Domestic Assistance Number 13.825.

CANCER CONTROL INTERVENTION PROGRAMS REVIEW COMMITTEE

Dates: July 11, 1975, 8:30 a.m.
Place: Building 31C, Room: Conference Room 7, National Institutes of Health.
Times: Open: July 11, 8:30 a.m.-9 a.m.
Closed: July 11, 9 a.m.-adjournment.
Closure Reason: To Review Research Contract Proposals.

Executive Secretary: Dr. Veronica L. Conley. Address: Blair Building, Room: 7A07, National Institutes of Health. Phone: 301/427-7943.

Catalog of Federal Domestic Assistance Number 13.825.

VIRUS CANCER PROGRAM SCIENTIFIC REVIEW COMMITTEE A

Dates: July 14-15, 1975, 9 a.m.
Place: Building 37, Room: Conference Room 1B04, National Institutes of Health.
Times: Open: July 14, 9 a.m.-9:30 a.m.
Closed: July 14, 9:30 a.m.-5 p.m. Closed: July 15, 9 a.m.-adjournment.
Closure Reason: To Review Research Contract Proposals.

Executive Secretary: Dr. Elke Jordan. Address: Building 37, Room: 1A01, National Institutes of Health. Phone: 301/496-6927.
Catalog of Federal Domestic Assistance Number 13.825.

COMMITTEE ON CANCER IMMUNOTHERAPY

Dates: July 24, 1975, 1 p.m.
Place: Building 10, Room: Conference Room 4B14, National Institutes of Health.
Times: Open: July 24, 1 p.m.-1:30 p.m.
Closed: July 24, 1:30 p.m.-adjournment.
Closure Reason: To Review Research Contract Proposals.

Executive Secretary: Dr. Dorothy Windhorst. Address: Building 10, Room: 4B17, National Institutes of Health. Phone: 301/496-1791.

Catalog of Federal Domestic Assistance Number 13.825.

COMMITTEE ON CANCER IMMUNOTHERAPY

Dates: July 31, 1975, 1 p.m.
Place: Building 10, Room: Conference Room 4B17, National Institutes of Health.
Times: Open: July 31, 1 p.m.-1:30 p.m.
Closed: July 31, 1:30 p.m.-adjournment.
Closure Reason: To Review Research Contract Proposals.

Executive Secretary: Dr. Dorothy Windhorst. Address: Building 10, Room: 4B17, National Institutes of Health. Phone: 301/496-1791.

Catalog of Federal Domestic Assistance Number 13.825.

VIRUS CANCER PROGRAM SCIENTIFIC REVIEW COMMITTEE B

Dates: August 4, 1975, 9 a.m.
Place: Building 37, Room: Conference Room 1B04, National Institutes of Health.
Times: Open: August 4, 9 a.m.-9:30 a.m.
Closed: August 4, 9:30 a.m.-adjournment.
Closure Reason: To Review Research Contract Proposals.

Executive Secretary: Dr. Elke Jordan. Address: Building 37, Room 1A01, National Institutes of Health. Phone: 301/496-6927.

Catalog of Federal Domestic Assistance number 13.825.

Dated: June 5, 1975.

SUZANNE L. FREMEAUX,
Committee Management Officer,
National Institutes of Health.

[FR Doc.75-15116 Filed 6-9-75;8:45 am]

National Institutes of Health

CLINICAL APPLICATIONS AND PREVENTION ADVISORY COMMITTEE

Meeting

Pursuant to Pub. L. 92-463, notice is hereby given of the meeting of the Clinical Applications and Prevention Advisory Committee, National Heart and Lung Institute, July 14 and 15, National Institutes of Health, Building 31C, Conference Room 8.

This meeting will be open to the public on July 14, 1975, from 8:30 a.m. to 9:30 a.m. to discuss the current stage of progress of the Hypertension Detection and Follow-Up Program, and the Aspirin-Myocardial Infarction Study. Attendance by the public will be limited to space available.

In accordance with the provisions set forth in sections 552(b)(4), and 552(b)(6), Title 5 U.S. Code and section 10(d) of Publ. L. 92-463, the meeting will be closed to the public on July 14, 1975 from 9:30 a.m. to adjournment and July 15, 1975 from 8:30 a.m. to adjournment, for the review and discussion of ongoing contract supported research activities, and continuation support of Hypertension Detection and Follow-Up Program, the Coordinating Center for the Aspirin-Myocardial Infarction Study and an Epidemiology Branch study. These proposals contain information of a privileged nature, including unpublished scientific data of the clinical trial results and other technical information; financial data, such as salaries of research personnel and personal information concerning individuals associated with the contract proposals being reviewed.

Mr. York Onnen, Chief, Public Inquiries and Reports Branch, National Heart and Lung Institute, Building 31, Room 5A21, National Institutes of Health, Bethesda, Maryland 20014, phone (301) 496-4236, will provide summaries of the meeting and rosters of the committee members. Dr. William J. Zukel, Executive Secretary of the Committee,

Landow Building, Room C809, phone (301) 496-2533, will furnish substantive program information.

(Catalog of Federal Domestic Assistance Program No. 13.837, National Institutes of Health.)

Dated: May 30, 1975.

SUZANNE L. FREMEAUX,
Committee Management Officer, NIH.
[FR Doc.75-15118 Filed 6-9-75;8:45 am]

NATIONAL ADVISORY DENTAL RESEARCH COUNCIL

Amended Notice of Meeting

Notice is hereby given of a change in the meeting place of the National Advisory Dental Research Council, National Institute of Dental Research, which was published in the FEDERAL REGISTER on April 24, 1975, (40 FR 18021).

This Council was to have convened in Building 31-C, Conference Room 6, but has been changed to 9 a.m. on June 19-20, 1975, in Building 30, Conference Room 117.

The meeting will be open to the public from 9 a.m. to 1 p.m. on June 19, 1975.

Dated June 5, 1975.

SUZANNE L. FREMEAUX,
Committee Management Officer, NIH.

[FR Doc.75-15117 Filed 6-9-75;8:45 am]

National Institutes of Health

NATIONAL COMMISSION ON DIABETES Meeting

Pursuant to Pub. L. 92-463, notice is hereby given of the meeting of the National Commission on Diabetes, July 7, 1975 (times below), at Auditorium A, Center for Disease Control, 1600 Clifton Road, Northeast, Atlanta, Georgia.

The entire meeting will be open to the public from 8:30 a.m. to 5:30 p.m. on July 7 at the above address. From 8:30 a.m. to 12 noon on July 7 the Commission will hear public testimony; from 1 p.m. to 4:30 p.m. the Commission will hear a presentation by the Center for Disease Control staff; from 4:30 p.m. to 5:30 p.m. the Commission will meet in a planning session.

Any member of the public who wishes to appear before the Commission between 8:30 a.m. and 12 noon on July 7 shall file a written statement or detailed summary of his remarks with the Commission before 5 p.m. on June 27. Statements or summaries shall be sent or delivered to Mr. Victor Wartofsky, address below.

The time allotted to each participant will be determined by the Commission Chairman based upon the number of individuals who request an opportunity to make presentations.

Mr. Victor Wartofsky, Information Officer, NIAMDD, National Institute of Health, Building 31, Room 9A04, Bethesda, Maryland 20014, (301) 496-3583, will provide summaries of the meeting and rosters of the committee members.

(Catalog of Federal Domestic Assistance Program No. 13.846, National Institutes of Health)

Dated: June 5, 1975.

SUZANNE L. FREMEAUX,
Committee Management Officer,
National Institutes of Health.

[FR Doc.75-15114 Filed 6-9-75;8:45 am]

**RECOMBINANT DNA MOLECULE
PROGRAM ADVISORY COMMITTEE
Meeting**

Pursuant to Pub. L. 92-463, notice is hereby given of the meeting of the Recombinant DNA Molecule Program Advisory Committee on July 18-19, 1975, at the National Academy of Sciences Summer Study Center, Woods Hole, Massachusetts 02543.

The entire meeting will be open to the public each day from 9 a.m. to adjournment to discuss: the status of research in the field, research studies required, the mechanisms by which such studies should be supported, and the identification of facilities and resources needed in their performance. Attendance by the public will be limited to space available.

Dr. William J. Gartland, Executive Secretary, National Institutes of Health, Westwood Building, Room 920, Bethesda, Maryland 20014, telephone (301) 496-7714, will provide summaries of the meeting, rosters of committee members and substantive program information.

Dated: May 27, 1975.

SUZANNE L. FREMEAUX,
Committee Management Officer,
National Institutes of Health.

[FR Doc.75-15119 Filed 6-9-75;8:45 am]

TEMPORARY COMMITTEE FOR THE REVIEW OF DATA ON CARCINOGENICITY OF CYCLAMATE

Meeting

Notice is hereby given of the meeting of the Temporary Committee for the Review of Data on Carcinogenicity of Cyclamate, National Cancer Institute, July 10-11, 1975, National Institutes of Health, Building 31C, Conference Room 10. The meeting will be open to the public from 9 a.m. to 5 p.m., both days. Attendance by the public will be limited to space available.

In compliance with a request from the Food and Drug Administration, the Division of Cancer Cause and Prevention, National Cancer Institute, is undertaking the review and evaluation of all data relating to the possible carcinogenicity of cyclamate or its metabolites. The availability of relevant data should be made known to the below named individual. Contacts will be accepted on a continuing basis. Data should not be forwarded until after this preliminary contact with Dr. James M. Sontag, Executive Secretary, Temporary Committee for the Review of Data on Carcinogenicity of Cyclamate, Carcinogenesis, Division of Cancer Cause and Prevention, National Cancer Institute, Landow Building, Room A-306,

Bethesda, Maryland 20014, telephone (301) 496-5471.

SUZANNE L. FREMEAUX,
Committee Management Officer,
National Institutes of Health.

MAY 30, 1975.

[FR Doc.75-15115 Filed 6-9-75;8:45 am]

**Office of the Secretary
SOCIAL AND REHABILITATION SERVICE
Statement of Organization, Functions, and Delegations of Authority**

Part 5 of the Statement of Organization, Functions, and Delegations of Authority for the Department of Health, Education, and Welfare, Social and Rehabilitation Service (34 FR 1279, January 25, 1969, as amended) is hereby further amended to reflect the establishment of the Office of Child Support Enforcement in the Social and Rehabilitation Service Central Office, and a Regional Office of Child Support Enforcement in each Social and Rehabilitation Service Regional Office. For such purposes, § 5.20 is amended by inserting the functional statements for the:

Office of Child Support Enforcement Central Office, Social and Rehabilitation Service) immediately following those of the Immediate Office of the Administrator.

Regional Office of Child Support Enforcement immediately following those of the Social and Rehabilitation Service Regional Commissioners.

**OFFICE OF CHILD SUPPORT ENFORCEMENT—
5A04**

The mission of the Office of Child Support Enforcement is to provide leadership in the planning, development, management and coordination of the Department's Child Support Enforcement programs and activities authorized and directed by title IV-D of the Social Security Act and other pertinent legislation. The general purpose of this legislation and the Child Support Enforcement programs developed pursuant thereto is to require States to enforce support obligations owed by absent parents to their children by locating absent parents, establishing paternity when necessary and obtaining child support. The specific responsibilities of this office are to: establish regulations and standards for State programs for locating absent parents, establishing paternity, and obtaining child support; establish minimum organizational and staffing requirements for State units engaged in carrying out Child Support Enforcement programs; review and approve State plans for Child Support Enforcement programs; evaluate the implementation of State Child Support Enforcement programs, conduct audits of State programs to assure their conformity with requirements, and not less often than annually, conduct a complete audit of these programs in each State and determine for the purposes of the penalty provision of section 403(h) of the Social Security Act whether the

actual operation of such programs in each State conforms to Federal requirements; assist States in establishing adequate reporting procedures and maintain records of the operations of Child Support Enforcement programs; maintain records of all amounts collected and disbursed under Child Support Enforcement programs and of the costs incurred in collecting such amounts; provide technical assistance to the States to help them establish effective systems for collecting child support and establishing paternity; certify certain applications from States for permission to utilize the Courts of the United States to enforce court orders for support against absent parents; operate the Parent Locator Service; certify the amount of certain child support obligations that have been assigned to a State, to the Secretary of the Treasury for collection; submit an annual report to the Congress on all activities undertaken relative to the Child Support Enforcement Program; establish regulations and standards for Federal financial participation in support of State Child Support Enforcement programs distribute proceeds collected as a result of this program and incentive payments to localities.

OFFICE OF THE DIRECTOR—5A0401

Responsible for directing the activities of the Office of Child Support Enforcement, assisted by the Deputy Director.

Has special responsibility for high level relationships with officials of the Department of Health, Education, and Welfare, other Federal Departments and public and private organizations on matters relative to Child Support Enforcement (CSE) programs, for coordinating, planning and training activities; for coordinating efforts to improve State and local public agency capability to plan and manage Child Support Enforcement programs, and for final review and approval of all office publications and issuances.

**PARENT LOCATOR SERVICE DIVISION—
5A0402**

Responsible for developing, operating and maintaining the Parent Locator Service in support of the Child Support Enforcement program. Responsibilities and functions relative and necessary to development, operation and maintenance of the Parent Locator Service are: systems operation of the Parent Locator Service; coordinate national telecommunications and other data entry operations with States; act as liaison between the Office of Child Support and States in support of the Parent Locator Service systems; act as a liaison between the Office and other Federal agencies for the purposes of exchanging information to locate absent parents; assess State Parent Locator Service needs and formulate plans for improving State systems; provide technical assistance to States to implement State and local location services and on use of the Federal Parent Locator Service; review State plans and Federal financial participation applications for establishment of automated and manual Parent

Locator Service systems; control all correspondence relating to requests for information; design automated systems to support Parent Locator Service operations; establish and maintain a communication network for receiving/transmitting information between States and the Parent Locator Service and between the Parent Locator Service and Federal Departments; establish billing rates and maintain quarterly billing records for requests for information on behalf of individuals who are not recipients of public assistance under title IV-A of the Social Security Act; specify the manner and form for requesting information for the Parent Locator Service; negotiate reimbursable service contracts with participating Federal agencies providing information to the Parent Locator Service; send and receive documents to authorized users; control and coordinate flow of work; perform data conversion for input to Parent Locator Service; preparation of printed information for field distribution; answer telephone queries; microfilm maintenance; keep up-to-date statistics on the operation of the Parent Locator Service; train States, using telecommunications transmission, on data entry operations; assists in preparation of program policy and regulations as it relates to the Parent Locator Service.

ADMINISTRATIVE DIVISION—5A0403

Provides, in coordination with the Social and Rehabilitation Service Central Office support offices, administrative support for all Office of Child Support Enforcement activities and develops plans, schedules and standards for the annual program audits of the States' Child Support Enforcement programs required by section 452(a)(4) of the Social Security Act.

Provides support of programs operations including; editing regulations and other issuances for formal requirements and correctness; operation of suspense control for the coordination of important issuances and submissions that are being developed and/or reviewed, e.g. proposed regulations for State plans; maintenance of central policy files; maintenance of approved State plan files; coordination of responses for the Director when input of more than one division is required; control and routing of requests for information by the Executive Secretariat, Office of the Associate Administrator for Policy Control and Coordination, concerning public and Congressional inquiries.

Provides administrative management support including: coordination of the Office of Child Support Enforcement personnel and training activities; coordination and/or management of Office space, supplies, equipment, travel, messenger services and duplication requirements; control of expenditures for travel, printing, binding, supplies and other services; coordination of all budget activities; development, execution and review of the Salaries and Expenses budget; control of manpower authorizations; coordination

of organization and staffing proposals and requirements.

Develops planning, scheduling and standards for the annual program audits of State Child Support Enforcement programs as prescribed in section 452(a)(4) of the Social Security Act. Participates in the development of program audit policy, evaluation of program audit findings and in the development of recommendations concerning the penalty provision of section 403(h) of the Social Security Act.

POLICY AND PLANNING DIVISION—5A0404

Develops regulations to implement those provisions of the Social Security Act and other laws governing Federal-State Child Support Enforcement and Paternity Establishment programs.

Develops, proposes and assists the Director regarding regulations governing Federal-State Child Support Enforcement programs to include provisions relative to: programs standards for locating absent parents; establishing paternity, and obtaining child support; minimum organizational and staffing requirements for State units engaged in carrying out Child Support Enforcement programs; State plan requirements; distribution of amounts collected as child support; payments to States for operation of the approved State plan; incentive payments to localities for enforcement and collection of assigned support rights; Federal financial participation; and program definitions.

Develops and reviews legislative proposals and enactments pertinent to policy development, and proposes legislation. Reviews court decisions relating to Child Support Enforcement and Paternity Establishment.

Coordinates development of program regulations and their interpretation within the Office of Child Support Enforcement, the Social and Rehabilitation Service and the Department, and with other agencies whose programs relate to this program. Provides technical assistance concerning program policies within the Department, to Regional Offices, and through Regional Offices to the States.

Responsible for liaison and the joint development and promulgation of policies, regulations and procedures with: The Department of Treasury (IRS) relative to the certification and collection of certain child support obligations; the Department of Justice and/or Federal Courts Establishment relative to the certification of certain actions for utilization of the United States District Courts.

Reviews proposed legislation and regulations for procedural implementation impacts and feasibility.

Develops, proposes, and interprets written materials, which are in support of the Office of Child Support Enforcement regulations and which are designed to provide States with technical assistance and guidance in the most accurate and effective techniques of administering the Child Support Enforcement program.

Procedural material developed for States includes models and guides for Child Support Enforcement management methods, including: organization and staffing; personnel aptitude and qualifications testing; personnel position descriptions, qualifications and performance standards; direct and indirect cost allocation; fiscal controls, accounting, reporting, and auditing guidelines; time controls; data collecting, collating, recording, and reporting; case and other records control, maintenance, and disposition; work measurement, distribution, and control; long-range programming and budgeting; statistical research, evaluation, and analysis; and other basic Child Support Enforcement and Paternity Establishment functions.

Monitors the Child Support Enforcement functions as carried out by the Regional Offices, and coordinates reviews within the Office of Child Support Enforcement and with appropriate Social and Rehabilitation Service offices.

Provides technical assistance concerning program procedures within the Department, to Regional Offices, and on their request, to States and interested agencies. Coordinates development of program management methods and their interpretations with the Office of Child Support Enforcement, the Social and Rehabilitation Service and the Department, and with other agencies whose programs relate to the Office of Child Support Enforcement.

Primarily responsible for development of the Office of Child Support Enforcement long-range plans, operational plans, program budget, legislative proposals, broad statistical requirements and schedules for achievement of operational goals and objectives.

Evaluates the deployment of resources for the achievement of plans, programs, objectives, operational goals. Participates in the evaluation of research and demonstration projects, as appropriate. Participates in the development of the annual audit plan for State Child Support Enforcement programs.

Provides the Office of Child Support Enforcement components planning and programing guidance, and obtains their input as basis for coordinated development of proposed Office of Child Support Enforcement emergency, long-range, and short-range plans and programs. Has responsibility for the Office of Child Support Enforcement program statistical research and analysis; trend and cost projecting and reporting; provides programmatic input to the Social and Rehabilitation Service research and evaluation efforts.

Initiates or, upon request of the Director of the Office of Child Support Enforcement components, develops statistical and narrative facts based on comparative analysis of data relating to State programs of Child Support Enforcement to establish their effectiveness and isolate ideal versus inadequate programs and processes of the various States. Prepares reports of analytical findings and recommends alternative courses of ac-

tion to the Director and the Office of Child Support Enforcement components.

Develops annually, for the Director and in coordination with the Office of Child Support Enforcement staff elements, a proposed plan for the Operational Planning System (OPS), and provides on-going tracking capability of the objectives for the current year.

Provides technical assistance to the Director, Office of Child Support Enforcement divisions, and the Regional Offices regarding the Office of Child Support Enforcement program planning, research and statistics, and the Office of Child Support Enforcement portion of the Operational Planning System.

REGIONAL OFFICE OF CHILD SUPPORT ENFORCEMENT—5MB-08

Provides interpretations of the Child Support Enforcement program regulations to State agencies; reviews and approves or recommends disapproval of State plans, State plan amendments and certain project grants; provides assistance to State agencies in developing State plans and plan amendments; evaluates the implementation of State programs; provides technical assistance to States in establishing effective programs; monitors State agency operations in order to maintain a broad awareness of program activity; stimulates State action toward achievement of selected program objectives; assists States in the maintenance of on-going program activities; provides support to other Regional Office components as necessary; conducts annual audits of the States' Child Support Enforcement programs; conducts other audits as necessary; receives, reviews and certifies, when appropriate, certain requests to use the IRS and the Federal courts for collection or enforcement of support obligations.

Dated: June 2, 1975.

JOHN OTTINA,
*Assistant Secretary for
Administration and Management.*

[FR Doc.75-15038 Filed 6-9-75; 8:45 am]

Social and Rehabilitation Service

CONFORMITY OF MONTANA MEDICAL ASSISTANCE PLAN AND PRACTICE WITH THE SOCIAL SECURITY ACT

Hearing

Notice of hearing is hereby given as set forth in the following excerpts from a letter which has been sent to the Montana Department of Social and Rehabilitation Service:

It has been brought to my attention by Mr. James R. Burrell, Regional Commissioner, Region VIII, that there are problems of compliance with Federal requirements in the State Title XIX Plan, and the implementation thereof. In particular, we are concerned that Montana has failed to submit an approvable amendment to its Title XIX State Plan covering the special requirements applicable to sterilization procedures set forth in the Code of Federal Regulations at Title 45, § 205.35. In addition, we are also concerned that Montana has not insti-

tuted appropriate administrative procedures to implement these Federal requirements with respect to sterilizations performed within the State for which Federal financial participation is claimed. I am informed that our Regional Office has been negotiating with your staff on these issues. However, the problems have not been resolved.

After review of the situation, it appears that there are serious questions as to whether Montana's State Plan and practice thereunder meets the requirements of Federal law and regulations and, therefore, as to the eligibility of Montana to continue to receive Federal funds under Title XIX of the Social Security Act for the operation of its Medicaid program. Accordingly, pursuant to my authority and responsibility for the administration of Title XIX of such Act, I hereby notify the Montana Department of Social and Rehabilitation Services that it will have an opportunity for an administrative hearing in accordance with section 1904 of such Act and 45 CFR 201.6 on the question of whether further Federal grants may be made to the State under Title XIX for the operation of its State Plan for Medical Assistance. I have set 10 a.m. on Monday, July 28, 1975, in Room 9408, Federal Office Building, 19th and Stout Street, Denver, Colorado 80202, as the time and place for the hearing. We anticipate that the following issues will be involved in the hearing:

(1) Whether there has been a failure to submit a State plan amendment for sterilization procedures as required under section 1902 of the Social Security Act and 45 CFR 205.35.

(2) Whether there has been a failure in the administration of the State plan, to comply substantially with the provisions of Section 1902 of the Social Security Act by failing in practice to comply with the requirements for sterilization procedures set forth in 45 CFR 205.35.

Please let me know if the time set for the hearing is agreeable to you. If your agency would like to have a pre-hearing conference to define the issues further, to explore the possibility of stipulations, or for any other purpose which will contribute to an expeditious resolution of the issues, I shall be glad to cooperate with you in every way.

It is my sincere hope that you will find it possible to come into compliance with Federal law and regulations so that the hearing on the questions raised by the State plan and its implementation will be unnecessary.

Interested persons or groups may request to participate in the hearing either as a party or as amicus curiae. Any individual or group may request to participate as a party if the issues to be considered at the hearing have caused them injury and their interests were intended to be protected by the governing Federal statute. Any individual or group requesting to participate in the hearing as a party shall file a petition with the Social and Rehabilitation Service Hearing Clerk, Room 5225, MES, Social and Rehabilitation Service, Department of Health, Education, and Welfare, 330 C Street, SW, Washington, D.C. 20201, on or before June 25, 1975. Such petition shall concisely state (a) petitioner's interest in the hearing, (b) who will represent the petitioner, (c) the issues on which petitioner intends to participate, and (d) whether petitioner intends to present witnesses.

Any individual or group requesting to participate as amicus curiae shall file a petition with the Social and Rehabilitation Service Hearing Clerk at the above

address at any time before commencement of the hearing, stating concisely (a) the petitioner's interest in the hearing, (b) who will represent the petitioner, and (c) the issues on which petitioner intends to present argument.

Dated: June 4, 1975.

JOHN A. SVAHN,
*Acting Administrator,
Social and Rehabilitation Service.*

[FR Doc.75-15039 Filed 6-9-75; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

AIR TRANSPORTATION SECURITY FIELD OFFICE, CLEVELAND, OHIO

Notice of Consolidation

Notice is hereby given that on or about June 30, 1975, the Air Transportation Security Field Offices at Cleveland, Ohio and Detroit, Michigan will be consolidated. The consolidated office will be located at Detroit, Michigan and a manned resident office will be maintained at Cleveland, Ohio. Services to the general aviation public formerly provided by the Cleveland Air Transportation Security Field Office will be provided by the Detroit Air Transportation Security Field Office and the resident office at Cleveland. This information will be reflected in the FAA Organization Statement the next time it is issued.

(Sec. 313(a), 72 Stat. 752; 49 U.S.C. 1354)

Issued in Des Plaines, Illinois, on May 23, 1975.

R. O. ZIEGLER,
*Director,
Great Lakes Region.*

[FR Doc.75-15090 Filed 6-9-75; 8:45 am]

National Highway Traffic Safety Administration

[Docket No. EX 75-3; Notice 2]

OTIS ELEVATOR CO.

Petition for Temporary Exemption From Motor Vehicle Safety Standard

The National Highway Traffic Safety Administration (NHTSA) has decided to grant the petition of Otis Elevator Company for a temporary exemption from the stopping distance requirements of Motor Vehicle Safety Standard No. 122, Motorcycle Brake Systems, on the basis that compliance would cause it substantial economic hardship.

Notice of the petition was published on February 28, 1975 (40 FR 8585) and an opportunity afforded for comment.

The Otis three-wheeled vehicle is sold "primarily to municipalities and institutions for use in police work, trash collection, and related special purpose utility applications". In the 12-month period ending June 30, 1974, when production was interrupted by a strike, the company sold 311 on-road three-wheel vehicles. Depending upon end configuration the curb weight of these vehicles varies from 950 pounds to 1500 pounds, and their top speed from 26 mph to 39 mph.

Otis requested the exemption for the maximum 3 years, until January 1, 1978. Tests to date indicate that the Otis vehicle exceeds by "no more than ten percent * * * the distances specified in Standard 122 (for a) vehicle to be stopped from a speed of 30 mph in 54 feet (first effectiveness) and in 43 feet (second effectiveness)." During the period of the exemption Otis would continue its explorations "with two major brake suppliers in an effort to design a brake using the present configuration of the vehicle which will meet the 122 requirements." Estimated tooling and redesign costs are approximately \$100,000, creating a retail price "increase of \$488 * * * to recoup redesign and retooling costs in one year." The company does not explain why it is necessary to amortize costs on a 1-year basis.

Otis' net income in the year ended December 31, 1973, was over \$40 million. Hardship is faced, not by the Corporation as a whole, but only by its Special Vehicle Division, which is represented as suffering a loss in 1974. The company projects a divisional loss for 1975 of \$258,600 if its petition is denied, "and operations of the entire Division may have to be discontinued".

Interested persons should also note that if the proposed redefinition of motorcycle (38 FR 12818) is adopted the Otis vehicle, which has a full or partial enclosure for the driver, would no longer be categorized as a motorcycle and Standard No. 122 would be inapplicable.

No comments were received on the petition. The NHTSA has concluded that immediate compliance would cause the petitioner economic hardship, but that no justification has been shown for an exemption until January 1, 1978. It is clear that the estimated tooling and redesign costs of \$100,000 are insignificant compared with the company's net income of over \$40 million. Even a projected divisional loss of \$258,600 if the petition is denied does not appear substantial in light of the company's resources. A retail price increase estimate based upon a 1-year amortization is patently unrealistic for a vehicle that may not change its basic design for 10 to 15 years. But there are important factors of public interest to be considered. Denial would remove, at least temporarily, vehicles found useful by some municipalities in police work and trash collection. Therefore an exemption until December 1, 1975, appears justified under the circumstances or, if the revised motorcycle definition is adopted in the interim, until the effective date of the amended definition.

In consideration of the foregoing, Otis Elevator Company is granted NHTSA Exemption No. 75-3 from compliance with Paragraph 85. of 49 CFR 571.122, Federal Motor Vehicle Safety Standard No. 122, until December 1, 1975. If the proposed redefinition of motorcycle (38 FR 12818) is adopted the exemption expires on the date that the amended redefinition is effective.

(Sec. 3, Pub. L. 92-548, 86 Stat. 1159 (15 U.S.C. 1410); delegation of authority at 49 CFR 1.51).

Issued on June 4, 1975.

JAMES B. GREGORY,
Administrator.

[FR Doc.75-15036 Filed 6-9-75;8:45 am]

CIVIL AERONAUTICS BOARD

[Docket Nos. 27810 and 22859; Order 75-5-94]

AMERICAN AIRLINES, INC.

Domestic Air Freight Rate Investigation; Order of Suspension

Correction

In FR Doc. 75-14015, in the issue of Thursday, May 29, 1975 on page 23360, the order number should read as set forth above.

[Docket 23604 et al.]

THE KODIAK-WESTERN ALASKA RENEWAL PROCEEDING

Oral Argument

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that oral argument in this proceeding is assigned to be held before the Board on July 9, 1975, at 10 a.m. (local time), in Room 1027, Universal Building, 1825 Connecticut Avenue, NW, Washington, D.C.

Dated at Washington, D.C., June 5, 1975.

[SEAL] ROBERT L. PARK,
Chief Administrative Law Judge.

[FR Doc.75-15063 Filed 6-9-75;8:45 am]

[Docket 25655 et al.]

HOWARD J. MAYS REVOCATION/MUNZ NORTHERN CERTIFICATION PROCEEDING

Oral Argument

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that oral argument in this proceeding is assigned to be held before the Board on July 9, 1975, at 2 p.m. (local time), in Room 1027, Universal Building, 1825 Connecticut Avenue, NW, Washington, D.C.

Dated at Washington, D.C., June 5, 1975.

[SEAL] ROBERT L. PARK,
Chief Administrative Law Judge.

[FR Doc.75-15064 Filed 6-9-75;8:45 am]

[Docket 26951]

TRANS INTERNATIONAL AIRLINES, INC. ET AL.

Oral Argument

Trans International Airlines, Inc., Saturn Airways, Inc., Transamerica Corporation and Howard J. Korth, Acquisition Agreement.

Notice is hereby given, pursuant to the provisions of the Federal Aviation Act of 1958, as amended, that oral argument in this proceeding is assigned to be held before the Board on July 16, 1975, at 10 a.m. (local time), in Room 1027, Universal Building, 1825 Connecticut Avenue NW., Washington, D.C.

Dated at Washington, D.C., June 5, 1975.

[SEAL] ROBERT L. PARK,
Chief Administrative Law Judge.

[FR Doc.75-15065 Filed 6-9-75;8:45 am]

ENVIRONMENTAL PROTECTION AGENCY

[FRL 384-8]

MONTAUP ELECTRIC CO.

Energy Related Authority; Modification of Primary Standard Conditions

On January 31, 1975, the Regional Administrator of the Environmental Protection Agency ("EPA") temporarily suspended, pursuant to 42 U.S.C. 1857c-10(b) (1) (A), the applicability of Regulations 2.5, 5 and 6 of the Regulations for Control of Air Pollution in the Southeastern Massachusetts Air Pollution Control District as they apply to the burning of coal in boiler 8 of Montaup Electric Company's Somerset Station in Somerset, Massachusetts. Emission tests results submitted by the Company show that during coal burning, emissions of particulate matter are much greater than was expected based on information available before the Company began burning coal in boiler 8. The Regional Administrator, after consultation with the State of Massachusetts, is modifying certain Primary Standard Conditions on which the temporary suspension was conditioned to reflect present information and assure that the national primary ambient air quality standards for particulate matter will not be exceeded, as required by 42 U.S.C. 1857c-10(d) (2) (A).

The Primary Standard Condition modifications shall take effect on June 9, 1975, and are as follows:

1. Primary Standard Condition 2 shall be modified to read as follows:

"2. Ash Limitation. The 24-hour average ash content of coal consumed in boiler 8 during the period of this suspension, shall not exceed 5 pounds of ash per million BTU HHV (approximately 6.25 percent ash at 12,500 BTU HHV per pound as received)."

2. The following shall be added as Primary Standard Condition 8:

"8. Emission Limitation. The Company, in the operation of boiler 8 under the terms of this suspension, shall not cause, suffer, allow or permit the emission of more than 2.58 pounds of particulate per million BTU HHV."

Because the temporary suspension expires on June 30, 1975, and because the amount of particulate matter being emitted exceeds the maximum amount

allowable consistent with assuring the maintenance of national primary ambient air quality standards, which are set at a level requisite to protect the public health, it is important that the above modifications take effect as soon as possible. The party primarily interested in not having these modifications go into effect, Montaup Electric Company, has had an opportunity to confer with Region I of EPA on this matter. Based on the above, the Regional Administrator finds that there is good cause for not giving the notice and opportunity for comment set forth at 42 U.S.C. 1857c-10(b) (1) (B), so that these modifications may take effect on June 9, 1975.

All information concerning this matter, including the temporary suspension and attached conditions issued to the Company on January 31, 1975, is available for public inspection at the Region I office of EPA in the John F. Kennedy Federal Building, Boston, Massachusetts.

Dated: June 6, 1975.

JOHN A. S. MCGLENNON,
Regional Administrator.

[FR Doc.75-15058 Filed 6-9-75;8:45 am]

FEDERAL MARITIME COMMISSION

[No. 75-19]

COLT INDUSTRIES OPERATING CORP. V. INTERCONEX, INC., ET AL.

Filing of Complaint

JUNE 5, 1975.

Notice is hereby given that a complaint filed by Colt Industries Operating Corp. against Interconex, Inc., Sea-Land Service, Inc., American Export Lines, Inc., and U.S. Lines, Inc. was served June 5, 1975.

The complaint alleges that complainant has been assessed charges for ocean carriage in excess of that provided in the applicable tariff of respondents in violation of section 18 of the Shipping Act, 1916.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.75-15085 Filed 6-9-75;8:45 am]

TAMPA PORT AUTHORITY AND LUCKENBACH STEAMSHIP CO., INC., AND LAVINO SHIPPING CO.

No. T-3061 Filed by: William R. Deasey, Esquire Deasey, Scanlan & Bender, Ltd. Attorneys at Law, Suite 2900 Two Girard Plaza Philadelphia, Pennsylvania 19102.

Agreement No. T-3061, between the Tampa Port Authority (Authority) and Luckenbach Steamship Company (Luckenbach) is a 15-year lease of certain marine terminal property at the Holland Terminal Area, East Bay, Hookers Point, Tampa, Florida. The agreement provides that Luckenbach will have the preferential use of Berth 5; shall construct a warehouse on the premises and will pay Authority a flat rental per year. In addition Luckenbach will pay

tariff charges with a guaranteed minimum payment of \$170,000 per year. Luckenbach and Lavino Shipping Company have executed an Assignment of Lease whereby Lavino has assumed all agreements, covenants and obligations of Luckenbach contained in Agreement No. T-3061. Authority has consented to the assignment.

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1100 L Street, NW., Room 10126; or may inspect the agreement at the Field Offices located at New York, N.Y., New Orleans, Louisiana, San Francisco, California, and Old San Juan, Puerto Rico. Parties desiring to comment on this matter may file such comments with the Secretary, Federal Maritime Commission, Washington, D.C., 20573, on or before June 20, 1975.

A copy of any such statement should also be forwarded to the party filing the notice of assignment and the statement should indicate that this has been done.

By Order of the Federal Maritime Commission.

Dated: June 5, 1975.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.75-15086 Filed 6-9-75;8:45 am]

PUERTO RICO MARINE MANAGEMENT AND SEA-LAND SERVICE INC.

Agreement Filed

Notice is hereby given that the following agreement has been filed with the Commission for approval pursuant to section 15 of the Shipping Act, 1916, as amended (39 Stat. 733, 75 Stat. 763, 46 U.S.C. 814).

Interested parties may inspect and obtain a copy of the agreement at the Washington office of the Federal Maritime Commission, 1100 L Street, NW., Room 10126; or may inspect the agreement at the Field Offices located at New York, N.Y., New Orleans, Louisiana, San Francisco, California, and Old San Juan, Puerto Rico. Comments on such agreements, including requests for hearing, may be submitted to the Secretary, Federal Maritime Commission, Washington, D.C., 20573, on or before June 20, 1975. Any person desiring a hearing on the proposed agreement shall provide a clear and concise statement of the matters upon which they desire to adduce evidence. An allegation of discrimination or unfairness shall be accompanied by a statement describing the discrimination or unfairness with particularity. If a violation of the Act or detriment to the commerce of the United States is alleged, the statement shall set forth with particularity the acts and circumstances said to constitute such violation or detriment to commerce.

A copy of any such statement should also be forwarded to the party filing the agreement (as indicated hereinafter) and the statement should indicate that this has been done.

Notice of agreement filed by:

Messrs. Mario F. Escudero and Dennis N. Barnes, Morgan, Lewis & Bockius, 1140 Connecticut Avenue NW., Washington, D.C. 20036.

By a series of orders, the latest of which was dated April 25, 1975, the Commission approved Agreement No. DC-75, in each case for terms not to exceed sixty (60) days from the dates of said approvals. The agreement, which is between Sea-Land Service, Inc., (Sea-Land) and Puerto Rico Marine Management, Inc., (PRMM), as approved by the Puerto Rico Maritime Shipping Authority (Authority) is an interim services and facilities subcontract wherein Sea-Land will provide PRMM with virtually any services it would require for the performance of its contract to manage the Authority's recently-inaugurated common carrier service between U.S. Atlantic and Gulf coast ports and Puerto Rico. Included within the scope of Agreement No. DC-75 are facilities for providing berthing and terminal services, repair and maintenance services and A&G functions.

Current Commission approval of Agreement No. DC-75 expires June 24, 1975. The parties have advised us, however, that they have now arrived at the point where action by local governments must be obtained before the Authority and PRMM can progress any further in severing their contracts with Sea-Land under Agreement No. DC-75 and attain self-sufficiency in their operations. Continued approval of Agreement No. DC-75 will be necessary until (a) the parties can effectuate Agreement No. T-3036 (approved April 29, 1975) for facilities at Port Elizabeth, New Jersey; (b) the Puerto Rico Ports Authority reviews agreements partitioning Sea-Land facilities at San Juan between Sea-Land and the Authority; and (c) the Board of Harbor Commissioners of the Port of New Orleans approves Sea-Land's sublease of a portion of its container terminal and the parties obtain FMC approval for a formal terminal sharing agreement for the facility. Accordingly, the parties have requested that we extend our approval of this agreement for an additional period of one hundred and eighty (180) days in order that the Authority may continue to berth its vessels at three of the most important terminals in the Authority's system.

By Order of the Federal Maritime Commission.

FRANCIS C. HURNEY,
Secretary.

[FR Doc.75-15084 Filed 6-9-75;8:45 am]

FEDERAL RESERVE SYSTEM

ALFALFA COUNTY BANCSHARES, INC.

Formation of Bank Holding Company

Alfalfa County Bancshares, Inc., Cherokee, Oklahoma, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) to become a bank holding company through acquisition of 100 percent (less directors' qualifying

shares) of the voting shares of The Alfalfa County National Bank of Cherokee, Cherokee, Oklahoma. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the office of the Board of Governors or at the Federal Reserve Bank of Kansas City. Any person wishing to comment on the application should submit views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551 to be received not later than June 30, 1975.

Board of Governors of the Federal Reserve System, May 29, 1975.

[SEAL] ROBERT SMITH, III,
Assistant Secretary of the Board.
[FR Doc. 75-15013 Filed 6-9-75; 8:45 am]

BANK OF TOKYO, LTD.

Order Denying Acquisition of Tokyo Bancorp International (Houston), Inc.

The Bank of Tokyo, Ltd. ("Applicant"), Tokyo, Japan, a foreign bank holding company within the meaning of § 225.4(g) (1) (iii) of the Board's Regulation Y, has applied for the Board's consent, under section 4(c) (9) of the Bank Holding Company Act and § 225.4(g) (2) (iv) of the Board's Regulation Y, to acquire all of the voting shares of Tokyo Bancorp International (Houston), Inc., ("TBI"), Houston, Texas.

Applicant is a Japanese commercial bank with total assets of approximately \$19.9 billion and operates branches or agencies in 19 countries.¹ Applicant, which became a bank holding company as a result of the enactment of the Bank Holding Company Act of 1956, is a grandfathered multi-State bank holding company with banking subsidiaries in New York and California.² Applicant also has an agency each in New York, Los Angeles, and San Francisco, as well as a branch each in Portland, Oregon, and Seattle, Washington.³

TBI would engage de novo in a wide variety of international and foreign banking activities usual in financing international commerce, including providing letters of credit and acceptance

¹ All banking and financial data for Applicant are as of March 31, 1974.

² Bank of Tokyo Trust Co., New York, New York, with deposits of approximately \$1.5 billion is the thirteenth largest commercial bank in the State of New York. Bank of Tokyo of California, San Francisco, California, with deposits of approximately \$914 million is the eighth largest commercial bank in California. The preceding data are as of December 31, 1974.

³ Applicant also has a 4.9 per cent share interest in Chicago-Tokyo Bank, Chicago, Illinois, a State-chartered bank, for which prior consent of the Board was not required under section 3(a) (3) of the Act. Applicant also has a 5 percent interest in Nomura Securities International, Inc., New York, New York, acquired pursuant to section 4(c) (6) of the Act.

facilities; the negotiation and collection of checks, drafts and other means of payment payable abroad; foreign exchange services; and working capital loans to domestic importers and exporters. As part of its business, TBI would also receive so-called due-to-customer accounts. From information submitted to the Board, it appears that TBI's due-to-customer accounts are similar to credit balances received by New York Investment companies⁴ and would serve many of the same functions as demand deposits in commercial banks and Edge Act Corporations.⁵

In general, TBI would compete with other financial institutions in Houston, including the international banking departments of the larger Texas banks and Edge Act Corporation subsidiaries of other banks. Applicant cannot acquire a majority interest in an Edge Act Corporation due to restrictions on foreign ownership in the provisions of the Edge Act,⁶ and cannot open a banking branch or agency in Houston because of specific prohibitions in the Texas Constitution.⁷

Section 4(c) (9) of the Act provides that the prohibitions of section 4 shall not apply to the investments or activities of foreign bank holding companies that conduct the greater part of their business outside of the United States, if the Board by regulation or order determines that, under the circumstances and subject to the conditions set forth in the regulation or order, the exemption would not be substantially at variance with the purposes of the Act and would be in the public interest. In § 225.4(g) (2) (iv) of Regulation Y, the Board has determined that a foreign bank holding company may, with the Board's consent, own or control voting shares of any company principally engaged in the United States in financing or facilitating transactions in international or foreign commerce.

In the Board's judgment, Congress intended that section 4(c) (9) of the Act be primarily used to prevent the non-banking prohibitions of section 4 of the Act from unnecessarily interfering with the essentially foreign activities and shareholdings of foreign bank holding companies. The subject proposal does not involve a question of the extraterritorial impact of the Act on the operations or investments of Applicant, but rather involves the question of whether Applicant may, with the Board's consent, organize a domestic corporation to engage in international and foreign banking and financing activities under section 4(c) (9) of the Act. With respect to such investments in domestic corporations under

⁴ Companies organized under Article XII of the New York State Banking Law.

⁵ Corporations organized under section 25 (a) of the Federal Reserve Act which are engaged in international or foreign banking or other international or foreign financial operations.

⁶ 12 U.S.C. 619.

⁷ Article 16, section 16 of the State of Texas Constitution.

section 4(c) (9) of the Act, the Board is particularly concerned that such investments be consistent with the purposes of the Act and not give foreign banking institutions competitive advantages in the United States over domestic banking institutions.⁸

From the scope of banking and financing activities applied for in this application and the fact that TBI would accept credit balances which could serve many of the same functions as deposits in international financing, it appears to the Board that TBI would essentially function in Houston as an incorporated international banking agency of applicant. While TBI in the Board's judgment is not necessarily a "bank" within the meaning of section 2(c) of the Act, TBI would nevertheless serve as another organizational link in Applicant's chain of interstate commercial banking operations.

Section 3(d) of the Act generally prohibits bank holding companies from acquiring an interest in a banking organization outside of their State of principal banking operations unless affirmatively permitted by the laws of the receiving State. This provision was adopted as part of the original Bank Holding Company Act in order to halt the further multi-State expansion of certain holding companies then in existence. The only general exception to this prohibition and federal restrictions on multi-State branch banking⁹ is permission for United States banking organizations to conduct a limited multi-State international banking business through ownership of Edge or Agreement Corporations,¹⁰ both of which are specifically regulated as banking institutions by the Board under Federal law. While the Board believes that foreign banks such as Applicant should be permitted to own Edge Act Corporations and has so recommended to Congress, the Board does not believe that it was within the intent of Congress in enacting section 4(c) (9) of the Act for the Board to use its broad discretionary authority under that section to authorize hybrid "non-

⁸ See the Board's Order of January 9, 1974 (1974 Bulletin 139) denying Lloyds Bank Limited's proposed retention of its investments in Drake America Corporation and Drake America Corporation (P.R.); the Board's Order of December 6, 1973 (1974 Bulletin 58) denying The Royal Trust Company's application to permanently acquire Information Systems Design, Inc.; the Board's Order of September 28, 1972 (1972 Bulletin 940) denying Banco di Roma's proposed retention of its investment in Europartners Securities Corporation; and the Board's Order of February 7, 1973 (1973 Bulletin 312) denying Banque Nationale de Paris' proposed retention of its investment in Indumat Equipment Corporation.

⁹ See 12 U.S.C. 36 for national banks, the restrictions of which are applied to State member banks under 12 U.S.C. 331.

¹⁰ An "Agreement Corporation" is an international or foreign banking corporation operating pursuant to an agreement entered into with the Board under section 25 of the Federal Reserve Act.

bank" vehicles designed to permit the conduct of an international banking business on a multi-State basis outside of the explicit legal framework set up by the Congress in sections 25 and 25(a) of the Federal Reserve Act. Consequently, the Board finds that approval would not be consistent with the purposes of the Bank Holding Company Act.

While approval of this application would result in the addition of another competitor in international banking in Houston, it appears that the international banking needs of the Houston area are being adequately served at the present time. Moreover, approval could lead to a competitive imbalance between TBI and its primary Edge Act Corporation competitors in Houston, since the activities proposed in the application are in some respects greater than those permitted Edge Act Corporations. While it may be feasible to define conditions that would limit the activities of TBI to virtually the equivalent of those permitted Edge Act Corporations, no exact equivalent is possible, as TBI would have certain inherent operating advantages—for example, it would be free from reserve requirements. In this regard, the Board believes that the effects of creating such a competitive imbalance between Edge Act Corporations and foreign-owned vehicles such as TBI are not in the public interest.

Applicant has pointed to the Board's approval under section 4(c)(9) of the Act of Banque Nationale de Paris' retention of French American Banking Corporation ("FABC"), a New York Investment Company,¹¹ and Lloyds Bank Limited's retention of Balfour Williamson, Inc.,¹² as, in its judgment, precedents for the subject proposal. In the Board's judgment, the case of FABC and currently operating New York Investment Companies is distinguishable from the subject proposal in many respects. In particular, New York Investment Companies are organized pursuant to a specific provision of the New York State Banking Law, and their international and foreign banking and financing activities, including the receipt of credit balance accounts, are under the supervision of the New York State banking authorities.¹³ TBI is not being organized under a specific statutory provision created by the Texas legislature to provide for the conduct of international and foreign banking and financing activities, nor is it to be supervised by the Texas banking authorities. Rather, TBI is being organized as any other Texas nonbanking corporation under a general corporate charter. Moreover, TBI would not be regulated and supervised on a comparable basis with competing Edge Act Corporations and the international banking departments of Texas banks.

¹¹ Board Order of February 7, 1972 (1972 Bulletin 312).

¹² Board Order of January 9, 1974 (1974 Bulletin 139).

¹³ See Article XII of the New York State Banking Law, Sec. 507, et seq.

Lloyds' retention of Balfour Williamson, Inc. is also distinguishable from the subject case because from the record of that application, it appears that Balfour Williamson was engaged in a much more limited international financing business and did not maintain general credit balance accounts of the type proposed in this application.

Based on the foregoing and other considerations reflected in the record,¹⁴ the Board is unable to determine that the subject application would not be substantially at variance with the purposes of the Act and would be in the public interest. The application is therefore denied.

By order of the Board of Governors,¹⁵ effective May 30, 1975.

[SEAL] GRIFFITH L. GARWOOD,
Assistant Secretary of the Board.
[FR Doc.75-15014 Filed 6-9-75; 8:45 am]

CITICORP

Proposed Acquisition of Federal Discount Corporation

Citicorp, New York, New York, has applied, pursuant to Section 5(c)(8) of the Bank Holding Company Act (12 U.S.C. 1843(c)(8)) and § 225.4(b)(2) of the Board's Regulation Y, for permission to acquire through its wholly owned subsidiary, Nationwide Financial Services Corporation, certain assets of Federal Discount Corporation, Dubuque, Iowa. The assets to be acquired include the voting shares of seven wholly owned subsidiaries of Federal Discount Corporation. The subsidiaries of Federal Discount Corporation operate in the States of Iowa, Illinois, Wisconsin, Minnesota, and North Dakota, through offices known as FDC Loans, Inc. (Iowa), Thrift Plan, Inc. (Iowa), Phoenix Budget Loans, Inc. (Minnesota), Citizens Loan and Investment Company (Wisconsin and Minnesota), Phoenix Finance Company (North Dakota), Citizens Loan and Finance Company (Wisconsin), and Community Loan Corporation (Illinois). Notices of the application were published in newspapers of general circulation in the communities in the abovementioned States in which the offices of the subsidiaries of Federal Discount Corporation are located.

Applicant states that the proposed subsidiary would engage in the activities of making consumer installment loans, purchasing consumer installment sales finance contracts, and acting as agent for the sale of credit life and credit accl-

¹⁴ Dissenting statement of Governor Wallich filed as part of the original document. Copies available upon request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551, or to the Federal Reserve Bank of New York.

¹⁵ Voting for this action: Chairman Burns and Governors Mitchell, Holland, and Coldwell. Voting against this action: Governor Wallich. Absent and not voting: Governors Sheehan and Bucher.

dent and health insurance, and where permitted under applicable State law, property and casualty insurance, directly related to extensions of credit by the abovementioned subsidiaries of Federal Discount Corporation. Applicant states that such activities have been specified by the Board in § 225.4(a) of Regulation Y as permissible for bank holding companies, subject to Board approval of individual proposals in accordance with the procedures of § 225.4(b).

Interested persons may express their views on the question whether consummation of the proposal can "reasonably be expected to produce benefits to the public, such as greater convenience, increased competition, or gains in efficiency, that outweigh possible adverse effects, such as undue concentration of resources, decreased or unfair competition, conflicts of interests, or unsound banking practices." Any request for a hearing on this question should be accompanied by a statement summarizing the evidence the person requesting the hearing proposes to submit or to elicit at the hearing and a statement of the reasons why this matter should not be resolved without a hearing.

The application may be inspected at the offices of the Board of Governors or at the Federal Reserve Bank of New York.

Any views, or requests for hearing should be submitted in writing and received by the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, not later than June 30, 1975.

Board of Governors of the Federal Reserve System, May 29, 1975.

[SEAL] ROBERT SMITH, III,
Assistant Secretary of the Board.
[FR Doc.75-15015 Filed 6-9-75; 8:45 am]

FEDERAL OPEN MARKET COMMITTEE Domestic Policy Directive of April 14-15, 1975

In accordance with § 271.5 of its rules regarding availability of information, there is set forth below the Committee's Domestic Policy Directive issued at its meeting held on April 14-15, 1975.¹

The information reviewed at this meeting suggests that real output of goods and services fell sharply in the first quarter. However, retail sales strengthened during the quarter, and the rate of decline in overall activity has slowed in recent weeks. In March industrial production and employment declined less than they had on average in the preceding 4 months, but the unemployment rate increased from 8.2 to 8.7 percent, as the civilian labor force grew. Average wholesale prices of industrial commodities rose little in March and prices of farm and food products declined sharply. The advance in average wage rates during the first quarter was

¹ The Record of Policy Actions of the Committee for the meeting of April 14-15, 1975, is filed as part of the original document. Copies are available on request to the Board of Governors of the Federal Reserve System, Washington, D.C. 20551.

large, but it was still below the increases of last spring and summer.

The prospect of an upturn in economic activity has been strengthened by enactment of the Tax Reduction Act of 1975, which will be adding soon to growth in disposable personal income.

The foreign exchange value of the dollar has risen since early March, as short-term interest rates abroad have declined further and market attitudes toward the dollar have continued to improve. In January-February the U.S. foreign trade balance was in surplus, as agricultural exports reached a new high and the volume of imports other than fuels declined. Net outflows of funds through banks continued large in February but appear to have diminished in March. In early April reserve requirements on foreign borrowings by member banks were reduced from 8 to 4 percent.

The narrowly defined money stock rose moderately on balance over the first quarter, while broader measures of the money stock expanded more rapidly. Growth was substantial in March, apparently in part because of the effects of accelerated tax refunds on deposits at banks and nonbank thrift institutions. Business demands for short-term credit remained weak, both at banks and in the commercial paper market, while demands in the long-term market continued exceptionally strong. Since mid-March short-term market interest rates have increased somewhat and longer-term yields have risen considerably further.

In light of the foregoing developments, it is the policy of the Federal Open Market Committee to foster financial conditions conducive to stimulating economic recovery, while resisting inflationary pressures and working toward equilibrium in the country's balance of payments.

To implement this policy, while taking account of the forthcoming Treasury financing and of developments in domestic and international financial markets, the Committee seeks to achieve bank reserve and money market conditions consistent with somewhat more rapid growth in monetary aggregates over the months ahead than has occurred on average in recent months.

By order of the Federal Open Market Committee, June 2, 1975.

MURRAY ALTMANN,
Deputy Secretary.

[FR Doc. 75-15019 Filed 6-9-75; 8:45 am]

FIRST BANC GROUP, INC.

Acquisition of Bank

First Banc Group, Inc., Creve Coeur, Missouri, has applied for the Board's approval under section 3(a)(3) of the Bank Holding Company Act (12 U.S.C. 1842(a)(3)) to acquire 76 percent or more of the voting shares of The Commonwealth Bank, Wentzville, Missouri. The factors that are considered in acting on the application are set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

The application may be inspected at the office of the Board of Governors or at the Federal Reserve Bank of St. Louis. Any person wishing to comment on the application should submit views in writing to the Secretary, Board of Governors of the Federal Reserve System, Washington, D.C. 20551, to be received not later than July 1, 1975.

Board of Governors of the Federal Reserve System, June 3, 1975.

[SEAL] ROBERT SMITH III,
Assistant Secretary of the Board.

[FR Doc. 75-15016 Filed 6-9-75; 8:45 am]

FIRST UNION CORP.

Order Approving Formation of Bank Holding Company

First Union Corporation, Stillwater, Oklahoma, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) for formation of a bank holding company through the acquisition of 80 percent or more of the voting shares of The First National Bank and Trust Company of Stillwater, Stillwater, Oklahoma ("Bank").

Notice of the application, affording an opportunity for interested persons to submit comments and views, has been given in accordance with section 3(b) of the Act. The time for filing comments has expired, and the application and all comments received have been considered in light of the factors set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

Applicant, a nonoperating corporation with no subsidiaries, was organized for the purpose of becoming a bank holding company through the acquisition of Bank (deposits of \$41.1 million).¹ Bank is the largest of three banks in Stillwater, and is the largest of eight banks in the relevant banking market (approximated by Payne County) controlling 30 percent of the total commercial bank deposits in the market. Upon acquisition of Bank, Applicant would control the 35th largest bank in Oklahoma with approximately .5 of one percent of total deposits in commercial banks in the State. Since the purpose of the proposed transaction is to effect a transfer of the ownership of Bank from individuals to a corporation owned by the same individuals, consummation of the proposal would not eliminate any existing or potential competition, nor have an adverse effect on other area banks.

A principal of Applicant is also a principal in another registered one-bank holding company with its banking subsidiary in Tulsa, Oklahoma, approximately 75 miles east of Stillwater. Another principal of Applicant is also principal in a national bank in Weatherford, Oklahoma, approximately 130 miles southwest of Stillwater. Since these banks are located in distant separate banking markets from that of Bank and in view of other facts of record, it appears that no significant existing competition would be eliminated, nor potential competition foreclosed, as a result of the consummation of this proposal. Accordingly, it is concluded that competitive considerations are consistent with approval of the application.

The financial and managerial resources and future prospects of Appli-

¹ All banking data are as of June 30, 1974.

cant, which will depend upon those of Bank, are considered to be satisfactory. Accordingly, considerations relating to banking factors are consistent with approval of the application. Although consummation of the proposal would effect no changes in the banking services offered by Bank, the considerations relating to the convenience and needs of the community to be served are consistent with approval. It has been determined that the proposed transaction would be in the public interest and that the application should be approved.

On the basis of the record, the application is approved for the reasons summarized above. The transaction shall not be made (a) before the thirtieth calendar day following the effective date of this order or (b) later than three months after the effective date of this order, unless such period is extended for good cause by the Board or by the Federal Reserve Bank of Kansas City pursuant to delegated authority.

By order of the Acting Secretary of the Board, acting pursuant to delegated authority from the Board of Governors, effective May 28, 1975.

[SEAL] GRIFFITH L. GARWOOD,
Assistant Secretary of the Board.

[FR Doc. 75-15017 Filed 6-9-75; 8:45 am]

MERCANTILE NATIONAL CORP.

Order Approving Formation of Bank Holding Company and Granting Determinations Under Bank Holding Company Act

Mercantile National Corporation, Dallas, Texas, has applied for the Board's approval under section 3(a)(1) of the Bank Holding Company Act (12 U.S.C. 1842(a)(1)) of formation of a bank holding company through acquisition of 100 percent of the voting shares (less directors' qualifying shares) of the successor by merger of Mercantile National Bank at Dallas, Dallas, Texas ("Bank"). The bank into which Bank is to be merged has no significance except as a means to facilitate the acquisition of the voting shares of Bank. Accordingly, the proposed acquisition of shares of the successor organization is treated herein as the proposed acquisition of the shares of Bank.

Notice of the application, affording opportunity for interested persons to submit comments and views, has been given in accordance with section 3(b) of the Act. The time for filing comments and views has expired, and the Board has considered the application and all comments received in light of the factors set forth in section 3(c) of the Act (12 U.S.C. 1842(c)).

Applicant, a nonoperating company with no subsidiaries, was organized for the express purpose of becoming a bank holding company through the acquisition of Bank. Bank holds deposits of approximately \$782.3 million,¹ representing 9.6 percent of the total deposits in commer-

¹ All banking data are as of June 30, 1974.

cial banks in the relevant market,⁸ and ranks thereby as the third largest of the 114 banks operating therein. Upon acquisition of Bank, Applicant would control approximately 2 percent of the total commercial bank deposits in Texas and would assume Bank's position as the tenth largest banking organization in the State.⁹ The proposal represents merely a reorganization of the existing ownership of Bank and it appears that consummation of the proposal would not adversely affect existing or potential competition in any relevant area. Accordingly, the Board regards competitive considerations as being consistent with approval of the application.

The financial and managerial resources and future prospects of Applicant are dependent upon those of Bank, which are regarded as generally satisfactory. Therefore, considerations relating to the banking factors are consistent with approval of the application. Although consummation of the transaction would have no immediate effect on area banking needs, considerations relating to the convenience and needs of the community to be served are also deemed to be consistent with approval of the application. It is the board's judgment that consummation of the proposed transaction would be consistent with the public interest and that the application should be approved.

In connection with the consideration of the subject application, the Board has also considered the request by Bank and by The Equitable Company of Texas, Dallas, Texas ("Equitable"), a trustee affiliate of Bank,¹⁰ for determinations pursuant to section 2(g)(3) of the Bank Holding Company Act (12 U.S.C. 1841(g)(3)).

Under the provisions of section 2(g)(3) of the Act (12 U.S.C. 1841(g)(3)), shares transferred after January 1, 1966, by any bank holding company directly or indirectly to any transferee that is indebted to the transferor, or has one or more officers, directors, trustees, or beneficiaries in common with or subject to control by the transferor, shall be deemed to be indirectly owned or controlled by the transferor unless the Board, after opportunity for hearing, determines that the transferor is not in fact capable of controlling the transferee.

⁸ The relevant banking market is approximated by the Dallas RMA (Dallas County and portions of six adjacent counties).

⁹ As a result of the acquisition of Bank, Applicant would also acquire indirectly interests in a number of nonbanking concerns which are now held directly by Bank's trustee affiliate. To the extent that any of these interests may not be permissible for a bank holding company under the relevant provisions of section 4 of the Act, Applicant has indicated its willingness to conform its activities and interests to the requirements of the Act, including the appropriate divestiture of its impermissible interests within the applicable time period provided in section 4 of the Act.

¹⁰ All the shares of Equitable are held by three trustees for the ratable benefit of the shareholders of Bank.

Notice of an opportunity for hearing with respect to the request of Bank and Equitable for determinations under section 2(g)(3) was published in the FEDERAL REGISTER (39 FR 37432). The time for requesting a hearing has expired and no such request has been received by the Board, nor has any evidence been submitted suggesting that either Bank or Equitable is capable of controlling the transferees involved.

As a result of the 1966 amendments to the Bank Holding Company Act (80 Stat. 236), Bank registered as a bank holding company under the Act because of its ownership interests through Equitable and through various employee trusts in Garland Bank & Trust Company, Garland, Texas; Grand Avenue Bank & Trust Company, Dallas, Texas; Citizens Bank, Richardson, Texas; and First National Bank of Lancaster, Lancaster, Texas.¹¹ From time to time, Bank and Equitable have sold shares of each of the aforementioned banks to certain parties so that at the present time neither Bank nor Equitable, separately or together, holds more than 5 percent of said banks.¹²

On the basis of the information available, it appears that the presumption established in section 2(g)(3) of the Act does not now apply with respect to the stock of Citizens Bank and of First National Bank of Lancaster transferred by Bank and Equitable.¹³ Accordingly, no determinations under section 2(g)(3) of the Act are required with respect to the transferees of the stock of Citizens Bank and of First National Bank of Lancaster.

In regard to certain of the shares of Garland Bank & Trust Company ("Garland Bank") and of Grand Avenue Bank and Trust Company ("Grand Avenue") transferred by Bank and Equitable, it

¹¹ Equitable itself registered as a bank holding company as a result of the 1970 Amendments to the Act because of its ownership of more than 25 percent of the shares of Grand Avenue Bank & Trust Company.

¹² Bank and Equitable also held in the aggregate more than 25 percent of the shares of First National Bank, Mesquite, Texas. Prior to March 20, 1967, Bank sold the interest it held in this bank through various employee trusts to Mr. Cecil Mills, a director of Grand Avenue Bank and Trust Company who financed such purchase with a loan from Bank. Thereafter, prior to 1969, Mr. Mills and Equitable sold their respective interests in this bank to individuals unrelated, and not now indebted to, Bank or Equitable. Thus, it appears that no presumption of control now exists with respect to the stock of this bank, and no section 2(g)(3) determination is required.

¹³ Prior to March 20, 1967, Bank sold its interests in Citizens Bank and First National Bank of Lancaster (as well as its interests in Garland Bank & Trust Company and First National Bank, Mesquite, Texas) to Mr. Cecil Mills, a director of Grand Avenue Bank and Trust Company, who financed such purchases with a loan from Bank. By July 14, 1967, Mr. Mills sold all the stock he had acquired in Citizens Bank to persons unrelated, and not now indebted, to Bank or Equitable. Thereafter, Mr. Mills sold his interests in First National Bank of Lancaster, and Equitable sold its interests in Citizens Bank and in First National Bank of Lancaster, in each case to persons unrelated, and not now indebted, to Bank or Equitable.

appears that the presumption established in section 2(g)(3) of the Act does not apply because the transferees of those shares do not have any of the enumerated relationships to Bank and Equitable. As to other shares transferred by Bank and Equitable, however, the presumption does arise. Accordingly, Bank and Equitable seek determinations pursuant to section 2(g)(3) of the Act that they are not in fact capable of controlling (1) Republic National Life Insurance Company (a transferee with respect to 2 percent of stock of Grand Avenue Bank), notwithstanding the interlocking officer and director relationships between Republic and Bank involving Messrs. J. D. Francis and T. P. Beasley; (2) the First Southwest Company (a transferee with respect to 1.8 percent of the stock of Grand Avenue Bank and 10.6 percent of the stock of the Garland Bank), notwithstanding any outstanding debts owed to Bank; or (3) one Mr. Strickland (a transferee with respect to 2 percent of the stock of the Grand Avenue Bank), notwithstanding that he is a director of Bank or that he is from time to time indebted to Bank.¹⁴

Bank, Equitable, Republic National Life Insurance Company, First Southwest Company, Messrs. Francis, Beasley and Strickland, and other involved parties have submitted to the Board documentary evidence in support of the contention that Bank and Equitable do not in fact control any of the transferees.¹⁵ Materials submitted by the transferees included the following:

1. With respect to Republic National Life Insurance Company, affidavits have been submitted by Mr. Francis, President of Equitable and a member of the boards of directors of Bank and Republic, and by Mr. Beasley, a director of Republic and of Bank, averring that no understanding or agreement exists whereby Republic is under the control of Bank or of Equitable or of any subsidiaries, affiliates, stockholders, or officers of either; and that no agreement exists whereby Republic will transfer or sell its stock in Grand Avenue Bank to Bank or any of its subsidiaries on demand or at any specified date.

2. With respect to First Southwest Company, a resolution from the board of directors of First Southwest has been submitted stating that there is no understanding or agreement whereby First Southwest Company, by virtue of any debts outstanding to Bank, or for any other reason, is under the control of Equitable or of Bank or any of its subsidiaries or affiliates or any stockholders or officers thereof in the exercise of own-

¹⁴ For the purposes of section 2(g)(3) of the Act, an individual to whom shares are transferred by a bank holding company and who is an officer or director of the holding company is deemed to be a transferee having an officer or director "in common with or subject to control by" the transferor.

¹⁵ The specific facts and assurances contained in the documents submitted on behalf of all involved parties are specifically incorporated into this Order by reference.

ership rights by First Southwest Company in the stock of Grand Avenue Bank and of Garland Bank.

3. With respect to Mr. L. R. Strickland, a director of Bank, an affidavit has been submitted by Mr. Strickland averring that, in acquiring, owning, and retaining stock in Grand Avenue Bank, he has not and is not now acting pursuant to any contract or other agreement or understanding with Bank and/or Equitable and/or any stockholders of either, and that he was not and is not now under the control of any of them in the exercise of his ownership rights in the stock of Grand Avenue Bank; and that no agreement or understanding exists whereby he will transfer or sell his stock in Grand Avenue Bank to Bank or any of its subsidiaries on demand or at any specified date.

In addition to the above-referenced documents, the boards of directors of Bank and of Equitable have submitted resolutions indicating that (1) there is no understanding or agreement whereby Republic National Life Insurance Company is under the control of Bank or of Equitable or of any subsidiaries of affiliates of either or any stockholders or officers or either; and there is no agreement or understanding whereby Republic National Life Insurance Company as the holder of any stock in Grand Avenue Bank will transfer or sell such stock to Bank or any of its subsidiaries on demand or at any specified date; (2) there is no understanding or agreement whereby First Southwest Company, by virtue of any debts outstanding to Bank, or for any other reason, is under the control of Bank or Equitable or any of their subsidiaries or affiliates or any stockholders or officers thereof in the exercise of ownership rights by First Southwest Company in Grand Avenue Bank and Garland Bank; and there is no agreement or understanding whereby First Southwest Company as the holder of stock in Grand Avenue Bank and in Garland Bank will transfer or sell said stock to Bank or any of its subsidiaries on demand or at any specified date; and (3) there is no understanding or agreement whereby Mr. L. R. Strickland, by virtue of any debts outstanding to Bank, or by virtue of any position he may hold with Bank, is under the control of Bank and/or Equitable or any of its subsidiaries or affiliates, or any stockholders or officers thereof, in the exercise of ownership rights by Mr. Strickland in the stock of Grand Avenue Bank; and there is no agreement or understanding whereby Mr. Strickland will transfer or sell his stock in Grand Avenue Bank to Bank or any of its subsidiaries on demand or at a specified date. The resolutions from the boards of directors of Bank and Equitable state further that no officer, director, or employee of Bank or Equitable serves in a similar capacity with either Grand Avenue Bank or Garland Bank.

Mr. Lewis F. Lyne, President of Bank and Vice President of Equitable, has also submitted an affidavit averring none of

the subsequent purchasers of stock in any of the banks sold by Bank to Mr. Cecil Mills, which includes stock of Garland Bank, is presently, or in some cases never was, indebted to Bank or any of its subsidiaries or affiliates.

On the basis of the record, including the documents hereinbefore described, the Board has determined that the request of Bank and Equitable for determinations pursuant to section 2(g)(3) of the Act should be, and is hereby, granted with respect to the following transferees: Republic National Life Insurance Company, First Southwest Company, and Mr. L. R. Strickland. Any material change in the facts or circumstances relied upon by the Board in making these determinations could result in the Board reconsidering the findings made herein.

On the basis of the record, the application is approved for the reasons summarized above. The transaction shall not be made (a) before the thirtieth calendar day following the effective date of this Order or (b) later than three months after the effective date of this Order, unless such period is extended for good cause by the Board, or by the Federal Reserve Bank of Dallas pursuant to delegated authority.

By order of the Board of Governors,* effective June 2, 1975.

[SEAL] THEODORE E. ALLISON,
Secretary of the Board.

[FR Doc. 75-15018 Filed 6-9-75; 8:45 am]

**GENERAL ACCOUNTING OFFICE
FEDERAL ENERGY ADMINISTRATION
Receipt of Regulatory Reports Review
Proposals**

The following request for clearance of a report intended for use in collecting information from the public was received by the Regulatory Reports Review Staff, GAO on June 3, 1975. See 44 U.S.C. 3512 (c) & (d). The purpose of publishing this notice in the FEDERAL REGISTER is to inform the public of such receipt.

The notice includes the title of the request received; the name of the agency sponsoring the proposed collection of information; the agency form number, if applicable; and the frequency with which the information is proposed to be collected.

Written comments on the proposed FEA form are invited from all interested persons, organizations, public interest groups, and affected businesses. Because of the limited amount of time GAO has to review the proposed form, comments (in triplicate) must be received on or before June 30, 1975, and should be addressed to Mr. Monte Canfield, Jr., Director, Office of Special Programs, United States General Accounting Office, 425 I Street NW., Washington, D.C. 20548.

* Voting for this action: Vice Chairman Mitchell and Governors Bucher, Holland and Wallich. Absent and not voting: Chairman Burns and Governor Coldwell.

Further information may be obtained from the Regulatory Reports Review Officer, 202-376-5425.

FEDERAL ENERGY ADMINISTRATION

The General Accounting Office is in receipt of a revision to the clearance request for Form FEA P315-M-O, Monthly Survey of Propane Sales Volume to Ultimate Consumers, as originally announced in the FEDERAL REGISTER on May 28, 1975.

As originally submitted to the GAO, Form FEA P315-M-O would be required to be completed by a sample of refiners/importers and gas processing plant operators. The effect of the requested revision is to increase the estimated respondent universe by requiring that the proposed questionnaire also be completed by a sample (approximately 750) of propane resellers/retailers which were required to complete Form FEA P308-S-O, Historical Survey of Propane, Distillate Fuel Oil, and Residual Fuel Oil Sales to Ultimate Consumers. There are no categories of data on Form FEA P315-M-O which were not previously on Form FEA P308-S-O. There are no changes in the estimated burden as indicated in the original GAO announcement of Form FEA P315-M-O.

Because of the requested revision, the deadline for submission of comments is hereby extended to June 30, 1975.

NORMAN F. HEYL,
Regulatory Reports
Review Officer.

[FR Doc. 75-15111 Filed 6-9-75; 8:45 am]

**FEDERAL ENERGY ADMINISTRATION
Receipt of Regulatory Reports Review
Proposals**

The following request for clearance of a proposed report intended for use in collecting information from the public was received by the Regulatory Reports Review Staff, GAO, on May 16, 1975. See 44 U.S.C. 3512 (c) and (d). The purpose of publishing this notice in the FEDERAL REGISTER is to inform the public of such receipt and the action taken by GAO.

FEDERAL ENERGY ADMINISTRATION

Request was made for authorization to modify Form FEA P306-M-O, Refiner/Importer Monthly Report of Petroleum Product Distribution, by additionally requesting sales of No. 2 Distillate Fuel Oil, Other Distillate Fuel Oil, and Residual Fuel Oil sales to ultimate consumers on a State-by-State basis. The change will have the effect of consolidating the refiner/importer requirements of Form FEA P314-M-O into Form FEA P306-M-O. Under the change, Refiners/Importers will only be required to complete one questionnaire (FEA P306-M-O) instead of two, and Form FEA P314-M-O would be distributed only to resellers/retailers of distillate and residual fuel oil.

Based on the nature of the changes and the reduction of burden upon respondents, in terms of their managing of FEA reporting requirements, GAO has provided clearance, as requested, under

number B-181254 (RO098). This clearance expires June 30, 1976.

NORMAN F. HEYL,
Regulatory Reports
Review Officer.

[FR Doc.75-15112 Filed 6-9-75;8:45 am]

GENERAL SERVICES ADMINISTRATION

COMMISSION ON GOVERNMENT PROCUREMENT RECOMMENDATION A-28

Executive Branch Position

Notice is given that the executive branch has accepted Commission on Government Procurement Recommendation A-28. This recommendation calls for the establishment of Government-wide principles on allowability of costs. In accepting this recommendation, it is recognized there are several different classes of organizations performing under Federal contracts that operate under significantly different conditions unique to the function of the organizations and the kinds of products or services being supplied. This situation may require a specific set of cost principles for each class of organization.

The functions of the Administrator for Federal Procurement Policy under Pub. L. 93-400 includes establishing a system of coordinated, and to the extent feasible, uniform procurement regulations for executive agencies. Accordingly, this recommendation falls within the scope of this function of the Administrator for Federal Procurement Policy who is in the process of planning the implementation action for Recommendation A-28.

Dated at Washington, D.C. on June 2, 1975.

WILLIAM W. THYBONY,
Acting Associate Administrator
for Federal Management
Policy.

[FR Doc.75-15050 Filed 6-9-75;8:45 am]

NUCLEAR REGULATORY COMMISSION

REGULATORY GUIDE

Notice of Issuance and Availability

The Nuclear Regulatory Commission has issued a guide in its Regulatory Guide Series. This series has been developed to describe and make available to the public methods acceptable to the NRC staff of implementing specific parts of the Commission's regulations and, in some cases, to delineate techniques used by the staff in evaluating specific problems or postulated accidents and to provide guidance to applicants concerning certain of the information needed by the staff in its review of applications for permits and licenses.

Regulatory Guide 5.16, Revision 1, "Standard Methods for Chemical, Mass Spectrometric, Spectrochemical, Nuclear, and Radiochemical Analysis of Nuclear-Grade Plutonium Nitrate Solutions and Plutonium Metal," identifies methods acceptable to the NRC staff for chemical,

isotopic, and impurity analyses that an applicant may specify as part of his procedures for accounting for special nuclear material. This guide endorses ANSI N572-1974 (ASTM C758-73), "Chemical, Mass Spectrometric, Spectrochemical, Nuclear and Radiochemical Analyses of Nuclear-Grade Plutonium Metal," and ANSI N573-1974 (ASTM C759-73), "Chemical, Mass Spectrometric, Spectrochemical, Nuclear and Radiochemical Analysis of Nuclear-Grade Plutonium Nitrate Solutions."

Comments and suggestions in connection with (1) items for inclusion in guides currently being developed (listed below) or (2) improvements in all published guides are encouraged at any time. Public comments on Regulatory Guide 5.16, Revision 1, will, however, be particularly useful in evaluating the need for an early revision if received by August 11, 1975.

Comments should be sent to the Secretary of the Commission, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555, Attention: Docketing and Service Section.

Regulatory Guides are available for inspection at the Commission's Public Document Room, 1717 H Street NW., Washington, D.C. Requests for single copies of issued guides (which may be reproduced) or for placement on an automatic distribution list for single copies of future guides should be made in writing to the Director, Office of Standards Development, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555. Telephone requests cannot be accommodated. Regulatory Guides are not copyrighted and Commission approval is not required to reproduce them.

Other Division 5 Regulatory Guides currently being developed include the following:

- (1) Mass Calibration Techniques for Nuclear Material Control.
- (2) Calibration and Error Estimation Methods for Nondestructive Assay.
- (3) Management Review of Materials and Plant Protection Programs and Activities.
- (4) Protection of Nuclear Power Plants Against Industrial Sabotage.
- (5) Measurement Control Program for Special Nuclear Material Control and Accounting.
- (6) Monitoring Transfers of Special Nuclear Material.
- (7) Considerations for Determining the Systematic Error of Special Nuclear Material Accounting Measurement.
- (8) Interior Intrusion Alarm Systems.
- (9) Preparation of Uranyl Nitrate Solution as a Working Standard.
- (10) Shipping and Receiving Control of Special Nuclear Materials.
- (11) Barrier Design and Placement.
- (12) Internal Security Audit Procedures.
- (13) Nondestructive Assay of Plutonium-Bearing Fuel Rods.
- (14) Training and Qualifying Personnel for Performing Measurement Associated with the Control and Accounting of Special Nuclear Material.
- (15) Auditing of Measurement Control Program.
- (16) Reconciliation of Statistically Significant Shipper-Receiver Differences.
- (17) Prior Measurement Verification.

(18) Verification of Prior Measurements by NDA.

(19) Nondestructive Assay of High-Enrichment Uranium Scrap by Active Neutron Interrogation.

(20) Control and Accounting for Highly Enriched Uranium in Waste.

(21) Considerations for Determining the Random Error of Special Nuclear Material Accounting Measurement.

(22) Use of Closed Circuit TV for Area Surveillance.

(23) Preparation of Working Calibration and Test Materials for Analytical Laboratory Measurement Control Programs—Part I: Plutonium Nitrate Solutions.

(24) Preparation of Working Calibration and Test Materials for Analytical Laboratory Measurement Control Programs—Plutonium Oxide.

(5 U.S.C. 552(a))

Dated at Rockville, Maryland this 3rd day of June 1975.

For the Nuclear Regulatory Commission.

ROBERT B. MINOGUE,
Acting Director,
Office of Standards Development.

[FR Doc.75-15033 Filed 6-9-75;8:45 am]

OFFICE OF MANAGEMENT AND BUDGET

CLEARANCE OF REPORTS

List of Requests

The following is a list of requests for clearance of reports intended for use in collecting information from the public received by the Office of Management and Budget on June 5, 1975 (44 U.S.C. 3509). The purpose of publishing this list in the FEDERAL REGISTER is to inform the public.

The list includes the title of each request received; the name of the agency sponsoring the proposed collection of information; the agency form number(s), if applicable; the frequency with which the information is proposed to be collected; the name of the reviewer or reviewing division within OMB, and an indication of who will be the respondents to the proposed collection.

Requests for extension which appear to raise no significant issues are to be approved after brief notice through this release.

Further information about the items on this daily list may be obtained from the clearance office, Office of Management and Budget, Washington, D.C. 20503, (202-395-4529), or from the reviewer listed.

NEW FORMS

DEPARTMENT OF AGRICULTURE

Economic Research Service: Survey of Agricultural Limited Partnerships in California, single-time, general partners and syndicators, Lowry, R. L., 395-3772.

Forest Service: Alaska Campground and Glacier Visitor Survey, single-time, visitors to nat. forest campgrounds & glaciers, Planchon, P., 395-3898.

Farmer Cooperative Service: questionnaire on cooperative contracts with members, single-time, business firms, Lowry, R. L., 395-3772.

Forest Service; analysis of improved methods of disseminating scientific and technical information to the forest products industry, monthly, forest products industry, natural resources division, Lowry, R. L., 395-6327.

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Social Security Administration, medicare carrier and intermediary survey, SSA-3162, single-time, medicare carriers and intermediaries, Caywood, D. P., 395-3443.

DEPARTMENT OF LABOR

Occupational Safety and Health Administration, on-site employer consultation form under section 7(C)(1) and 21(C), OSH Act, OSHA-83, other (see SF-83), establishments who have requested consultation, Caywood, D.P., 395-3443.

DEPARTMENT OF THE INTERIOR

National Park Service, campground patron questionnaire—versions A and B, single-time, campground patrons, Planchon, P., 395-3893.

REVISIONS

DEPARTMENT OF COMMERCE

Bureau of International Commerce, marketing data form, DIB-466 P, weekly, manufacturers and exporters, Caywood, D. P., 395-3443.

EXTENSIONS

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE

Social Security Administration: States Quarterly Report of Wages Paid, OARSS, quarterly, Government agencies, Marsha Traynham, 395-4529.

Notice of Award of Lump-Sum Death Payment, SSA-121, on occasion, individuals, Marsha Traynham, 395-4529.

Statements of Person With Whom Beneficiary is Living, SSA-780A, on occasion, individuals, Marsha Traynham, 395-4529.

Statement of Person Requesting Payment on Behalf of Estate, SSA-717, on occasion, individuals, Marsha Traynham, 395-4529.

Recapitulation for Establishment Reporting, SSA-1941, quarterly, multiestablishment reporting employers, Marsha Traynham, 395-4529.

Interview Schedule for the Evaluation of Prospective Reimbursement for Downstate N.Y. Hospital Controllers, SSA-3109, single-time, individuals, Marsha Traynham, 395-4529.

Questionnaire for the Evaluation of Prospective Reimbursement for Downstate N.Y. Hospitals, SSA-3110, single-time, individuals, Marsha Traynham, 395-4529.

PHILLIP D. LARSEN,

Budget and Management Officer.

[FR Doc.75-15226 Filed 6-9-75;8:45 am]

PRESIDENT'S ADVISORY COMMITTEE ON REFUGEES

REFUGEES RESETTLEMENT

Public Meeting

Notice is hereby given, pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92-463), that the next meeting of the President's Advisory Committee on Refugees will be held on June 24, 1975, beginning at 10 a.m., in Room 4203, New Executive Office Building, 17th and Pennsylvania Avenue, NW., Washington, D.C. 20503.

The President's Advisory Committee on Refugees is established under Executive Order 11860 and is governed by the provisions of 5 USC Appendix I. The Committee shall advise the President and the heads of appropriate Federal agencies concerning the expeditious and coordinated resettlement of refugees, including: health and environmental matters related to resettlement; interrelationship of the governmental and volunteer roles in resettlement; educational and cultural adjustments required by these efforts; the general well-being of resettled refugees and their families and such other related concerns as the President may, from time to time, specify.

The meeting of the Committee shall be open to the public.

The proposed agenda includes the development of the formative activities and the operation of the Committee.

Records shall be kept of all Committee proceedings (and shall be available for public inspection at the library of the Department of Health, Education, and Welfare located in Room 1436, 330 Independence Avenue, SW., Washington, D.C. 20201).

Signed at Washington, D.C. on June 5, 1975.

ROGER D. SEMERAD,
Executive Director, President's
Advisory Committee on Refugees.

[FR Doc.75-15026 Filed 6-9-75;8:45 am]

RAILROAD RETIREMENT BOARD
SUPPLEMENTAL ANNUITY PROGRAM

Determination of Quarterly Rate of Excise Tax for Railroad Retirement

In accordance with directions in section 3221(c) of the Railroad Retirement Tax Act (26 U.S.C. § 3221(c)), the Railroad Retirement Board has determined that the excise tax imposed by such section 3221(c) on every employer, with respect to having individuals in his employ, for each man-hour for which compensation is paid by such employer for services rendered to him during the quarter beginning July 1, 1975, shall be at the rate of eight and one-half cents.

In accordance with directions in section 15(a) of the Railroad Retirement Act of 1974, the Railroad Retirement Board has determined that for the quarter beginning July 1, 1975, six percent of the taxes collected under sections 3211(b) and 3221(c) of the Railroad Retirement Tax Act shall be credited to the Railroad Retirement Account and ninety-four percent of the taxes collected under such sections 3211(b) and 3221(c) plus one hundred percent of the taxes collected under section 3221(d) of the Railroad Retirement Tax Act shall be credited to the Railroad Retirement Supplemental Account.

Dated: June 3, 1975.

By Authority of the Board.

[SEAL] R. F. BUTLER,
Secretary of the Board.

[FR Doc.75-15024 Filed 6-9-75;8:45 am]

SECURITIES AND EXCHANGE COMMISSION

[File No. 500-1]

ADVANCED MEDICAL SCIENCES, INC.

Suspension of Trading

JUNE 3, 1975.

It appearing to the Securities and Exchange Commission that the summary suspension of trading in the common stock of Advanced Medical Sciences, Inc. being traded otherwise than on a national securities exchange is required in the public interest and for the protection of investors;

Therefore, pursuant to section 15(c)(5) of the Securities Exchange Act of 1934, trading in such securities otherwise than on a national securities exchange is suspended, for the period from 11:45 a.m. (e.d.t.) on June 3, 1975 through midnight (e.d.t.) on June 12, 1975.

By the Commission.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-15091 Filed 6-9-75;8:45 am]

[76-5603]

ARKANSAS POWER & LIGHT CO.

Proposal To Issue and Sell First Mortgage Bonds and Preferred Stock at Competitive Bidding

JUNE 4, 1975.

Notice is hereby given that Arkansas Power & Light Company ("Arkansas"), Ninth and Louisiana Streets, Little Rock, Arkansas 72203, an electric utility subsidiary of Middle South Utilities, Inc., ("Middle South"), a registered holding company, has filed an application and an amendment thereto with this Commission pursuant to section 6(b) of the Public Utility Holding Company Act of 1935 ("Act") and Rule 50 promulgated thereunder regarding the following proposed transaction. All interested persons are referred to the application, as amended, which is summarized below, for a complete statement of the proposed transactions.

Arkansas proposes to issue and sell, subject to the competitive bidding requirements of Rule 59 promulgated under the Act, \$40,000,000 principal amount of its First Mortgage Bonds, percent Series having a term of not less than 5 nor more than 30 years. The interest rate on the bonds (which will be a multiple of 1/8 of 1 percent) and the price, exclusive of accrued interest, to be paid to Arkansas (which will be not less than 100 percent nor more than 102 3/4 percent of the principal amount thereof) will be determined by the competitive bidding. The bonds will be issued under Arkansas' Mortgage and Deed of Trust dated as of October 1, 1944, to Morgan Guaranty Trust Company of New York, Trustee, as heretofore supplemented and as to be further supplemented by a Twenty-eighth Supplemental Indenture to be dated as of July 1, 1975, which includes a prohibition until June 1, 1980, (July 1, 1979, if the maturity date of the bonds is July 1,

1980) against refunding the bonds with the proceeds of funds borrowed at a lower effective interest cost.

Arkansas also proposes to issue and sell 200,000 shares of a new series of its preferred stock, cumulative, \$100 par value, subject to the competitive bidding requirements of Rule 59 under the Act. The preferred stock will be created by appropriate corporate action and, except as to designation, dividend rate, the date from which dividends commence to accumulate, redemption premiums, the terms and conditions of redemption and a proposed sinking fund, will have the same characteristics as, and rank pari passu with, the presently outstanding preferred stock of Arkansas. The dividend rate of the preferred stock (which will be a multiple of 1/25th of 1 percent) and the price to be paid to Arkansas for the preferred stock (which will be not less than \$100 nor more than \$102.75 per share, plus accumulated dividends, if any) will be determined by competitive bidding. The terms of the preferred stock will include a prohibition until July 1, 1980, against refunding the preferred stock, directly or indirectly, with the proceeds of funds derived from the issuance of debt securities at a lower effective interest cost or from the issuance of other stock, which ranks prior to or on a parity with the preferred stock as to dividends or assets, at a lower effective dividend cost.

The terms of the preferred stock may include provisions for a sinking fund designed to redeem at \$100 per share, plus accumulated dividends, 10,000 shares on each July 1 commencing in the year 1980, with the company having a non-cumulative option to redeem an additional 10,000 shares on each July 1 during the sinking fund redemption period. Arkansas will notify prospective bidders no later than the seventh day prior to the time designated for submission of bids for the preferred stock as to whether or not a sinking fund will be provided for the preferred stock.

Arkansas' Mortgage and Deed of Trust ("Indenture") as heretofore amended provides that in the computation of the "two times interest" coverage test for the issuance of additional bonds, the amount of the company's non-operating income (as defined) that may be taken into account shall not exceed 15 percent of the sum of net operating income plus non-operating income. This provision differs from the analogous provision of the Commission's Statement of Policy in respect of first mortgage bonds ("Policy Statement") adopted February 16, 1956 (HCAR No. 13105), which restricts the inclusion of non-operating income to an amount not exceeding 10 percent of operating income. Over recent years the Indenture provision has resulted in higher computed interest coverages than would have resulted from the provision prescribed by the Policy Statement.

As a first step toward conforming the Indenture provision with that of the Policy Statement, Arkansas' Twenty-

eighth Supplement Indenture to be dated as of July 1, 1975, will amend the Indenture provision so as to provide that, effective with the first series of bonds to be issued after December 31, 1975, the amount of includable non-operating income shall not exceed 14 percent of the sum of net operating income plus non-operating income. It is contemplated that said percentage will be successively reduced further in future supplemental indentures so that the Indenture provision (including, ultimately, the base to which the percentage shall apply) will finally conform in substance with the analogous provision of the Policy Statement.

Arkansas proposes to utilize the net proceeds from the issuance and sale of the proposed bonds and preferred stock to retire short-term debt outstanding and to finance its construction program (estimated at \$206,000,000 for 1975). Fees and expenses incident to the proposed transactions are estimated at \$191,000, including counsel fees of \$51,000 and accountants' fees of \$12,000. The fee of counsel for the successful bidders is estimated at \$14,500 in respect of the bonds and \$8,500 in respect of the preferred stock and is to be paid by the successful bidders for the respective issues.

The Arkansas Public Service Commission and the Tennessee Public Service Commission have jurisdiction over the proposed issuance and sale of the bonds and preferred stock. No other State commission and no Federal commission, other than this Commission, has jurisdiction over the proposed transaction.

Notice is further given that any interested person may, not later than July 7, 1975, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said application which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the applicant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the application, as amended or as it may be further amended, may be granted as provided in Rule 23 of the General Rules and Regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-15090 Filed 6-9-75;8:45 am]

[File No. 70-5698]

GEORGIA POWER CO.

Proposal To Sell Entire Interest in Certain Transmission Facilities

Notice is hereby given that Georgia Power Company ("Georgia") 270 Peachtree Street, N.W., Atlanta, Georgia 30303, an electric utility subsidiary of The Southern Company, a registered holding company, has filed a declaration with this Commission pursuant to the Public Utility Holding Company Act of 1935 ("Act"), designating section 12(d) of the Act and Rule 44 thereunder as applicable to the following proposed transaction. All interested persons are referred to the declaration, which is summarized below, for a complete statement of the proposed transaction.

The instant transaction is proposed as part of an ongoing effort to implement the January 6, 1975, Integrated Transmission System Agreement ("transmission agreement") between Georgia and the Oglethorpe Electric Membership Corporation ("Oglethorpe"), an electric membership corporation organized under Georgia law (HCAR No. 18750 dated December 31, 1974). The transmission agreement provides for the establishment of an integrated transmission system to be operated by Georgia and Oglethorpe, wherein each party is required to make an aggregate investment in transmission facilities proportionate to its load on the system.

Pursuant to the transmission agreement Georgia proposes to sell to Oglethorpe, on a scheduled closing date of July 1, 1975, certain transmission facilities for an aggregate sales price of approximately \$81.6 million. The original cost, net of depreciation, of these transmission facilities is approximately \$68.8 million. Georgia expects to obtain from its first mortgage bond trustee a release of such transmission facilities from the lien of Georgia's first mortgage indenture. It is stated that the proceeds of the sale will be applied to the payment of Georgia's short-term indebtedness incurred to finance its construction program. A request by Georgia to increase its short-term debt authorization to \$359 million through March 31, 1976, has been filed with the Commission (File No. 70-5629).

A statement of the fees, expenses and commissions incurred or to be incurred in connection with the proposed transaction will be supplied by amendment. It is stated that no State commission, and no Federal commission, other than this Commission, has jurisdiction over the proposed transaction.

Notice is further given that any interested person may, not later than June 27, 1975, request in writing that a hearing be held on such matter, stating the nature of his interest, the reasons for such request, and the issues of fact or law raised by said declaration which he desires to controvert; or he may request that he be notified if the Commission should order a hearing thereon. Any such request should be addressed: Secretary, Securities and Exchange Commission, Washington, D.C. 20549. A copy of such request should be served personally or by mail (air mail if the person being served is located more than 500 miles from the point of mailing) upon the declarant at the above-stated address, and proof of service (by affidavit or, in case of an attorney at law, by certificate) should be filed with the request. At any time after said date, the declaration, as filed or as it may be amended, may be permitted to become effective as provided in Rule 23 of the general rules and regulations promulgated under the Act, or the Commission may grant exemption from such rules as provided in Rules 20(a) and 100 thereof or take such other action as it may deem appropriate. Persons who request a hearing or advice as to whether a hearing is ordered will receive any notices and orders issued in this matter, including the date of the hearing (if ordered) and any postponements thereof.

For the Commission, by the Division of Corporate Regulation, pursuant to delegated authority.

[SEAL] GEORGE A. FITZSIMMONS,
Secretary.

[FR Doc.75-15056 Filed 6-9-75; 8:45 am]

INTERSTATE COMMERCE COMMISSION

[Notice No. 785]

ASSIGNMENT OF HEARINGS

JUNE 5, 1975.

Cases assigned for hearing, postponement, cancellation or oral argument appear below and will be published only once. This list contains prospective assignments only and does not include cases previously assigned hearing dates. The hearings will be on the issues as presently reflected in the Official Docket of the Commission. An attempt will be made to publish notices of cancellation of hearings as promptly as possible, but interested parties should take appropriate steps to insure that they are notified of cancellation or postponements of hearings in which they are interested.

MC 90268, Sub 13, Skyline Transportation, Inc., now assigned July 7, 1975, at Nashville, Tenn., will be held in Room 651 U.S. Courthouse, 8th and Broad Streets.
MC 138770, Sub 3, Boyd Trucking Company, Inc., now assigned June 6, 1975, at Atlanta, Ga., is canceled and application dismissed.
MC 136008, Sub 42, Joe Brown Company, Inc., now assigned July 25, 1975, at Dallas, Tex., is canceled and application dismissed.

MC 107993, Sub 35, J. J. Willis Trucking Company, now being assigned July 25, 1975 (1 day), at Dallas, Tex., in Room 5A15-17, New Federal Building, 1100 Commerce Street.

MC 127042, Sub 155, Hagen, Inc., now assigned June 6, 1975, at Chicago, Illinois, is canceled and the application is dismissed.

MC-F-12313, "Vells Cargo, Inc.—Purchase—Western Truck Lines and MC 43269, Sub 60, Wells Cargo, Inc., now assigned June 23, 1975, at Los Angeles, California, have been postponed indefinitely.

MC 119789, Sub 233, Caravan Refrigerated Cargo, Inc., now assigned July 7, 1975, at New York, New York, will be held in Room 208, Tax Court, 26 Federal Plaza.

MC 45544, Sub 5, Silver Line, Inc., now assigned July 8, 1975, at New York, New York, will be held in Room 208, Tax Court, 26 Federal Plaza.

MC 140360, Spinelli Bros. Trucking Inc., now assigned July 9, 1975, at Philadelphia, Pa., will be held in Room 3240, William Y. Green, Jr. Federal Building, 600 Arch Street.

MC 91811, Sub 13, Milton K. Morris, Inc., now assigned July 10, 1975, at Philadelphia, Pa., will be held in Room 3240, William Y. Green, Jr. Federal Building, 600 Arch Street.

MC 130271, Patrick Tours and Travel, Inc., now assigned July 9, 1975, at New York, N.Y., will be held in Room A 238, Court of Claims, 25 Federal Plaza.

MC 42261, Sub 120, Langer Transport Corp., now assigned July 7, 1975, at New York, N.Y., will be held in Room A 238, Court of Claims, 26 Federal Plaza.

MC 139499, Sub 3, U.S. Transport, Inc., now assigned June 9, 1975, at San Francisco, California, is postponed indefinitely.

MC 78343, Sub 61, Hart Motor Express, Inc., now assigned July 7, 1975, at Bismarck, North Dakota, will be held in Blue Room Ground Floor, Capitol Building.

MC-C-8594, Alexander Truck Lines, Inc.—Investigation and Revocation of Certificate, now assigned July 22, 1975, at Dallas, Tex., will be held in Room 5A15-17, New Federal Building, 1100 Commerce Street.

MC 128273, Sub 171, Midwestern Distribution, Inc., now assigned July 23, 1975, at Dallas, Tex., will be held in Room 5A15-17, New Federal Building, 1100 Commerce Street.

MC 74321, Sub 107, B. F. Walker, Inc., now assigned July 24, 1975, at Dallas, Tex., will be held in Room 5A15-17, New Federal Building, 1100 Commerce Street.

MC 110583, Sub 101, Smith's Transfer Corporation, now assigned July 7, 1975, at Madison, Wisconsin, will be held in Room 134, Forest Products Laboratory, North Walnut Street.

MC 139648, Station Wagon Service, Inc., now assigned July 8, 1975, at Newark, New Jersey, will be held in Room 730, Federal Office Building, 970 Broad Street.

[SEAL] RICHARD W. KYLE,
Acting Secretary.

[FR Doc.75-15098 Filed 6-9-75; 8:45 am]

[Notice No. 5]

MOTOR CARRIER BOARD TRANSFER PROCEEDINGS

JUNE 10, 1975.

Synopses of orders entered by the Motor Carrier Board of the Commission pursuant to sections 212(b), 206(a), 211, 312(b), and 410(g) of the Interstate

Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 1132), appear below:

Each application (except as otherwise specifically noted) filed after March 27, 1972, contains a statement by applicants that there will be no significant effect on the quality of the human environment resulting from approval of the application. As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings on or before June 30, 1975. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC-75776. By order of June 4, 1975, the Motor Carrier Board approved the transfer to Sheldon Automotive, Inc., Wilton, New Hampshire of Certificate No. MC 113489, issued October 1, 1952, to Universal Garage, Inc., Manchester, New Hampshire, authorizing the transportation of wrecked or disabled motor vehicles, between Manchester and Nashua, N.H., on the one hand, and, on the other, points in Maine, Vermont, Massachusetts, Rhode Island, Connecticut, and specified portions of New York and New Jersey. Grenville Clark, III, 40 Stark St., Manchester, N.H. 03105, representative of applicant.

[SEAL] JOSEPH M. HARRINGTON,
Acting Secretary.

[FR Doc.75-15099 Filed 6-9-75; 8:45 am]

[Notice No. 63]

MOTOR CARRIER TEMPORARY AUTHORITY APPLICATIONS

JUNE 5, 1975.

The following are notices of filing of application, except as otherwise specifically noted, each applicant states that there will be no significant effect on the quality of the human environment resulting from approval of its application, for temporary authority under section 210(a) of the Interstate Commerce Act provided for under the new rules of Ex Parte No. MC 67 (49 CFR 1131), published in the FEDERAL REGISTER, issue of April 27, 1965, effective July 1, 1965. These rules provide that protests to the granting of an application must be filed with the field official named in the FEDERAL REGISTER publication, on or before June 25, 1975. One copy of such protests must be served on the applicant, or its authorized representative, if any, and the protests must certify that such service has been made. The protests must be specific as to the service which such protestant can and will offer, and must consist of a signed original and six (6) copies.

A copy of the application is on file, and can be examined at the Office of the

Secretary, Interstate Commerce Commission, Washington, D.C., and also in field office to which protests are to be transmitted.

No. MC 52460 (Sub-No. 174TA), filed May 27, 1975. Applicant: ELLEX TRANSPORTATION, INC., 1420 W. 35th St., P.O. Box 9637, Tulsa, Okla. 74107. Applicant's representative: Steve B. McCommas (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat by-products and articles, distributed by meat packinghouses*, as described in Section A and C of Appendix I to the Report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from the plantsite and/or storage facilities utilized by Iowa Beef Processors, Inc., at or near Amarillo, Tex., to points in Alabama, Arkansas, Florida, Georgia, Kansas, Louisiana, Missouri, North Carolina, Oklahoma, Mississippi, South Carolina, and Tennessee, for 180 days. Supporting shipper: Iowa Beef Processors, Inc., H. L. Dennison, G.T.M., P.O. Box 515, Dakota City, Nebr. 68731. Send protests to: Marie Spillars, Transportation Assistant, Interstate Commerce Commission, Bureau of Operations, Room 240, Old P.O. Bldg., 215 NW Third, Oklahoma City, Okla. 73102.

No. MC 93840 (Sub-No. 19TA), filed May 23, 1975. Applicant: W. W. GLESS, doing business as GLESS BROS., Blue Grass, Iowa 52723. Applicant's representative: William L. Fairbank, 1980 Financial Center, Des Moines, Iowa 50309. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Liquid feed supplements*, from the production facilities utilized by Hubbard Milling Co., at or near Durant, Iowa, to points in Illinois, and points in Wisconsin on and south of U.S. Highway 18, for 180 days. Supporting shipper: Hubbard Milling Co., 421 North Front, Mankato, Minn. 56001. Send protests to: Herbert W. Allen, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 875 Federal Bldg., Des Moines, Iowa 50309.

No. MC 97863 (Sub-No. 6TA), (Correction), filed May 6, 1975, published in the FEDERAL REGISTER issue of May 21, 1975, and republished as corrected this issue. Applicant: VICTORVILLE-BARSTOW TRUCK LINE, 4366 East 26th Street, Los Angeles, Calif. 90023. Applicant's representative: Carl H. Fritze, 1545 Wilshire Blvd., Los Angeles, Calif. 90017. Authority sought to operate as a *common carrier*, by motor vehicle, over regular routes, transporting: *General commodities* (except those of unusual value, household goods, as defined by the Commission, commodities in bulk, and those requiring special equipment), between points in Harvard Siding, Calif. (approximately 10 miles east of Yermo), and Dunn Siding, Calif., via Interstate Highway 15, applicant intends to join the requested authority to his existing authority, thus rendering through service

to points sought herein, for 180 days. Supporting shippers: Tenneco Oil Company, 55515 Dunn Road, Dunn, Calif. 92398. Johns-Manville Products Corp., P.O. 968, Yermo, Calif. 92398. Send protests to: Philip Yallowitz, District Supervisor, Interstate Commerce Commission, Room 1312, Federal Bldg., 300 North Los Angeles St., Los Angeles, Calif. 90012.

No. MC 105375 (Sub-No. 58TA), filed May 28, 1975. Applicant: DAHLEN TRANSPORT OF IOWA, INC., 1680 Fourth Avenue, Newport, Minn. 55055. Applicant's representative: Joseph A. Eschenbacher, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Cleaning, scouring or washing compounds*, in bulk, in tank vehicles, from the plantsite and storage facilities of Minnesota Mining and Manufacturing Company, near Cordova (Rock Island County), Ill., to points in Prairie du Chien, Wis., for 180 days. Supporting shipper: Minnesota Mining and Manufacturing Company, 3M Center, St. Paul, Minn. 55101. Send protests to: Raymond T. Jones, District Supervisor, Interstate Commerce Commission, Bureau of Operations, 414 Federal Bldg., & U.S. Court House, 110 S. 4th St., Minneapolis, Minn. 55401.

No. MC 111729 (Sub-No. 546TA), filed May 28, 1975. Applicant: PUROLATOR COURIER CORP., 2 Nevada Drive, Lake Success, N.Y. 11040. Applicant's representative: John M. Delany (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Business papers, records, audit and accounting media of all kinds*, (a) between Cincinnati, Ohio, and Danville, Ill.; (b) between Cincinnati, Ohio, and Murfreesboro, Tenn.; (2) *exposed and processed film and prints, complimentary replacement file, incidental dealer handling supplies and advertising literature*, between Cincinnati, Ohio, and Danville, Ill., for 90 days. Supporting shippers: Cintas Corporation, 11255 Reed Hariman Highway, Cincinnati, Ohio 45241. Photo Service, Inc., 933 Meadow Gold Lane, Cincinnati, Ohio. Send protests to: Anthony D. Galmo, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 26 Federal Plaza, Room 1807, New York, N.Y. 10007.

No. MC 112539 (Sub-No. 12TA), filed May 28, 1975. Applicant: PERCHAK TRUCKING, INC., P.O. Box 811, Hazleton, Pa. 18202. Applicant's representative: Kenneth R. Davis, 121 S. Main Street, Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Steel rods*, from points in Hazleton, Pa., to points in Middlesex, Mercer, Passaic, Hudson, and Union Counties, N.J.; New Haven and Seymour, Conn.; Providence, R.I.; Hudson, Mass.; and Yonkers and Hastings-on-Hudson, N.Y., for 180 days. Supporting shipper: Hazleton Machine Company, Inc., P.O.

Box 397, Hazleton, Pa. 18201. Send protests to: Paul J. Kenworthy, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 314 U.S. Post Office Bldg., Scranton, Pa. 18503.

No. MC 113388 (Sub-No. 108TA) (Correction), filed May 13, 1975, published in the FEDERAL REGISTER issue of May 1975, and republished as corrected this issue. Applicant: LESTER C. NEWTON TRUCKING CO., P.O. Box 618, Seaford, Del. 19973. Applicant's representative: Chester A. Zyblut, 1522 K St. NW., Washington, D.C. 20005. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: (1) *Frozen foodstuff* and (2) *commodities* the transportation of which is partially exempt from regulation under the provisions of Section 203(b)(6), of the Interstate Commerce Act, when moving in the same vehicle and at the same time with commodities described in (1) above, from Sumter, S.C., to points in Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Delaware, Pennsylvania, Virginia, Salisbury, Md., and Washington, D.C. Restriction: Restricted to partial pick up of shipments originating at Salisbury, Md., under existing permanent authority, for 180 days. Supporting shipper: Richard J. Lloyd, Manager-Transportation, Campbell Soup Company, Salisbury, Md. 21801. Send protests to: William L. Hughes, District Supervisor, Interstate Commerce Commission, 814-B Federal Bldg., Baltimore, Md. 21201. The purpose of this republication is to add the restriction which was omitted in the previous publication.

No. MC 113410 (Sub-No. 95TA), filed May 28, 1975. Applicant: DAHLEN TRANSPORT, INC., 1680 Fourth Avenue, Newport, Minn. 55055. Applicant's representative: Joseph A. Eschenbacher, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Ammonium nitrate*, in bulk, from points in Pine Bend, Minn., to points in Rogers City, Mich., for 180 days. Supporting shipper: Hawkins Chemical, Inc., 3100 E. Hennepin Avenue, Minneapolis, Minn. 55413. Send protests to: Raymond T. Jones, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 414 Federal Bldg., & U.S. Court House, 110 S. 4th St., Minneapolis, Minn. 55401.

No. MC 119710 (Sub-No. 23TA), filed May 21, 1975. Applicant: SHUPE BROS. CO., P.O. Box 929, Greeley, Colo. 80631. Applicant's representative: Paul F. Sullivan, 711 Washington Bldg., Washington, D.C. 20005. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Salt and salt products*, from points in Saltair, Utah, to points in Kansas, Nebraska, and South Dakota east of U.S. Highway 83, restricted to service performed under a continuing contract with Morton Salt Company, a division of Morton-Norwich Products, Inc., for 180 days.

Supporting shipper: Morton Salt Company, a division of Morton-Norwich Products, Inc., 110 North Wacker Drive, Chicago, Ill. 60605. Send protests to: Roger L. Buchanan, District Supervisor, Interstate Commerce Commission, 2022 Federal Bldg., 1951 Stout St., Denver, Colo. 80202.

No. MC 119789 (Sub-No. 255TA), filed May 22, 1975. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, Tex. 75222. Applicant's representative: James K. Newbold, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meat, meat products and meat by-products and articles distributed by meat packinghouses*, as described in Section A and C of Appendix I to the Report in *Descriptions in Motor Carrier Certificates*, 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from the plantsite and/or storage facilities utilized by Iowa Beef Processors, Inc., at or near Amarillo, Tex., to points in Connecticut, the District of Columbia, Delaware, Kentucky, Maine, Maryland, Michigan, Ohio, New Hampshire, New Jersey, Massachusetts, New York, Pennsylvania, Rhode Island, Virginia, Vermont, West Virginia, Wisconsin, restricted to traffic originating at and destined to named points, for 180 days. Supporting shipper: Iowa Beef Processors, Inc., P.O. Box 515, Dakota City, Nebr. 68731. Send protests to: Opal M. Jones, Transportation Assistant, Interstate Commerce Commission, 1100 Commerce St., Room 13C12, Dallas, Tex. 75202.

No. MC 119789 (Sub-No. 256TA), filed May 22, 1975. Applicant: CARAVAN REFRIGERATED CARGO, INC., P.O. Box 6188, Dallas, Tex. 75222. Applicant's representative: James K. Newbold, Jr. (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Drugs, medicines and chemicals*, from points in Elkhart, Ind., to points in Georgia and Florida, for 180 days. Supporting shipper: Miles Laboratories, Inc., 1127 Myrtle St., Elkhart, Ind. 46514. Send protests to: Opal M. Jones, Transportation Assistant, Interstate Commerce Commission, 1100 Commerce St., Room 13C12, Dallas, Tex. 75202.

No. MC 126276 (Sub No. 123TA), filed May 27, 1975. Applicant: FAST MOTOR SERVICE, INC., 9100 Plainfield Road, Brookfield, Ill. 60513. Applicant's representative: Albert A. Andrin, 127 N. Dearborn St., Chicago, Ill. 60602. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Metal containers and metal container ends*, from points in Perrysburg, Ohio to points in Baltimore, Md., and Centreville (St. Clair County, Ill.), for 180 days. Supporting shipper: Owens-Illinois, Inc., P.O. Box 1035, Toledo, Ohio 43686. Send protests to: Robert G. Anderson, District Supervisor, Interstate Commerce Commission, Everett

McKinley Dirksen Bldg., 219 S. Dearborn St., Room 1086, Chicago, Ill. 60604.

No. MC 133085 (Sub-No. 5TA), filed May 28, 1975. Applicant: TRENCO, INC., 2109 Marydale Avenue, Williamsport, Pa. 17701. Applicant's representative: Kenneth R. Davis, 121 S. Main St., Taylor, Pa. 18517. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Aircraft parts, materials, supplies, and equipment used in the manufacture or repair of aircraft*, between points in Lock Haven and Piper, Pa., on the one hand, and, on the other, points in Lake and Vero Beach, Fla., for 150 days. Supporting shipper: Piper Aircraft Corporation, Lock Haven, Pa. 17745. Send protests to: Paul J. Kenworthy, District Supervisor, Bureau of Operations, Interstate Commerce Commission, 314 U.S. Post Office Bldg., Scranton, Pa. 18503.

No. MC 133095 (Sub-No. 87TA), filed May 27, 1975. Applicant: TEXAS CONTINENTAL EXPRESS, INC., P.O. Box 434, Euless, Tex. 76039. Applicant's representative: Rocky Moore (same address as applicant). Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Meats, meat products and meat by-products and articles distributed by meat packinghouses*, as described in Section A and C of Appendix I to the Report in *Descriptions in Motor Carrier Certificates* 61 M.C.C. 209 and 766 (except hides and commodities in bulk), from the plantsite and/or storage facilities utilized by Iowa Beef Processors, Inc., at or near Amarillo, Tex., to points in Connecticut, the District of Columbia, Delaware, Illinois, Indiana, Kentucky, Maine, Maryland, Michigan, Minnesota, North Dakota, Ohio, New Hampshire, New Jersey, Massachusetts, New York, Pennsylvania, Rhode Island, South Dakota, Virginia, Vermont, West Virginia, and Wisconsin, for 180 days. Supporting shipper: Iowa Beef Processors, Inc., P.O. Box 515, Dakota City, Nebr. 68731. Send protests to: H. C. Morrison, Sr., District Supervisor, Room 9A27, Federal Bldg., 819 Taylor St., Fort Worth, Tex. 76102.

No. MC 133233 (Sub-No. 40TA), filed May 27, 1975. Applicant: CLARENCE L. WERNER, doing business as WERNER ENTERPRISES, 802 32nd Ave., P.O. Box 51501. Applicant's representative: Michael J. Ogborn, P.O. Box 82028, Lincoln, Nebr. 68501. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Appliances*, from the plantsite and warehouse facilities of The Maytag Company at or near Newton, Iowa, to points in the states of Alabama, Arkansas, Connecticut, Delaware, the District of Columbia, Florida, Georgia, Kentucky, Louisiana, Maryland, Massachusetts, Mississippi, Nevada, New Jersey, New Mexico, New York, North Carolina, Oregon, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, Washington, and West Virginia, for 180 days. Supporting shipper: The Maytag Company, Lee O. Hays, Traffic Manager, Newton,

Iowa 50208. Send protests to: Carroll Russell, District Supervisor, Suite 620, Union Pacific Plaza, 110 North 14th St., Omaha, Nebr. 68102.

No. MC 135797 (Sub-No. 39TA), filed May 14, 1975. Applicant: J. B. HUNT TRANSPORT, INC., P.O. Box 200, Lowell, Ark. 72745. Applicant's representative: L. C. Cypert, 108 Terrace Drive, Lowell, Ark. 72745. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Pet foods* from points in Chicago, Ill., and Hamilton, Mich., to points in the states of Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Missouri, New York, North Carolina, Pennsylvania, South Carolina, Texas, Virginia, and West Virginia, restricted to traffic originating at the plantsite and warehouse facilities of Hi-Life Packing Company, for 180 days. Supporting shipper: Hi-Life Packing Company, 8 South Michigan Ave., Chicago, Ill. 60603. Send protests to: William H. Land, Jr., District Supervisor, 2519 Federal Office Bldg., 700 West Capitol, Little Rock, Ark. 72201.

No. MC 136008 (Sub-No. 58TA), filed May 27, 1975. Applicant: JOE BROWN COMPANY, INC., P.O. Box 1669, Ardmore, Okla. 73401. Applicant's representative: G. Timothy Armstrong, 280 National Foundation Life Bldg., 3535 Northwest 58th Street, Oklahoma City, Okla. 73112. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Coal*, from the plantsite and facilities of the Higgins Mining Company, near Welch, Okla., to the facilities of Independence Power and Light Company at Independence, Mo., for 180 days. Supporting shipper: Higgins Mining Company, Inc., A. Dale Smith, V.P., P.O. Box 12512, Oklahoma City, Okla. 73132. Send protests to: Marle Spillers, Transportation Assistant, Interstate Commerce Commission, Bureau of Operations, Room 240 Old P.O. Bldg., 215 Third, Oklahoma City, Okla. 73102.

No. MC 136689 (Sub-No. 6TA), filed May 23, 1975. Applicant: SLUGHTER TRANSPORTATION CORPORATIONS, 10910 Lane St., Houston, Tex. 77029. Applicant's representative: Jo E. Shaw, 816 Houston First Savings Bldg., Houston, Tex. 77002. Authority sought to operate as a *contract carrier*, by motor vehicle, over irregular routes, transporting: *Dry bread crumbs, or cubes, granulated cereal, dry dip mixes, canned or preserved mushrooms in liquid, salad dressing preparations and table sauce*, in boxes, packages and other containers, in mixed loads, from points in Houston, Tex., to points in Louisiana, and New Mexico, for 180 days. Supporting shipper: The Clorox Company, 7901 Oakport St., Oakland, Calif. 94621. Send protests to: John Mensing, District Supervisor, 8610 Federal Bldg., 515 Rusk, Houston, Tex. 77002.

No. MC 140667 (Sub-No. 3TA), filed May 22, 1975. Applicant: JOHN T. BREWER, JOHN R. BREWER, AND LEWIS L. BREWER, doing business as BREWER TRUCKING, 1603 East Tal- lent St., Rapid City, S. Dak. 57701. Ap-

applicant's representative: J. Maurice Andren, 1734 Sheridan Lake Road, Rapid City, S. Dak. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Scrap or used metals or metal objects and crushed bodies* of highway vehicles and household appliances, from points in Rapid City, S. Dak., and points within five miles of Rapid City, S. Dak., to points in National City, Ill.; Council Bluffs, Iowa; Des Moines, Iowa; Kansas City, Kans.; Joplin and Kansas City, Mo.; Norfolk and Omaha, Nebr.; Las Vegas, Nev.; Minot, N. Dak., and Spokane, Wash., for 180 days. Supporting shipper: Jalopy Jungle, 4558 Wentworth, Rapid City, S. Dak. 57701. Send protests to: J. L. Hammond, District Supervisor, Bureau of Operations, Interstate Commerce Commission, Room 369, Federal Bldg., Pierre, S. Dak. 57591.

No. MC 140992TA, filed May 27, 1975. Applicant: GEORGE SMITH TOWING, 6000 Passyunk Ave., Philadelphia, Pa. 19153. Applicant's representative: Byron R. LaVan, 117 South 17th St., Philadelphia, Pa. 19103. Authority sought to operate as a *common carrier*, by motor vehicle, over irregular routes, transporting: *Wrecked, disabled, repossessed and/or stolen motor vehicles and/or trailers* (except trailers designed to be drawn by passenger automobiles) and *replacement vehicles for wrecked, disabled, repossessed and/or stolen motor vehicles and/or trailers* (except trailers designed to be drawn by passenger automobiles), between points in New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia and the District of Columbia, for 180 days. Supporting shippers: There are approximately 9 statements of support attached to the application, which may be examined at the Interstate Commerce Commission, or copies thereof which may be examined at the field office named below. Send protests to: Peter R. Guman, District Supervisor, Federal Bldg., Room 3238, 600 Arch St., Philadelphia, Pa. 19106.

By the Commission.

[SEAL] RICHARD W. KYLE,
Acting Secretary.

[FR Doc.75-15100 Filed 6-9-75;8:45 am]

[AB 89 (Sub-No. 1)]

ALAMEDA BELT LINE

Abandonment of Service

Alameda Belt Line abandonment in the city of Alameda, County of Alameda, State of California.

Upon consideration of the record in the above-entitled proceeding, and of a staff-prepared environmental threshold assessment survey which is available to the public upon request; and

It appearing, That no environmental impact statement need be issued in this proceeding because this proceeding does not represent a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969, 42 U.S.C. section 4321, et seq.; and good cause appearing therefor:

It is ordered, That applicant be, and it is hereby, directed to publish the ap-

pendent notice in a newspaper of general circulation in Alameda County, Calif., on or before June 20, 1975 and certify to the Commission that this has been accomplished.

And it is further ordered, That notice of this order shall be given to the general public by depositing a copy thereof in the Office of the Secretary of the Commission at Washington, D.C., and by forwarding a copy to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER.

Dated at Washington, D.C., this 30th day of May, 1975.

By the Commission, Commissioner Tuggle.

[SEAL] JOSEPH M. HARRINGTON,
Acting Secretary.

[AB 89 (Sub-No. 1)]

ALAMEDA BELT LINE ABANDONMENT IN THE CITY OF ALAMEDA, COUNTY OF ALAMEDA, STATE OF CALIFORNIA

The Interstate Commerce Commission hereby gives notice that by order dated May 30, 1975, it has been determined that the proposed abandonment by the Alameda Belt Line of its line from Milepost 2.61 to Milepost 3.44 in the City of Alameda, Calif., if approved by the Commission, does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. sections 4321, et seq., and that preparation of a detailed environmental impact statement will not be required under section 4332(2)(C) of the NEPA.

It was concluded, among other things, that the environmental impacts of the proposed action are considered insignificant because of the low volume of traffic involved and the absence of any major historic, safety or ecological impacts associated with the proposed action.

This determination was based upon the staff preparation and consideration of an environmental threshold assessment survey, which is available on request to the Interstate Commerce Commission, Office of Proceedings, Washington, D.C. 20423; telephone 202-343-2086.

Interested persons may comment on this matter by filing their statements in writing with the Interstate Commerce Commission, Washington, D.C. 20423, on or before July 7, 1975.

This negative environmental determination shall become final unless good and sufficient reason demonstrating why an environmental impact statement should be prepared for this action is submitted to the Commission by the above-specified date.

[FR Doc.75-15103 Filed 6-9-75;8:45 am]

[AB 6 (Sub-No. 25)]

BURLINGTON NORTHERN, INC.

Abandonment of Service

Burlington Northern, Inc., abandonment between Minnewaukan and Brinsmade, in Benson County, North Dakota.

Upon consideration of the record in the above-entitled proceeding, and of a staff-prepared environmental threshold assessment survey which is available to the public upon request; and

It appearing, That no environmental impact statement need be issued in this proceeding because this proceeding does not represent a major Federal action significantly affecting the quality of the human environment within the meaning

of the National Environmental Policy Act of 1969, 42 U.S.C. sections 4321, et seq.; and good cause appearing therefor:

It is ordered. That applicant be, and it is hereby, directed to publish the appended notice in a newspaper of general circulation in Benson County, N.D., on or before June 19, 1975 and certify to the Commission that this has been accomplished.

And it is further ordered. That notice of this order shall be given to the general public by depositing a copy thereof in the Office of the Secretary of the Commission at Washington, D.C., and by forwarding a copy to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER.

Dated at Washington, D.C., this 29th day of May, 1975.

By the Commission, Commissioner Tuggle.

[SEAL] JOSEPH M. HARRINGTON,
Acting Secretary.

[AB 6 (Sub-No. 25)]

BURLINGTON NORTHERN, INC., ABANDONMENT BETWEEN MINNEWAUKAN AND BRINSMADE, IN BENSON COUNTY, NORTH DAKOTA

The Interstate Commerce Commission hereby gives notice that by order dated May 29, 1975, it has been determined that the proposed abandonment by the Burlington Northern, Inc., of its segment of line between Milepost 89.64 near Minnewaukan and Milepost 97.48 near Brinsmade in Benson County, N.D., a distance of approximately 7.84 miles, if approved by the Commission, does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. sections 4321, et seq., and that preparation of a detailed environmental impact statement will not be required under section 4332(2)(C) of the NEPA.

It was concluded, among other things, that inasmuch as traffic handled on the line has been bridge traffic and will be shifted to applicant's alternate lines, and since there are no shippers or stations on this segment, there will be minimal impacts on the area's environment. In addition, shippers at Minnewaukan and Brinsmade will continue to have applicant's rail service.

This determination was based upon the staff preparation and consideration of an environmental threshold assessment survey, which is available on request to the Interstate Commerce Commission, Office of Proceedings, Washington, D.C. 20423; telephone 202-343-2086.

Interested persons may comment on this matter by filing their statements in writing with the Interstate Commerce Commission, Washington, D.C. 20423, on or before July 3, 1975.

This negative environmental determination shall become final unless good and sufficient reason demonstrating why an environmental impact statement should be prepared for this action is submitted to the Commission by the above-specified date.

[FR Doc.75-16105 Filed 6-9-75; 8:45 am]

[AB 104]

EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD CO.

Abandonment of Service

East Tennessee and Western North Carolina Railroad Company abandon-

ment west of the O'Brien Station in Carter County, Tennessee.

Upon consideration of the record in the above-entitled proceeding, and of a staff-prepared environmental threshold assessment survey which is available to the public upon request; and

It appearing, that no environmental impact statement need be issued in this proceeding because this proceeding does not represent a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969, 42 U.S.C. sections 4321, et seq.; and good cause appearing therefor:

It is ordered. That applicant be, and it is hereby, directed to publish the appended notice in a newspaper of general circulation in Carter County, Tennessee, on or before June 19, 1975 and certify to the Commission that this has been accomplished.

And it is further ordered. That notice of this order shall be given to the general public by depositing a copy thereof in the Office of the Secretary of the Commission at Washington, D.C., and by forwarding a copy to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER.

Dated at Washington, D.C., this 29th day of May, 1975.

By the Commission, Commissioner Tuggle.

[SEAL] JOSEPH M. HARRINGTON,
Acting Secretary.

[AB 104]

EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD COMPANY ABANDONMENT WEST OF THE O'BRIEN STATION IN CARTER COUNTY, TENNESSEE

The Interstate Commerce Commission hereby gives notice that by order dated May 29, 1975, it has been determined that the proposed abandonment by the East Tennessee and Western North Carolina Railroad Company of a section of its branch line extending approximately 800 feet in a westerly direction between O'Brien's Station and Milepost 11.6 in Carter County, Tenn., if approved by the Commission does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. sections 4321 et seq., and that preparation of a detailed environmental impact statement will not be required under section 4332(2)(c) of the NEPA.

It was concluded, among other things, that the environmental effects of the proposed action are insignificant because no traffic has occurred on this segment since 1950, the right-of-way has already been incorporated into the highway corridor for the new State Highway No. 37, and salvage operations, which did not result in any significant environmental impacts, have been accomplished.

This determination was based upon the staff preparation and consideration of an environmental threshold assessment survey, which is available for public inspection upon request to the Interstate Commerce Commission, Office of Proceedings, Washington, D.C. 20423; telephone 202-343-6089.

Interested parties may comment on this matter by the submission of representations to the Interstate Commerce Commission, Washington, D.C. 20423, on or before July 3, 1975.

This negative environmental determination shall become final unless good and sufficient reason demonstrating why an environmental impact statement should be prepared for this action is submitted to the Commission by the above-specified date.

[FR Doc.75-15106 Filed 6-9-75;8:45 am]

[AB 35 (Sub-No. 1)]

LOS ANGELES AND SALT LAKE RAILROAD CO. AND UNION PACIFIC RAILROAD CO.

Abandonment of Service

MAY 28, 1975.

Los Angeles and Salt Lake Railroad Company and Union Pacific Railroad Company abandonment—portion of Anaheim Branch Line, Orange County, California.

The Interstate Commerce Commission hereby gives notice that: 1. By order served April 25, 1975, applicant was required to publish a notice in the La Habra, Orange County, California, that an environmental threshold assessment survey was made in the above-entitled proceeding and based on that assessment it was determined that the proceeding does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321, et seq. 2. No comments in opposition, of an environmental nature, were received by the Commission in response to the April 25, 1975, order and subsequent notice. 3. This proceeding is now ready for further disposition within the Office of Hearings or the Office of Proceedings as appropriate.

JOSEPH M. HARRINGTON,
Acting Secretary.

[FR Doc.75-15107 Filed 6-9-75;8:45 am]

[AB 66]

MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILROAD CO.

Abandonment of Service

Minneapolis, Anoka and Cuyuna Range Railroad Company abandonment between North Minneapolis and Fridley, Anoka and Hennepin Counties, Minnesota.

Upon consideration of the record in the above-entitled proceeding, and of a staff-prepared environmental threshold assessment survey which is available to the public upon request; and

It appearing, That no environmental impact statement need be issued in this proceeding because this proceeding does not represent a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969, 42 U.S.C. 4321, et seq.; and good cause appearing therefor:

It is ordered, That applicant be, and it is hereby, directed to publish the appended notice in a newspaper of general circulation in Anoka and Hennepin Counties, Minn., on or before June 19, 1975 and certify to the Commission that this has been accomplished.

And it is further ordered, That notice of this order shall be given to the general

public by depositing a copy thereof in the Office of the Secretary of the Commission at Washington, D.C., and by forwarding a copy to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER.

Dated at Washington, D.C., this 29th day of May, 1975.

By the Commission, Commissioner Tuggle.

[SEAL] **JOSEPH M. HARRINGTON,**
Acting Secretary.

[AB 66]

MINNEAPOLIS, ANOKA AND CUYUNA RANGE RAILROAD COMPANY ABANDONMENT BETWEEN NORTH MINNEAPOLIS AND FRIDLEY, ANOKA AND HENNEPIN COUNTIES, MINNESOTA

The Interstate Commerce Commission hereby gives notice that by order dated May 29, 1975, it has been determined that the proposed abandonment by Minneapolis, Anoka and Cuyuna Range Railroad Company of its 2.83 miles of line between North Minneapolis and Fridley, all in Hennepin and Anoka Counties, Minn., if approved by the Commission, does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. section 4321, et seq., and that preparation of a detailed environmental impact statement will not be required under section 4332(2) (C) of the NEPA.

It was concluded, among other things, that the environmental impacts of the proposed action are considered insignificant because (1) the applicant's present switching operations will continue, (2) alternate rail service facilities have either been provided or will be offered to patrons of the line, and (3) local streets and highways are adequate to accommodate, if necessary, any diverted rail traffic over to motor transport. In addition, there are no historic, archaeological or major ecological impacts associated with the proposal.

This determination was based upon the staff preparation and consideration of an environmental threshold assessment survey, which is available on request to the Interstate Commerce Commission, Office of Proceedings, Washington, D.C. 20423; telephone 202-343-2086.

Interested persons may comment on this matter by filing their statements in writing with the Interstate Commerce Commission, Washington, D.C. 20423, on or before July 3, 1975.

This negative environmental determination shall become final unless good and sufficient reason demonstrating why an environmental impact statement should be prepared for this action is submitted to the Commission by the above-specified date.

[FR Doc.75-15102 Filed 6-9-75;8:45 am]

[AB 3 (Sub-No. 6)]

MISSOURI PACIFIC RAILROAD CO.

Abandonment of Service

Missouri Pacific Railroad Company abandonment between Mission and Palmhurst, in Hidalgo County, Texas.

Upon consideration of the record in the above-entitled proceeding, and of a staff-prepared environmental threshold assessment survey which is available to the public upon request; and

It appearing, that no environmental impact statement need be issued in this proceeding because this proceeding does

not represent a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969, 42 U.S.C. section 4321, et seq.; and good cause appearing therefor:

It is ordered, That applicant be, and it is hereby, directed to publish the appended notice in a newspaper of general circulation in Hidalgo County, Texas, on or before June 20, 1975, and certify to the Commission that this has been accomplished.

And it is further ordered, That notice of this order shall be given to the general public by depositing a copy thereof in the Office of the Secretary of the Commission at Washington, D.C., and by forwarding a copy to the Director, Office of the Federal Register, for publication in the FEDERAL REGISTER.

Dated at Washington, D.C., this 30th day of May, 1975.

By the Commission, Commissioner Tuggle.

[SEAL] JOSEPH M. HARRINGTON,
Acting Secretary.

[AB 3 (Sub-No. 6)]

MISSOURI PACIFIC RAILROAD COMPANY ABANDONMENT BETWEEN MISSION AND PALMHURST, IN HIDALGO COUNTY, TEXAS

The Interstate Commerce Commission hereby gives notice that by order dated May 30, 1975, it has been determined that the 2.3 mile segment of the Mission Subdivision of the Missouri Pacific Railroad Company between Mission and Palmhurst, all in Hidalgo County, Texas, if approved by the Commission, does not constitute a major Federal action significantly affecting the quality of the human environment within the meaning of the National Environmental Policy Act of 1969 (NEPA), 42 U.S.C. 4321, et seq., and that preparation of a detailed environmental impact statement will not be required under section 4332(2)(C) of the NEPA.

It was concluded, among other things, that the environmental impacts of the proposed action are considered insignificant because of the low volume of traffic handled in the past several years and the absence of development plants dependent upon continued rail service. Therefore, associated environmental impacts are either absent or negligible.

This determination was based upon the staff preparation and consideration of an environmental threshold assessment survey, which is available on request to the Interstate Commerce Commission, Office of Proceedings, Washington, D.C. 20423; telephone 202-343-2086.

Interested persons may comment on this matter by filing their statements in writing with the Interstate Commerce Commission, Washington, D.C. 20423, on or before July 7, 1975.

This negative environmental determination shall become final unless good and sufficient reason demonstrating why an environmental impact statement should be prepared for this action is submitted to the Commission by the above-specified date.

[FR Doc.75-15101 Filed 6-9-75;8:45 am]

[Released Rates Order No. FF-261]

GENERAL COMMODITIES, AMERICAN DELIVERY SYSTEMS, INC.

Freight Forwarder Application

Upon further consideration of the matters and things involved in Released

Rates Order No. FF-261, covering Released Rates Application No. FF-353, as amended, in which American Delivery Systems, Inc., a freight forwarder, applied under sections 20(11) and 413 of the Interstate Commerce Act for authority to establish and maintain in its proposed parcel tariff No. 1, I.C.C. FF-No. 1, commodity rates for the transportation in interstate commerce of general commodities in a parcel delivery service between points in the United States (except Alaska and Hawaii), restricted against the transportation of export or import traffic, when the property is released as to value by the shipper; and upon consideration of petitions for leave to intervene and for reconsideration of the order served on March 21, 1975, filed by the American Retail Federation, the Clothing Manufacturers Association of the United States of America, the Drug and Toilet Preparation Traffic Conference, the National Retail Merchants Association, the National Small Shipments Traffic Conference, Inc., the Parcel Post Association, and the Shippers National Freight Claim Council and a reply thereto filed by the applicant; and

It appearing, that petitioners have submitted sufficient justification to warrant permitting them to intervene and further consideration of the authority granted in Released Rates Order No. FF-261, served on March 21, 1975;

It further appearing, that further hearing should be scheduled under the modified procedure to consider amendments, statements, and replies of present or any other interested parties, including but not limited to analogies of ADS' service to that of similar services currently being rendered, and the propriety of use of released rates authority on a "per package" or a "per article" basis as to ADS' operating authority and limitations, with further decision to be rendered by Division 2, acting as an Appellate Division;

Wherefore, and for good cause:

It is ordered, That the petitions for leave to intervene and for reconsideration be, and they are hereby, granted.

It is further ordered, That Released Rates Order No. FF-261, served on March 21, 1975, be, and it is hereby, vacated and set aside.

It is further ordered, That the American Delivery Systems, Inc. Released Rates Application FF-353, as amended be further considered under modified procedure as outlined in Rules 45 to 54 of the Commission's General Rules of Practice, 49 CFR 1100.45 to 1100.54. Opening statements will be due on or before August 11, 1975 to permit sufficient time for interested parties to file petitions for leave to intervene. Opposing opening statements will be due 30 days thereafter and reply statements 20 days thereafter.

By the Commission, Division 2, acting as an Appellate Division.

[SEAL] JOSEPH M. HARRINGTON,
Acting Secretary.

[FR Doc.75-15104 Filed 6-9-75;8:45 am]

AVAILABILITY OF AGENCY INDEX MATERIAL ¹

Instructions for agencies, 5 U.S.C. 552 (commonly called the Freedom of Information Act) requires agencies to maintain and make available for public inspection and copying current indexes providing identifying information for the public as to any matter issued, adopted, or promulgated after July 4, 1967, and required to be made available or published (5 U.S.C. 552(a)(2)). Recent amendments (Pub. L. 93-502, November 21, 1974, 88 Stat. 1561) require the publication (with some exceptions) and distribution of these indexes at least quarterly. The following format is designed for use by agencies in notifying the public of the availability of these indexes for sale and/or public inspection. This information should be submitted to the Office of the Federal Register typewritten, in duplicate, with the signature, title, and telephone number of the approving official at the bottom. The information should be submitted quarterly on or before March 31, June 30, September 30, and December 31 and mailed to the Office of the Federal Register, National Archives and Records Service, Washington, D.C. 20408. Information submitted by agencies will be compiled and published quarterly in the FEDERAL REGISTER. Blank copies are available from the Office of the Federal Register or by calling (202) 523-5266.

AGENCY AND SUBAGENCY NAME	INDEX TITLE: PERSON COVERED; BRIEF DESCRIPTION OF CONTENTS	ORDER FROM: PRICE; MAKE CHECK/PAYABLE TO:	FOR INSPECTION, COPYING OR ADDITIONAL INFORMATION CONTACT:

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¹ Reprinted from Federal Register of March 17, 1975 as a reminder to agencies to submit material for the second quarter of 1975 by June 30.

federad register

TUESDAY, JUNE 10, 1975

WASHINGTON, D.C.

Volume 40 ■ Number 112

PART II



DEPARTMENT OF TRANSPORTATION

Federal Aviation
Administration



AIRWORTHINESS REVIEW PROGRAM

Airframe Proposals

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[14 CFR Parts 23, 25, 27, 29, 121]

[Docket No. 14685; Notice No. 75-26]

AIRWORTHINESS REVIEW PROGRAM

Notice No. 7; Airframe Proposals

The Federal Aviation Administration is considering amending Parts 23, 25, 27, and 29 of the Federal Aviation Regulations to update and improve the airframe and crashworthiness standards applicable to the type certification of aircraft, and to make certain related changes in the operating rules contained in Part 121.

This is the seventh in a series of Notices of Proposed Rule Making issued, or to be issued, as a part of the First Biennial Airworthiness Review Program. Notice No. 74-33 (39 FR 36595; October 11, 1974) was the first. Amendments 21-43, 23-16, and 25-37, issued on December 31, 1974 (40 FR 2576; January 14, 1975) pursuant to that notice, incorporated certain form number and clarifying revisions into the Federal Aviation Regulations.

In addition to Notice No. 74-33, the following Airworthiness Review Program Notices of Proposed Rule Making have been issued:

Airworthiness Review Program Notice No.	Notice No.	FEDERAL REGISTER Citation
2	75-10	(40 FR 10802; Mar. 7, 1975).
3	75-19	(40 FR 21866; May 19, 1975).
4	75-20	(40 FR 22110; May 20, 1975).
5	75-23	(40 FR 23047; May 27, 1975).
6	75-25	(40 FR 24663; June 9, 1975).

Interested persons, including the general public, manufacturers and users of aircraft and their components, both foreign and domestic, and foreign airworthiness authorities, are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire. Comments relating to any significant environmental or economic impact that might result because of the adoption of the proposals contained herein may also be submitted. Comments should identify this regulatory docket or notice number (Docket No. 14685; Notice No. 75-26) and be submitted in duplicate to: Federal Aviation Administration, Office of Chief Counsel, Attention: Rules Docket, AGC-24, 800 Independence Avenue, SW, Washington, D.C. 20591. All communications received on or before September 8, 1975, will be considered by the Administrator before taking action on the proposed rules. However, interested persons are urged to submit their comments as early as possible to facilitate rapid resolution of any issues raised. The proposals contained in this notice may be changed in the light of comments re-

ceived. All comments submitted will be available in the Rules Docket for examination by interested persons.

On February 12, 1974, the FAA issued an invitation to all interested persons to submit proposals for consideration during the First Biennial Airworthiness Regulations Review (see Notice 74-5; 39 FR 5785; February 15, 1974). In that notice, the FAA announced that it would make available for comment by interested persons a compilation of proposals that were to be given further consideration as possible agenda items for the First Biennial Airworthiness Review Conference. On May 22, 1974, the FAA issued an announcement of the availability of the Compilation of Proposals containing over 1000 submissions by the FAA and interested persons, and invited all interested persons to submit comments on the proposals it contained (see Notice 74-5A; 39 FR 18662; May 29, 1974).

In response to that invitation for comments, the FAA received over 4900 individual comments contained in 74 submissions. Based on those comments and on the Compilation of Proposals, the FAA prepared a number of working documents, for the Airworthiness Review Conference held in Washington, D.C., on December 2-11, 1974. The FAA distributed those documents to all persons who had participated in the Airworthiness Review Program and to all other interested persons who requested them (see Notice 74-5B; 39 FR 36594; October 11, 1974).

For reasons given in Notice 74-5B, not all of the proposals contained in the Compilation were included in the agenda for the conference. However, the proposals not included in the agenda were listed in a conference workbook titled "Proposals Not in Agenda." In general, Notice 75-10 deals with the proposals identified as "Items for Notice" in that workbook.

On November 25, 1974, the FAA issued a Notice of Conference that set forth the schedule for the conference and invited all interested persons to attend the conference (see Notice 74-5C, 39 FR 41319; November 26, 1974).

The Airworthiness Review Conference was attended by over 586 individuals including representatives of 22 foreign airworthiness authorities as well as aircraft manufacturers and users. Except for the opening and closing plenary sessions of the conference, one or more committees discussed agenda items during conference working hours. Summaries were given by the FAA Committee Chairman at the close of discussions on each agenda item. Persons present were given an opportunity to correct those oral summaries. Those summaries were transcribed with editorial revisions and combined with an attendee list for the conference as well as with transcripts of certain plenary session speeches and were distributed in accordance with a Notice of Availability issued February 4, 1975 (see Notice 74-5D; 40 FR 5810; February 7, 1975).

In general this notice deals with the proposals that were contained in the Committee workbooks titled "Committee III—Airframe (Large Airplanes)" and "Committee III—Airframe (Small Aircraft and Rotorcraft)". These workbooks contained the proposals discussed by the two Airframe Committees (Committee III—Airframe (Large Airplanes) Part 1 and Committee III Part 2—Airframe (Rotorcraft and Small Airplanes)) at the Airworthiness Review Conference as well as written comments that were received for those proposals in response to Notice 74-5A. Another conference working document used was the Agenda for the Airworthiness Review Conference. That document, in addition to providing general information relating to the conference, included detailed information on how the proposals were grouped into agenda items, and the scheduling of those items for discussion. Both the workbooks and the agenda were updated and corrected by a supplemental working document distributed prior to and at the conference to participating individuals as well as to other interested persons. These workbooks along with the committee discussions and written information submitted by conference attendees has provided the basis upon which the FAA has developed this notice.

A number of proposals contained in this notice were not included in the Committee III workbooks. They are directly related to the proposals in the workbooks and are included for the sake of clarity, consistency, and comprehensiveness.

A number of proposals contained in the Committee III workbooks are not included in this notice. These proposals fall into two general categories—(1) those proposals which are being deferred to a later notice or to the next Airworthiness or Operations Review, and (2) those proposals withdrawn by their proponent.

Appendix I of this notice lists the proposals in the first category, and Appendix II of this notice lists those in the second. In general it is felt by the FAA that the groups of proposals in Appendix I that will appear in the next Airworthiness or Operations Review, unless withdrawn by their proponent, have sufficient merit to warrant further consideration, but because of the complexity of the proposal, the need for additional data, or the operational character of the proposal, further consideration within this Airworthiness Review Program is not feasible. The other group of proposals included in Appendix I are being deferred to be dealt with in a later notice to be issued as a part of this Airworthiness Review Program. A number of these proposals may be deferred or removed by the FAA from consideration in the Airworthiness Review Program in that later notice.

The FAA believes that the airworthiness standards should, to the extent practical, be consistent throughout the aircraft certification parts (Parts 23, 25, 27, and 29). Therefore, the FAA has attempted within the time frame of this Airworthiness Review Program, to make consistent and parallel proposals, where

appropriate, for each of the certification parts.

To avoid unnecessary repetition, in a number of instances the proposals developed for purposes of consistency are not set forth in their entirety if those proposals are substantively identical to another proposal in this notice. A short-form proposal referring to a proposal that is expressly set forth in this notice is used. Where a short-form proposal is used, however, there may be a need, if the proposal is to be adopted as a final rule, to change paragraph designations, cross references, or aircraft terminology (e.g., "airplane" to "rotorcraft", or vice versa) from that used in the referenced express proposal.

The FAA recognizes that there may exist additional instances in which a proposed rule change prescribed in this notice as expressly applying only to certain parts of the Federal Aviation Regulations should more appropriately apply to additional parts as well. Therefore, with respect to each proposal in this notice relating to Parts 23, 25, 27, or 29 of the Federal Aviation Regulations for which similar proposals do not exist for all of those parts, comments are solicited from all interested persons with respect to the applicability of that proposal (and its stated explanation) to those parts for which the proposal has not been expressly presented. Such comments received in response to this notice will either be dealt with as a part of the 1974-1975 Airworthiness Review Program or be considered as a part of the next Biennial Airworthiness Review.

For convenience, each proposal in this notice is numbered separately. The FAA requests that interested persons, when submitting comments, refer to proposals by these numbers, or by the sections to which they relate. Each proposal contains, or references a proposal that contains, a reference to the Airworthiness Review Program proposal number, section, and agenda item to which that proposal relates, and to the part of Committee III in which the proposal was discussed. Comments on this notice should not refer to the Airworthiness Review Program proposal numbers or section numbers without also referring to the corresponding proposal numbers as set forth in this notice. Each proposal in this notice is provided with an explanation. In addition, to avoid confusion several of the proposals in this notice reference proposals in Notice 75-10 that deal with the same regulatory provisions. Several explanations deal with comments received in response to Notice 74-5A; however, all comments submitted in response to Notice 74-5A or submitted for the Airworthiness Review Conference, dealing with proposals contained in this notice, should be resubmitted if it is desired that they be considered as a part of this rulemaking action.

This amendment is proposed under the authority of sections 313(a), 601, 603, and 604 of the Federal Aviation Act of 1958 (49 U.S.C. 1354(a), 1421, 1423, and 1424) and of section 6(c) of the Department of Transportation Act (49 U.S.C. 1655(c)).

In consideration of the foregoing, it is proposed to amend Parts 23, 25, 27, 29, and 121 of the Federal Aviation Regulations as follows:

PART 23—AIRWORTHINESS STANDARDS: NORMAL, UTILITY, AND ACROBATIC CATEGORY AIRPLANES

7-1. By revising § 23.345(c); and adding a new § 23.345(f) to read as follows:
§ 23.345 High lift devices.

(c) In designing the flaps and supporting structures, the following must be accounted for: (1) A head-on gust having a velocity of 25 feet per second (EAS). (2) The slipstream effects specified in § 23.457(b).

(f) The airplane must be designed for landing at the maximum takeoff weight with a maneuvering load factor of 1.5g and the flaps and similar high lift devices in the landing configuration.

Explanation. The current rule requires accounting for propeller slipstream effects in the design of flaps and supporting structures. The proposal for § 23.345(c) would provide for consideration of the effects of a head-on gust to provide a more realistic design condition.

For the proposed addition of a new paragraph (f), see the proposal for § 23.345(d).

Ref. Proposal No. 615; § 23.345(c); Part 2—Agenda Item C-14.

7-2. By revising the table in § 23-561(b)(2) to read as follows:

§ 23.561 General.

- (b) * * *
- (2) * * *

Ultimate Inertia Forces

	Normal and Utility Categories	Acrobatic Category
Upward.....	3.0g	4.5g
Forward.....	9.0g	9.0g
Sideward.....	1.5g	1.5g
Rearward.....	3.0g	3.0g

Explanation. This proposal is related to the proposal for § 23.785. Investigations of recent general aviation aircraft accidents have indicated a need to improve the seat attachment requirements. The purpose of this proposal is to provide rearward acceleration standards to which seat attachments would be designed.

Ref. Proposal No. 134; § 23.561; Part 2—Agenda Item D-18.

§ 23.603 [Amended]

7-3. By adding a new § 23.603(a)(3) that would be substantively identical to the proposed new § 25.603(c).

§ 23.605 [Amended]

7-4. By redesignating § 23.605 as § 23-605(a) and adding a new § 23.605(b) that would be substantively identical to the proposed new § 25.605(b).

7-5. By revising the lead in of § 23.613(c) to read as follows:

§ 23.613 Material strength properties and design values.

(c) The design values must be those contained in the following publications (obtainable from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402) or other values approved by the Administrator:

Explanation. The proposal would revise § 23.613 to allow industry to use design values other than those presently provided for in the rule.

Ref. Proposal No. 82; § 23.613; Part 2—Agenda Item D-19.

7-6. By revising § 23.629 to read as follows:

§ 23.629 Flutter.

(a) It must be shown by any one of the methods specified in paragraphs (b), (c), or (d) of this section that the airplane is free from flutter, control reversal, and divergence for any condition of operation within the limit $V-n$ envelope, and at all speeds up to the speed specified for the selected method. In addition—

(1) Adequate tolerances must be established for quantities which affect flutter, including speed, damping, mass balance, and control system stiffness; and

(2) The natural frequencies of main structural components must be determined by vibration tests.

(b) A rational analysis may be used to show that the airplane is free from flutter, control reversal, and divergence if stability is shown for all speeds up to 1.2 V_D .

(c) Flight flutter tests may be used to show that the airplane is free from flutter, control reversal, and divergence if it is shown by these tests that—

(1) Proper and adequate attempts to induce flutter have been made within the speed range up to V_D ;

(2) The vibratory response of the structure during the test indicates freedom from flutter;

(3) A proper margin of damping exists at V_D ; and

(4) There is no large and rapid reduction in damping as V_D is approached.

(d) Compliance with the rigidity and mass balance criteria (pages 4-12) in Airframe and Equipment Engineering Report No. 45 (as corrected) "Simplified Flutter Prevention Criteria" (published by the Federal Aviation Administration) may be accomplished to show that the airplane is free from flutter, control reversal, or divergence if—

(1) V_D for the airplane is less than 260 knots (EAS) at altitudes below 14,000 feet and less than Mach 0.6 at altitudes at and above 14,000 feet;

(2) The wing and aileron flutter prevention criteria, as represented by the wing torsional stiffness and aileron balance criteria, are limited in use to airplanes without large mass concentrations (such as engines, floats, or fuel

tanks in outer wing panels) along the wing span; and

(3) The airplane—

(i) Does not have a T-tail or boom tail;

(ii) Does not have unusual mass distributions or other unconventional design features that affect the applicability of the criteria; and

(iii) Have fixed-fin and fixed-stabilizer surfaces.

(e) For multiengine turbopropeller powered airplanes, the dynamic evaluation must include—

(1) Whirl mode degree of freedom which takes into account the stability of the plane of rotation of the propeller and significant elastic, inertial, and aerodynamic forces; and

(2) Engine-propeller-nacelle stiffness and damping variations appropriate to the particular configuration.

(f) The airplane must be free from flutter, control reversal, and divergence up to V_D/M_D after the failure, malfunction, or disconnection of any single element in the primary flight control system, any tab control system, or any flutter damper.

Explanation. Part 23 airplanes are now operating at higher airspeeds than in the past. The service experience of these current high speed designs indicates a need for upgrading the type certification flutter requirements. This proposal would establish the needed requirements.

Ref. Proposal Nos. 86, 623; § 23.629, § 23.629(a); Part 2—Agenda Item D-21.

7-7. By adding a new § 23.677(d) to read as follows:

§ 23.677 Trim systems.

(d) If the horizontal stabilizer is used for providing longitudinal trim and is power boosted or power operated, an aural warning device must be installed that provides a distinctive continuous warning whenever—

(1) The horizontal stabilizer is in transit due to trim system operation; or

(2) The power or thrust controls are in a position for takeoff with the trim set in a position outside the approved range for takeoff.

Explanation. The FAA believes that there is a need for "trim-in-motion" indication and "takeoff out-of-trim" warning for certain longitudinal trim systems. The proposal would change the trim system requirements to require aural warning to the pilot when horizontal stabilizer trim is in motion and also when the power or thrust controls are advanced to the takeoff position with the stabilizer trim set in a position outside the approved range for takeoff.

Ref. Proposal No. 625; § 23.677(d); Part 2—Agenda Item E-22.

§ 23.701 [Amended]

7-8. By amending § 23.701(a) in a manner substantively identical to that proposed for § 25.701(a).

§ 23.723 [Amended]

7-9. By amending § 23.723(a) in a manner substantively identical to that proposed for § 25.723(a).

7-10. By revising § 23.737 to read as follows:

§ 23.737 Skis.

(a) Each ski must be approved.

(b) The maximum limit load rating of each ski must equal or exceed the maximum limit load determined under the applicable ground load requirements of this part.

(c) Compliance with the shock absorption tests specified in § 23.723 must be demonstrated with ski components installed.

Explanation. The purpose of this proposal is to require that shock absorption tests be conducted with ski components installed on the landing gear. Experience in the field has shown that ski installation approvals based on drop tests conducted with wheels and tires in lieu of skis has resulted in understrength installations.

Ref. Proposal No. 631; § 23.737; Part 2—Agenda Item F-26.

7-11. By adding a new § 23.785(h) to read as follows:

§ 23.785 Seats and berths.

(h) Each seat track must be fitted with stops to prevent the seat from sliding off the track.

Explanation. The proposal would broaden § 23.785 to include requirements to improve seat retention. Investigations of recent general aviation aircraft accidents have indicated a need to improve the seat retention requirements.

Ref. Proposal No. 94; § 23.785; Part 2—Agenda Item D-18.

7-12. By adding a new § 23.853(e) to read as follows:

§ 23.853 Compartment interiors.

(e) Airplane materials located on the cabin side of the firewall must be self-extinguishing or be located at such a distance from the firewall, or otherwise protected, so that ignition will not occur if the firewall is subjected to a flame temperature of not less than 2000° F for 15 minutes. For self-extinguishing materials a vertical self-extinguishing test must be conducted in accordance with the applicable portions of Appendix F of Part 25 or an equivalent method approved by the Administrator. The average burn length of the material may not exceed 6 inches and the average flame time after removal of the flame source may not exceed 15 seconds. Drippings from the material test specimen may not continue to flame for more than an average of 3 seconds after falling.

Explanation. There have been instances where cabin upholstery has been ignited by engine fires even though the flame did not penetrate the firewall. This proposal would broaden § 23.853 to require materials located on or adjacent to the cabin side of the firewall to be self-extinguishing or otherwise protected to prevent fire within the cabin due to engine fire.

Ref. Proposal No. 637; § 23.853(e); Part 2—Agenda Item H-32.

7-13. By adding a new § 23.863 to read as follows:

§ 23.863 Flammable fluid fire protection.

(a) In each area where flammable fluids or vapors might escape by leakage of a fluid system, there must be means to minimize the probability of ignition of the fluids and vapors, and the resultant hazards if ignition does occur.

(b) Compliance with paragraph (a) of this section must be shown by analysis or tests, and the following factors must be considered:

(1) Possible sources and paths of fluid leakage, and means of detecting leakage.

(2) Flammability characteristics of fluids, including effects of any combustible or absorbing materials.

(3) Possible ignition sources, including electrical faults, overheating of equipment, and malfunctioning of protective devices.

(4) Means available for controlling or extinguishing a fire, such as stopping flow of fluids, shutting down equipment, fireproof containment, or use of extinguishing agents.

(5) Ability of airplane components that are critical to safety of flight to withstand fire and heat.

(c) If action by the flight crew is required to prevent or counteract a fluid fire (e.g. equipment shutdown or actuation of a fire extinguisher) quick acting means must be provided to alert the crew.

(d) Each area where flammable fluids or vapors might escape by leakage of a fluid system must be identified and defined.

Explanation. The first purpose of the proposal is to require protection from a flammable fluid or vapor fire. Investigations of two accidents disclosed evidence of inflight fires outside the confines of the engine compartment and the containing firewall caused by leakage of flammable fluids. The proposal is directed at minimizing the probability of such occurrences and their severity if they do occur.

The second purpose is to require that the areas where flammable fluids or vapors could escape by the leakage of a fluid system be identified and defined. The proposal to require that the information be placed in a maintenance manual will be dealt with in a later notice as a part of this Airworthiness Review Program.

Ref. Proposal Nos. 263, 638, 735, 915, 1108; § 23.863, § 25.863(a), § 25.863(d), § 27.863, § 29.863(c); Part 1—Agenda Item N-80, Part 2—Agenda Items B-10, H-33.

7-14. By revising § 23.1307(a) to read as follows:

§ 23.1307 Miscellaneous equipment.

(a) There must be an approved seat for each occupant.

Explanation. The proposal would add the requirement for an approved seat for each occupant to § 23.1307. This requirement would eliminate questions as to maximum seating capacity and compli-

ance with the emergency exit requirements.

Section 23.785(g) requires that each occupant be provided with a safety belt.

Ref. Proposal No. 679; § 23.1307(a); Part 2—Agenda Item H-34.

7-15. By revising § 23.1413(a) to read as follows:

§ 23.1413 Safety belts and harnesses.

(a) The rated strength of each safety belt and harness may not be less than the higher of that corresponding to—

(1) The highest loads expected in service under any loading condition; or

(2) The ultimate load factors specified in § 23.561(b). The loads computed for the seat belt and harness must take into consideration the geometric relationships that would exist during normal use.

Explanation. This proposal would broaden the rated strength requirements for safety belts and harnesses to include consideration of expected service loads as well as the ultimate load factors specified in § 23.561(b).

Ref. Proposal No. 698; § 23.1413(a); Committee V—Agenda Item J-57.

7-16. By adding a new § 23.1416 to read as follows:

§ 23.1416 Pneumatic de-icer boot system.

If certification with ice protection provisions is desired and a pneumatic de-icer boot system is installed—

(a) The system must meet the requirements specified in § 23.1419;

(b) The system and its components must be designed to perform their intended function under any foreseeable system operating temperature or pressure;

(c) Means must be provided to indicate to the flight crew the pneumatic de-icer boot system pressure; and

(d) Means to indicate to the flight crew that the pneumatic de-icer boot system is functioning normally must be provided.

Explanation. This proposal would establish specific standard for pneumatic de-icer boot systems. The FAA believes that the present rules, concerning ice protection in general, do not adequately cover these systems.

Ref. Proposal No. 699, 805; § 23.1416 (a), (b), (c), § 25.1416; Part 2—Agenda Item H-35, Part I—Agenda Item O-87.

PART 25—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY AIRPLANES

§ 25.305 [Amended]

7-17. By adding at the end of § 25.305 (d) a sentence that reads:

"In the absence of a more rational criteria, the continuous gust design criteria of Appendix G of this part must be used to establish the dynamic response of the airplane to vertical and lateral continuous turbulence."

Explanation. The present rule requires that the dynamic response of the airplane to vertical and lateral continuous turbulence be taken into account in de-

termining structural strength and deformation, but does not contain criteria for establishing that information. This proposal, in conjunction with the proposed new Appendix G for Part 25, would provide for the use of a realistic criteria, and would allow the use of other criteria, if shown to be more rational than that proposed in Appendix G.

Ref. Proposal No. 1046; § 25.305; Part 1—Agenda Item A-2.

7-18. By deleting § 25.331(c) (3) and marking it "[Reserved]", revising §§ 25.331(c) (1) and (c) (2), and adding a sentence to the end of § 25.331(a) (4) to read as follows:

§ 25.331 General.

(a) * * *

(4) * * *. The in-trim and out-of-trim flight conditions specified in § 25.255 must be considered.

(c) * * *

(1) *Maximum elevator displacement at V_A.* The airplane is assumed to be flying in steady level flight (point A, § 25.333(b)) and, except as limited by pilot effort in accordance with § 25.397(b), the pitching control is suddenly moved to obtain extreme positive pitching (nose up). The dynamic response of the airplane must be taken into account in determining the tail load. Airplane loads which occur subsequent to the normal acceleration at the center of gravity exceeding the maximum positive limit maneuvering load factor, *n*, need not be considered.

(2) *Specified control displacement.* A checked maneuver, based on a rational pitching control motion vs. time profile, must be established in which the design limit load factor specified in § 25.337 will not be exceeded. Unless lesser values could not be exceeded, the airplane response must result in pitching accelerations not less than the following:

(i) A positive pitching acceleration (nose up) is assumed to be reached concurrently with the airplane load factor of 1.0 (Points A, to D, § 25.333(b)). This positive acceleration must be equal to at least

$$\frac{39n}{V} (n-1.5) \text{ (Radians/sec.}^2\text{)},$$

where—

n is the positive load factor at the speed under consideration; and

V is the airplane equivalent speed in knots.

(ii) A negative pitching acceleration (nose down) is assumed to be reached concurrently with the positive maneuvering load factor (points A, to D, § 25.333(b)). This negative pitching acceleration must be equal to at least

$$-\frac{26n}{V} (n-1.5) \text{ (Radians/sec.}^2\text{)}$$

where—

n is the positive load factor at the speed under consideration; and

V is the airplane equivalent speed in knots.

Explanation. Service experience on jet transport category airplanes indicates that maneuvers within the design envelope while in out-of-trim configurations occur often enough to warrant investigation, as proposed in § 25.331(a) (4).

Paragraph (c) (1) of this section would be amended to clarify that calculations need not be continued beyond that point in the load factor time-history at which the maximum positive limit maneuvering load factor is reached. Proposed paragraph (c) (2) would combine the requirements specified in existing paragraphs (c) (2) and (c) (3) and would eliminate duplication. Proposed paragraph (c) (2) would require the applicant to establish a pitching control motion vs. time profile to obtain the airplane's pitching accelerations.

Proposed § 25.331(a) (4) references § 25.255 which is being proposed in Notice No. 6 (40 FR 29663, June 9, 1975). Proposed § 25.255 reads as follows:

From an initial condition with the airplane trimmed at cruise speeds up to *V_{MO}*/*M_{MO}*, the airplane must have satisfactory maneuvering stability and controllability with the degree of out-of-trim in both the airplane nose up and nose down directions, which results from a three-second movement of the primary longitudinal trim system at its normal rate with no aerodynamic load, or the maximum mistrim that can be sustained by the autopilot while maintaining level flight in the high speed cruising condition, whichever is greater. In this out-of-trim condition:

(a) The stick force per *g* curve must have a positive slope between 1*g* and +5*g*'s at speeds up to *V_{FC}*/*M_{FC}* and there may not be reversal of the primary longitudinal control force at speeds up to *V_{DF}*/*M_{DF}* except that lesser acceleration values may be used at altitudes and speeds where buffet envelopes are established in accordance with § 25.251(e).

(b) Compliance with the provisions of paragraph (a) of this section must be demonstrated in flight over the normal acceleration range of—

(1) -1*g* to +2.5*g*'s; or

(2) 0*g* to 2.0*g*'s, and extrapolating by an acceptable method to -1*g* and +2.5*g*'s.

(c) If the procedure set forth in paragraph (b) (2) of this section is used to demonstrate compliance and marginal conditions exist during flight test with regard to reversal of primary longitudinal control force, flight tests must be accomplished from the normal acceleration at which a marginal condition is found to exist to the applicable limit specified in paragraph (a) of this section.

(d) It must be possible from an overspeed condition at *V_{DF}*/*M_{DF}* to produce at least 1.5*g*'s for recovery by applying not more than 125 pounds of longitudinal control force using either the primary longitudinal control alone or the primary longitudinal control and the longitudinal trim system. If the longitudinal trim is used to assist in producing the required load factor it must be shown at *V_{DF}*/*M_{DF}* that the longitudinal trim can be actuated in the airplane nose up direction with the primary surface loaded to correspond to the least of the following airplane nose up control forces:

(1) The maximum control forces expected in service as specified in §§ 25.301 and 25.397.

(2) The control force required to produce 1.5*g*'s.

(3) The control force corresponding to buffeting or other phenomena of such intensity that it is a strong deterrent to fur-

ther application of primary longitudinal control force.

(f) Recovery from normal accelerations less than 1g must be accomplished without exceeding V_{DF}/M_{DF} .

Ref. Proposal Nos. 189, 1048, 1049; § 25.331(a)(4), § 25.331(c), § 25.331(c)(2); Part 1—Agenda Items B-5, B-6.

7-19. By adding a new § 25.341(d) to read as follows:

§ 25.341 Gust loads.

(d) The empennage must be designed for the gust loadings and airspeeds specified in this section applied in any direction normal to the airplane flight path.

Explanation. The present regulations do not cover gusts that are not purely vertical or lateral. Design of the empennage should account for the possibility of gusts which are not purely vertical or lateral in direction.

Ref. Proposal No. 195; § 25.351(c); Part 1—Agenda Item B-10.

7-20. By deleting the words "as speed brakes" from the lead in of § 25.345(c) and adding a new § 25.345(d) to read as follows:

§ 25.345 High lift devices.

(d) The airplane must be designed for landing at the maximum takeoff weight with a maneuvering load factor of 1.5g and the flaps and similar high lift devices in the landing configuration.

Explanation. By deleting the qualifying phrase "as speed brakes" from paragraph (c), the proposal would require consideration of the use of flaps (and similar high lift devices) for purposes other than as speed brakes, since flaps and slats are currently also used to improve control of the airplane in en route conditions. In addition the practice of limiting flaps by airplane weight in addition to airplane speed has indicated a need to assure that adequate strength is provided for unusual landings at weights above the landing weight. The new paragraph (d) would provide an appropriate design condition for such situations.

Ref. Proposal No. 193; § 25.345; Part 1—Agenda Item B-9.

§ 25.351 [Amended]

7-21. By deleting the symbol " V_A " in the lead in of § 25.351(a) and replacing it with the symbol " V_D ".

Explanation. The proposal would extend the upper limit of the speed range specified in the current § 25.351(a) from V_A to V_D . Loss of control of transport airplanes has occurred often enough to justify a requirement to design for consideration of higher speeds than are presently required.

Ref. Proposal Nos. 194, 1050; § 25.351, § 25.351(a); Part 1—Agenda Item B-10.

7-22. By deleting the words "The limit engine torque" in § 25.361(a)(1) and replacing them with the words "A limit engine torque"; by deleting the words "The limit engine torque corresponding to

maximum continuous power and propeller speed" in § 25.361(a)(2) and replacing them with the words "A limit engine torque as specified in § 25.361(c)"; by deleting the words "the limit engine torque" in § 25.361(a)(3) and replacing them with the words "a limit engine torque"; and by revising § 25.361(b) and the lead in of § 25.361(c) to read as follows:

§ 25.361 Engine torque.

(b) For turbine engine installations, the engine mounts and supporting structure must be designed to withstand each of the following:

(1) A limit engine torque load imposed by sudden engine stoppage due to malfunction or structural failure (such as compressor jamming).

(2) A limit engine torque load imposed by the maximum acceleration of the engine.

(c) The limit engine torque to be considered under paragraph (a)(2) of this section must be obtained by multiplying the mean torque for maximum continuous power by a factor of—

Explanation. Section 25.361(b) would be revised to redefine the limit engine torque load conditions to be considered for turbine engine installations. Section 25.361(c) would be revised to clarify that it only applies with respect to § 25.361(a)(2). Other clarifying changes are also proposed.

Ref. Proposal No. 196; § 25.361; Part 1—Agenda Item C-11.

7-23. By revising § 25.491, including its heading, to read as follows:

§ 25.491 Taxiing and takeoff run.

The airplane structure, including the landing gear, must be investigated for the dynamic loads resulting from the roughest runway and taxiway profiles to be expected in normal operation with the airplane in the most critical configuration.

Explanation. The proposal would clarify the present rule.

Ref. Proposal Nos. 205, 1054; § 25.491; Part 1—Agenda Item E-18.

7-24. By adding a new § 25.499(e) to read as follows:

§ 25.499 Nose-wheel yaw.

(e) With the airplane at design ramp weight, and the nose gear in any steerable position, the combined application of full normal steering torque and a vertical force equal to the maximum static reaction on the nose gear, its attaching structure and the forward fuselage structure.

Explanation. This proposal would establish a needed requirement for nose gear loads due to steering.

Ref. Proposal No. 207; § 25.499(e); Part 1—Agenda Item E-21.

7-25. By adding new §§ 25.561(b)(3) (v) and (d) to read as follows:

§ 25.561 General.

- (b) * * *
- (3) * * *
- (v) Rearward—1.5g

(d) For airplanes with a passenger deck located below the main deck level, that may be occupied during takeoff or landing, the structure must be designed to give each lower deck occupant every reasonable chance of escaping serious injury in each of the following situations taking into account the distortion of the occupied cabin area that would occur and the dynamic loads that would be transmitted to the occupants:

(1) Landing at design landing weight on a paved runway with landing gear extended at an ultimate descent speed of 15 feet per second.

(2) Landing at design landing weight on a paved runway at an ultimate descent speed of 5 feet per second with any one or more landing gear legs not extended.

(3) Landing at nominal landing speeds and subsequent overruns and contact with an upgrade that results in—

- (i) Nose and main landing gear separation; and
- (ii) Settling of the airplane to the ground;
- (iii) Critical airframe failure; and
- (iv) Crushing of the lower fuselage structure.

Compliance with the provisions of paragraphs (d) (1), (2) and (3) of this section may be shown by analysis if the analytical methods used have been shown to be reliable or the methods are sufficiently conservative to warrant their use. In addition, an upgrade/speed envelope must be established in showing compliance with paragraphs (a)(3)(iii) and (a)(3)(iv) of this section.

Explanation. This proposal is related to the proposals for §§ 25.563, 25.807 and 25.813. The purpose of this proposal is to establish needed structural crashworthiness requirements for airplanes having a passenger deck located below the main deck level that may be occupied during takeoff and landing. It should be noted that this proposal does not include the reference to fuel system integrity, which was initially suggested, since it is adequately covered under §§ 25.721 and 25.963. The proposed amendment also would add a new rearward "g" survivability requirement to the existing upward, forward, sideward and downward requirements.

Ref. Proposal Nos. 209, 1056; § 25.561, § 25.561(a); Part 1—Agenda Items F-23, L-67.

7-26. By redesignating § 25.563 as § 25.563(a) and by adding a new § 25.563(b) to read as follows:

§ 25.563 Structural ditching provisions.

(b) For airplanes with a passenger deck located below the main deck level that may be occupied during takeoff or

landing, the following apply whether or not the airplane is to be approved for ditching:

(1) The strength of doors, the leakage of door seals in the lower deck, the strength of the fuselage taking into account probable pressures during ditching, and the means of evacuation of occupants from the lower deck must provide for the safety of lower deck occupants under planned and unplanned ditching conditions. Descent velocities shown to be probable for planned ditching conditions must be used in design but in no case may a planned descent velocity be less than three feet per second.

(2) Failure of doors, seals, and other structural parts of the lower fuselage under ditching conditions may not result in the occupants not having sufficient time to evacuate the lower deck compartments. Escape routes to places where occupants enter life rafts must be shown to be adequate for the occupant capacity of the lower deck.

Explanation. This proposal is related to the proposals for §§ 25.561, 25.807 and 25.813. The purpose of this proposal is to establish needed structural ditching capability requirements for airplanes with a passenger deck located below the main deck level that may be occupied during takeoff and landing.

Ref. Proposal No. 1057; § 25.563; Part 1—Agenda Item L-87.

7-27. By revising § 25.571(c)(1) to read as follows:

§ 25.571 **Fatigue evaluation of flight structure.**

(c) * * *

(1) An ultimate maneuvering load factor equal to 80 percent of the design maneuvering load factor.

Explanation. The purpose of this proposal is to require that the ultimate maneuvering load factor for fail safe strength evaluation be 80 percent of the design maneuvering load factor instead of the current 2.0g at V_o .

The current regulation was written with large transports in mind. The small jets which are being designed to Part 25 criteria have higher design maneuvering load factors than those of the large transports. The 80 percent factor is needed to make the regulation consistent regardless of the design maneuvering load factor used.

Ref. Proposal No. 1059; § 25.571(c)(1); Part 1—Agenda Item G-24.

7-28. By deleting the word "and" at the end of § 25.603(a); by inserting a semicolon and the word "and" at the end of § 25.603(b); and by adding a new § 25.603(c) to read as follows:

§ 25.603 **Materials.**

(c) Be established to show that the materials will maintain their design properties throughout their service lives taking into consideration the environmental conditions expected in service.

Explanation. Aircraft are adversely affected by long-time exposure to the environment. The proposal would broaden § 25.603 to require the applicant to show that the materials used in the structure will maintain their design properties throughout their service lives.

It should be noted that Notice No. 75-10 (49 FR 10809; March 7, 1975) contains a proposal to expand the coverage of this section.

Ref. Proposal No. 1060; § 25.603; Part 1—Agenda Item H-26.

7-29. By redesignating § 25.605 as § 25.605(a) and by adding a new § 25.605(b) to read as follows:

§ 25.605 **Fabrication methods.**

(b) Each new aircraft fabrication method must be substantiated by a test program.

Explanation. This proposal would ensure that new aircraft fabrication methods are tested to determine their soundness.

Ref. Proposal Nos. 213, 1061; § 25.605; Part 1—Agenda Item H-27.

§ 25.613 [Amended]

7-30. By amending § 25.613(e) in a manner substantively identical to that proposed for § 23.613(c).

7-31. By deleting the dash at the end of § 25.629(d)(1) and adding in its place the words "each of the following" followed by a colon; by deleting the semicolon and the word "and" at the end of § 25.629(d)(1)(i) and adding a period in its place; and by revising §§ 25.629(d)(1)(ii), (d)(4)(v), and (d)(4)(vi) to read as follows:

§ 25.629 **Flutter, deformation, and fail-safe criteria.**

(d) * * *

(1) * * *

(ii) Any other combination of failures not shown to be extremely improbable.

(4) * * *

(v) Failure of each principal structural element selected for compliance with § 25.571(c). Safety following a failure may be substantiated by showing that losses in rigidity or changes in frequency, mode shape, or damping are within the parameter variations shown to be satisfactory in the flutter and divergence investigations.

(vi) Any single failure or malfunction, or combinations thereof, in the flight control system considered under §§ 25.671, 25.672 and 25.1309, and any single failure in any flutter damper system. Investigation of forced structural vibration other than flutter, resulting from failures, malfunctions, or adverse conditions in the automatic flight control system may be limited to airspeeds up to V_o .

Explanation. The purpose of this proposal is to reflect the objectives of the system failure criteria adopted in Amendment 25-23. Service experience has indicated that the current standards relating to flutter stability are not sufficiently objective and comprehensive to

cover modern complex transport airplanes. The revised wording proposed for paragraphs (d)(1)(ii), (d)(4)(v) and (d)(4)(vi) would require the designer to look at all combinations of system and structural failures which could affect flutter stability.

Ref. Proposal No. 1063; § 25.629(d); Part 1—Agenda Item H-32.

7-32. By revising § 25.697(b) to read as follows:

§ 25.697 **Lift and drag devices, controls.**

(b) Each lift and drag device control must be designed and located to make inadvertent operation improbable. Lift and drag devices intended for ground operation only must have means to prevent the inadvertent operation of their controls in flight if that operation could be hazardous.

Explanation. For lift and drag devices intended to be used during ground operation only, the present requirement has been shown to be inadequate by service experience. FAA believes it necessary to require that such devices be inoperable in flight if their activation could result in a hazardous condition.

Ref. Proposal No. 144; § 25.697(b); Part 1—Agenda Item I-41.

7-33. By revising § 25.701(a) to read as follows:

§ 25.701 **Flap interconnection.**

(a) Unless the airplane has safe flight characteristics with the flaps retracted on one side and extended on the other, the motion of flaps on opposite sides of the plane of symmetry must be synchronized by a mechanical interconnection or equally reliable means.

Explanation. The proposal would revise § 25.701(a) to provide for the use of means that are equally reliable to the means presently required by the section.

Ref. Proposal No. 227; § 25.701(a); Part 1—Agenda Item I-42.

7-34. By revising § 25.723(a) to read as follows:

§ 25.723 **Shock absorption tests.**

(a) It must be shown by energy absorption tests or analysis based on tests conducted on a similar landing gear system that the limit load factors selected for design in accordance with § 25.473 for takeoff and landing weights, respectively, will not be exceeded.

Explanation. The purpose of this proposal is to allow substantiation of the limit load factors for increase to the approved takeoff and landing weights to be accomplished by analysis.

Ref. Proposal No. 228; § 25.723; Part 1—Agenda Item J-43.

§ 25.737 [Amended]

7-35. By amending § 25.737 in a manner substantively identical to that proposed for § 23.737.

7-36. By adding a new § 25.773(d) to read as follows:

§ 25.773 Pilot compartment view.

(d) Fixed markers or other guides must be installed at each pilot station to enable the pilots to position themselves in their seats for optimum outside visibility and instrument scan. If lighted markers or guides are used they must comply with the requirements specified in § 25.1381.

Explanation. It has been observed during some training flights and en route inspections that the pilot does not have his seat in the correct position, thereby reducing his outside visibility and instrument scan. This proposal results from those observations.

Ref. Proposal No. 1071; § 25.773; Part 1—Agenda Item K-47.

§ 25.777 [Amended]

7-37. By deleting the measurement "6'0"" from § 25.777(c) and replacing it with the measurement "6'3""; by deleting the word "belt" in § 25.777(c) and replacing it with the words "belt and shoulder harness (if provided)"; and by deleting the word "belts" in § 25.777(f) and replacing it with the words "belts and shoulder harness (if provided)".

Explanation. The flight stations of modern transport category airplanes have been designed for the 5th to 95th percentiles of pilot stature. Because the average human height continues to increase, the proposed change to § 25.777(c) would increase the maximum flight crewmember height to be considered from 6'0" to 6'3" for the design of cockpit controls.

The proposal would also require the consideration of shoulder harnesses if provided.

Ref. Proposal No. 233; § 25.777; Part 1—Agenda Item K-48.

7-38. By amending § 25.789 by inserting the words "or galley" after the words "crew compartment" and redesignating the paragraph as paragraph (a), and by revising the title and adding new paragraphs (b) and (c) to read as follows:

§ 25.789 Retention of items of mass in passenger and crew compartments and galleys.

(b) Each major galley components, including serving carts, drawers, and compartments must have a placard indicating its maximum load.

(c) Each interphone restraint system must be designed so that when subjected to the load factors specified in § 25.561(b)(3), the interphone will remain in its stowed position.

Explanation. This proposed change would require placards on galley components so as to minimize their inadvertent overloading and failure. It would also require that the interphone restraint system be designed to withstand the load factors specified in § 25.561(b)(3).

Ref. Proposal No. 240; § 25.789; Part 1—Agenda Item K-57.

7-39. By adding a new § 25.802 to read as follows:

§ 25.802 Evacuation alarm system.

Each evacuation alarm system required by the operating rules of this chapter must be installed so that—

(a) It can be activated on the flight deck and at each flight attendant's seat;

(b) It will operate with or without utilizing the airplane's normal electrical power;

(c) It is not likely to be inadvertently activated by passengers or crewmembers; and

(d) In the event the system is activated, the alarm is perceivable by all passengers and crewmembers on the airplane, including those persons located in the galleys, lavatories, lounges or on any passenger deck level.

Explanation. The purpose of this proposal and the proposal for § 121.292 is to establish standards for evacuation alarm systems and to require their installation in airplanes operated under Part 121. The FAA believes that during an emergency, an alarm system which can be perceived by all passengers and crewmembers located anywhere on the airplane is vital.

Ref. Proposal No. 139; FAR 25; Part 1—Agenda Item L-65.

7-40. By revising §§ 25.803 (c) and (d) to read as follows:

§ 25.803 Emergency evacuation.

(c) Except as provided in paragraph (d) of this section, for airplanes having a seating capacity of more than 44 passengers, it must be shown by actual demonstration, that the maximum seating capacity, including the number of crewmembers required by the operating rules for which certification is requested, can be evacuated from the airplane to the ground within 90 seconds. The demonstration must be conducted under the following conditions:

(1) It must be conducted either during the dark of the night or during daylight with the dark of the night simulated. If the demonstration is conducted indoors during daylight hours, it must be conducted with each window covered and each door closed to minimize the daylight effect. Illumination on the floor or ground may be used, but it must be kept low and shielded against shining into the airplane's windows or doors.

(2) The airplane must be in a normal attitude with landing gear extended.

(3) Stands or ramps may be used for descent from the wing to the ground, and safety equipment such as mats or inverted life rafts may be placed on the floor or ground to protect participants. No other equipment that is not part of the airplane's emergency evacuation equipment may be used to aid the participants in reaching the ground.

(4) The airplane's normal electrical power sources must be de-energized.

(5) All emergency equipment must be installed in accordance with §§ 25.1411 and 25.1415.

(6) Each external door or exist, and each internal door or curtain, must be in the takeoff configuration.

(7) A representative passenger load of persons in normal health must be used as follows:

(i) At least 30 percent must be females.

(ii) At least 5 percent must be over 60 years of age with a proportionate number of females.

(iii) At least 5 percent, but not more than 10 percent, must be children under 12 years of age, prorated through that age group.

(iv) Three life-size dolls, not included as part of the total passenger load, must be carried by passengers to simulate live infants 2 years old or younger.

(v) Crewmembers, mechanics, and training personnel, who maintain or operate the airplane in the normal course of their duties, may not be used as passengers.

(8) No passenger may be assigned a specific seat except as the Administrator may require. Except as required by paragraph (c) (11) of this section, no employee of the applicant may be seated next to an emergency exit.

(9) Seat belts and shoulder harnesses (as required) must be fastened.

(10) Before the start of the demonstration, approximately one-half of the total average amount of carry-on baggage, blankets, pillows, and other similar articles must be distributed at several locations in the aisles and emergency exists access ways to create minor obstructions.

(11) Each crewmember must be seated in his normally assigned seat for takeoff and must remain in that seat until receiving the signal for commencement of the demonstration.

(12) No indication may be given to any crewmember or passenger of the particular exits to be used in the demonstration.

(13) The applicant may not practice, rehearse, or describe the demonstration for the participants nor may any participant have taken part in this type of demonstration within the preceding 6 months.

(14) The pretakeoff passenger briefing required by § 121.571 of this chapter may be given. The passengers may also be warned to follow directions of crewmembers, but not be instructed on the procedures to be followed in the demonstration.

(15) If safety equipment as allowed by paragraph (c) (3) of this section is provided, either all passenger and cockpit windows must be blacked out or all of the emergency exists must have safety equipment in order to prevent disclosure of the available emergency exists.

(16) Not more than 50 percent of the emergency exists in the sides of the fuselage of an airplane that meet all of the requirements applicable to the required emergency exits for that airplane may be used for the demonstration. Exits that are not to be used in the demonstration must have the exit handle deactivated or must be indicated by red lights, red tape or other acceptable means, placed outside the exits to indicate fire or other reason why they are unusable. The exits to be used must be

representative of all of the emergency exits on the airplane and must be designated by the applicant, subject to approval by the Administrator. At least one floor level exit must be used. Multi-deck airplanes must include inoperative exits on each deck that may be occupied during takeoff and landing.

(17) All evacuees, except those using an over-the-wing exit (must leave the airplane by a means provided as part of the airplane's equipment.

(18) The applicant's approved procedures and all of the emergency equipment that is normally available, including slides, ropes, lights, and megaphones, must be fully utilized during the demonstration.

(19) The evacuation time period is completed when the last occupant has evacuated the airplane and is on the ground. Evacuees using stands or ramps allowed by paragraph (c) (3) of this section are considered to be on the ground when they are on the stand or ramp, provided, That the passage width of the stand or ramp is no greater than the acceptance rate of the means available on the airplane for descent from the wing during an actual crash situation.

(d) Analysis or a combination of analysis and tests may be used to show that the airplane is capable of being evacuated within 90 seconds under the conditions specified in § 25.803(c) of this section if the Administrator finds that the analysis or the combination of analysis and tests will provide data with respect to the emergency evacuation capability of the airplane equivalent to that which would be obtained by actual demonstration.

Explanation. The purpose of revising § 25.803 is to allow means other than actual demonstration to be used to comply with the emergency evacuation performance requirements and to replace the present demonstration conditions with conditions which satisfy both Part 25 and Part 121, thus providing for one demonstration that serves both airworthiness and operational requirements. In addition, a condition regarding multi-deck airplanes, having more than one deck occurred during takeoff or landing, has been added.

Ref. Proposal Nos. 243, 244, 1079; § 25.803, § 25.803(c); Part 1—Agenda Items L-62, L-63, L-64.

7-41. By revising § 25.807(a) (7) (vi); by deleting the term "(6)" in § 25.807(c) (1) and replacing it with the term "(7)", and by adding a new § 25.807(c) (7) to read as follows:

§ 25.807 Passenger emergency exits.

(a)

(7)

(vi) There must be at least one flight attendant seat, which meets the requirements of §§ 25.785(h) and (i), adjacent to each such exit.

(c)

(7) For airplanes with more than one passenger deck level that may be occu-

pled during takeoff or landing, the following apply:

(i) Each emergency exit in the side of the fuselage must be either a Type A or Type I exit.

(ii) A passenger seating configuration of 100 seats is allowed for a deck for each pair of Type A exits on that deck and a passenger seating configuration of 45 seats is allowed for a deck for each pair of Type I exits on that deck.

(iii) An emergency exit distribution must be provided that affords the most effective means of passenger evacuation, taking into account the passenger distribution on each deck and the location of the stairway to the main deck.

(iv) For airplanes with a passenger deck located below the main deck, means must be provided near the operating handle of each lower deck emergency exit to enable an occupant to determine the condition of the outside environment in the area outside that exit for which exterior emergency lighting is required by § 25.812.

Explanation. This proposal is related to the proposal for §§ 25.561 and 25.813. The purpose of this proposal is to establish the passenger emergency exit requirements for multi-deck airplanes with two or more decks occupiable by passengers during takeoff or landing. This proposal is based on the existing special conditions developed for the current wide body jet airplanes.

In addition, the proposal would amend § 25.807(a) (7) (vi) to require that there be a flight attendant seat adjacent to each Type A emergency exit. Passenger safety often depends upon the flight attendant's ability to function quickly and decisively in an emergency. The FAA believes that the proposal would enhance the flight attendant's ability to aid in the event of emergency evacuation.

Notice No. 75-10 (40 FR 10802; March 7, 1975) contains a proposal for § 25.785 which if adopted would necessitate revision of the paragraph designations reference in the proposal for § 25.807(a) (7) (vi).

Ref. Proposal Nos. 246, 1083; § 25.807 (a), § 25.807(e); Part 1—Agenda Items K-51, L-67.

7-42. By adding new §§ 25.809 (f) (1) (iv) and (f) (1) (v) to read as follows:

§ 25.809 Emergency exit arrangement.

(f)

(1)

(iv) It must have the capability after full deployment, to remain useable without outside assistance, to evacuate passengers safely to the ground in 25 knot winds directed from the most critical angle.

(v) The installed system must be shown to be 98 percent reliable in accordance with the following tests or other approved equivalent method. A series of not less than 35 consecutive deployment and inflation tests must be conducted with no failures, or 85 consecutive deployment and inflation tests must

be conducted with no more than one failure. For each system installation (mockup or airplane installed) the tests must be equally divided among 5 representative samples of the device. (All possible assembly variations must be accounted for.) The sample devices must be deployed and inflated by the system's primary means after being subjected to the inertia forces specified in section 23.561(b). If any part of the system fails or does not function properly during the required tests, the cause of failure or malfunction must be corrected by positive means and retested.

Explanation. The purpose of this proposal is to establish wind condition criteria to be accounted for in the evaluation of evacuation slide installations and to provide for improved escape slide performance in view of recent adverse service experience.

Ref. Proposal No. 1084; § 25.809(f) (1) (iv); Part 1—Agenda Item L-68.

7-43. By revising § 25.811(e) to read as follows:

§ 25.811 Emergency exit marking.

(e) The location of the operating handle and instructions for opening the exit from the inside must be shown in the following manner:

(1) Each passenger emergency exit must have, on or near the exit, a marking that is readable from a distance of 30 inches.

(2) Each Type I and Type A passenger emergency exit operating handle must—

(i) Be self-illuminated with an initial brightness of at least 160 microlamberts; or

(ii) Be conspicuously located and well illuminated by the emergency lighting even in conditions of occupant crowding at the exit.

(3) Each Type III passenger emergency exit operating handle must be self-illuminated with an initial brightness of at least 160 microlamberts. If the operating handle is covered, self-illuminated cover removal instructions having an initial brightness of at least 160 microlamberts must also be provided.

(4) Each Type A, Type I and Type II passenger emergency exit with a locking mechanism released by rotary motion of the handle must be marked—

(i) With a red arrow, with a shaft at least three-fourths inch wide and a head twice the width of the shaft, extending along at least 70° of arc at a radius approximately equal to three-fourths of the handle length;

(ii) So that the centerline of the exit handle is within ±0.5 inches of the projected point of the arrow when the handle has reached full travel and has released the locking mechanism; and

(iii) With the word "open" in red letters 1 inch high, placed horizontally near the head of the arrow.

Explanation. The first purpose of the proposal is to clarify the current rule

so as to insure that the markings give a clear indication of how far the exit handle must be moved to release the locking mechanism.

The second purpose is to require that Type I and Type A emergency exit handles be self-illuminated, or conspicuously located and illuminated to the extent that they would still be easily located under conditions of occupant crowding at the exit. Experience indicates that during an emergency a passenger may become confused and, therefore, the more conspicuous the emergency exit operating handle is, the more likely that the passenger will be able to safely evacuate.

Ref. Proposal Nos. 248, 719; § 25.811, § 25.811(e); Part 1—Agenda Item L-69.

7-44. By deleting the parenthetical expression in § 25.812(e) (1); by revising §§ 25.812(e) (2), (e) (3), (f) (1) (iii), (f) (2), (g) (1), and (g) (2) (ii); and by adding a new § 25.812(1) to read as follows:

§ 25.812 Emergency lighting.

(e) * * *

(2) There must be a flight crew warning light which illuminates when power is on in the airplane and the emergency lighting control device is not armed.

(3) The cockpit control device must have an "on", "off", and "armed" position so that when armed in the cockpit or turned on at either the cockpit or flight attendant station the lights will either light or remain lighted upon interruption (except an interruption caused by a transverse vertical separation of the fuselage during crash landing) of the airplane's normal electric power. There must be a means to safeguard against inadvertent operation of the control device from the "armed" or "on" positions.

(f) * * *

(1) * * *

(iii) Not less than 0.03 foot-candle (measured normal to the direction of the incident light) on the ground surface where an evacuee using the established escape route would normally make first contact with the ground, with the airplane in each of the following configurations:

(a) Landing gear extended.

(b) One or more of the landing gear collapsed.

(c) Landing gear retracted.

(2) At each non-overwing emergency exit not required by § 25.809(f) to have descent assist means, the illumination must not be less than 0.03 foot-candle (measured normal to the direction of the incident light) on the ground surface where an evacuee would normally make first contact with the ground, with the airplane in each of the following configurations:

(i) Landing gear extended.

(ii) One or more of the landing gear collapsed.

(iii) Landing gear retracted.

(g) * * *

(1) If the assist means is illuminated by exterior emergency lighting, it must provide illumination of not less than 0.03

foot-candle (measured normal to the direction of the incident light) at the ground end of the erected assist means where an evacuee using the established escape route would normally make first contact with the ground, with the airplane in each of the following configurations:

(i) Landing gear extended.

(ii) One or more of the landing gear collapsed.

(iii) Landing gear retracted.

(2) * * *

(i) Must provide illumination of not less than 0.03 foot-candle (measured normal to the direction of incident light) at the ground end of the erected assist means where an evacuee would normally make first contact with the ground, with the airplane in each of the following configurations:

(a) Landing gear extended.

(b) One or more of the landing gear collapsed.

(c) Landing gear retracted.

(1) Portable, self-powered high intensity lights must be installed so that at least one readily is accessible from each flight attendant seat.

Explanation. One purpose of this proposal is to establish a requirement for all Part 25 airplanes that the emergency lighting system be operable from a point in the passenger compartment that is readily accessible to a flight attendant seat. This amendment is necessary since numerous large transports are being operated under Part 91 carrying non-fee paying passengers and "flight attendants".

Section 25.812(e) (2) would be revised by replacing the words "neither armed nor turned on" with "not armed", thereby eliminating the possibility of discharged batteries in some designs.

Section 25.812(e) (3) would be revised to expand the existing rule with respect to the function of the control device for the emergency lighting system.

Another purpose of this proposal is to extend the ground surface illumination requirements in §§ 25.812 (f) and (g) to provide coverage with an airplane in abnormal attitudes. Abnormal attitudes can reasonably be expected during situations which necessitate emergency evacuation and should therefore be provided for in design requirements.

The last purpose of this proposal is to add a new paragraph (1) to require a portable, self-powered high intensity light at each flight attendant seat for use during emergencies. Recent accident investigations have indicated that the absence of adequate emergency lighting seriously hampered the passengers' ability to orient themselves and prevented them from searching for, or assisting, other injured passengers. Additionally, the absence of sufficient light prevented the flight attendants from effectively coordinating evacuation and aid efforts.

Ref. Proposal Nos. 249, 720, 721, 722; § 25.812, § 25.812(e), § 25.812(e) (2); Part 1—Agenda Items L-70, L-71, L-72.

7-45. By revising § 25.813(c) (1) and adding new §§ 25.813 (g), (h), and (i) to read as follows:

§ 25.813 Emergency exit access.

(c) * * *

(1) For airplanes that have a passenger seating configuration, excluding pilot's seats, of 20 or more, the projected opening of the exit provided must not be obstructed and there must be no interference in opening the exit by seats, berths, or other protrusions (including seatbacks in any position) for a distance from that exit not less than the width of the narrowest passenger seat installed on the airplane.

(g) Each passageway of a ventral or tail cone exit that may be used during an emergency evacuation, and any passageway leading through a cargo or baggage compartment to an emergency exit, must be completely enclosed on the sides, floor, and ceiling, with materials which meet the applicable requirements of §§ 25.853 (a) and (b). No flammable fluid source or source of ignition, except the normal and emergency lighting systems, may be in the passageway.

(h) For airplanes with more than one passenger deck level that may be occupied during takeoff or landing, each passageway between decks must be a stairway, or its equivalent. In addition the following apply:

(1) The stairway must—

(i) Have essentially straight route segments with a landing at each significant change in segment direction;

(ii) Have rectangular treads;

(iii) Have entrance, exit, and gradient characteristics that would allow, with the airplane in level attitude and in each attitude resulting from the collapse of any one or more legs of the landing gear, the passengers of each deck without assistance of a crewmember, to commingle with passengers of any other deck during an emergency evacuation and leave the airplane through the exits of that deck. This must be shown by demonstration, test, analysis, or any combination thereof except that a demonstration in level attitude is required for at least one stairway during which a representative passenger capacity of one deck commingles with a representative passenger capacity of the other decks and this combination of passengers leaves the airplane through the exits of that deck;

(iv) Accommodate the carriage of an incapacitated person from one deck to another. The crewmember procedures for such carriage must be established;

(v) Be located to provide evacuees an adequate ascent and descent rate under probable emergency conditions, including the condition in which a person falls or is incapacitated while on it; and

(vi) Be designed and located to minimize damage to it during an emergency landing or ditching.

(2) General illumination must be provided so that, when measured along the

center lines of each tread and landing of the stairway, the illumination is not less than 0.05 foot-candle.

(3) Means must be provided at the stairway to retard the propagation of fire and the transmission of smoke between the passenger decks. The means must be located to be readily available for placement.

(4) Means must be provided to assist the occupants in locating the stairway in conditions of dense smoke.

(5) Stairway location must be indicated by a passenger stairway sign above each stairway entrance visible to passengers approaching along the main passenger aisle. There must be a sign on each bulkhead or divider to indicate stairways beyond the bulkhead or divider if the bulkhead or divider prevents fore and aft vision of the passenger stairway along the passenger cabin except that, if this is not possible, the sign may be placed in another appropriate location. These signs must meet the applicable requirements specified in § 25.812(b) (1) (ii).

(6) The adequacy of the number and distribution of stairways must be established to provide evacuees from one deck a sufficient egress rate to the adjacent deck under probable emergency conditions, including the condition in which a person falls or is incapacitated while on the stairs. At least one stairway must be provided for each pair of Type I exits, and at least two stairways must be provided for each pair of Type A exits (based on the deck to be connected by the stairway with the smallest seating capacity).

(i) For airplanes with more than one passenger deck level that may be occupied during takeoff or landing, each deck must have a sign legible to each person on that deck under all probable conditions of cabin illumination, which indicates that additional exits are located on the other decks.

Explanation. Proposed § 25.813(c) (1) would clarify the rule with respect to whether the projected opening is the opening in the aircraft fuselage or the space through which the exit door passes in removing the door from the exit. As an example, Type IV exits usually require some clearance in addition to the projected opening in the fuselage to clear the seatback located just forward of the exit. This proposal would eliminate the need for future interpretation of this rule by adding the words "and there must be no interference in opening the exit."

Proposed § 25.813(g) would establish the material and systems requirements for any passageway located in the ventral or tail cone area that may be used during an emergency evacuation and any passageway leading through a cargo or baggage compartment to an emergency exit.

Proposed §§ 25.813 (h) and (i) would establish needed passageway design requirements for airplanes with more than one passenger deck level that may be occupied during takeoff or landing. This

addition is related to the proposal for §§ 25.561(a) and 25.807(e).

It should be noted that this proposal would prohibit the installation of spiral stairways on future multideck passenger airplanes even though these stairways have been approved for use in the past. The FAA believes that a stairway, with essentially straight route segments and with a landing at each significant change in segment direction, is easier to traverse and therefore provides better evacuation characteristics than does a spiral stairway.

Ref. Proposal Nos. 725, 726, 1082; § 25.807(c), § 25.813(c) (1), § 25.813 (g) and (h); Part 1—Agenda Items L-66, L-67, L-73.

7-46. By adding a new § 25.831(g) to read as follows:

§ 25.831 Ventilation.

(g) Each galley and passenger service area must meet the requirements specified in paragraphs (a) and (b) of this section.

Explanation. This proposal would amend the existing rule to extend the requirements of §§ 25.831 (a) and (b) to galley and passenger service areas, including those on a lower deck, if applicable.

Ref. Proposal No. 240; § 25.789; Part 1—Agenda Item K-57.

§ 25.863 [Amended]

7-47. By revising § 25.863(a) to be substantively identical to proposed § 23.863(a) and by adding a new § 25.863(d) that would be substantively identical to the proposed new § 23.863(d).

§ 25.1307 [Amended]

7-48. By deleting the words "and safety belts," from § 25.1307(a).

Explanation. The purpose of this proposal is to eliminate duplication. Section 25.785 requires a safety belt.

Ref. Proposal No. 949; § 29.1307(b); Part 2—Agenda Item B-11.

7-49. By revising § 25.1411 (a) and (d), deleting the word "and" from the end of § 25.1411(b) (1), adding a semicolon and the word "and" at the end of § 25.1411(b) (2), and adding new § 25.1411 (b) (3) and (h) to read as follows:

§ 25.1411 General.

(a) Accessibility.

(1) Required safety equipment to be used by the crew in an emergency, such as automatic liferaft releases, must be readily accessible.

(2) Each public address system microphone intended for flight attendant use and each required item of emergency equipment such as fire extinguishers, portable oxygen bottles, and first-aid kits, must be positioned adjacent to each flight attendant seat and be readily accessible to the seated flight attendant. No equipment may be located so as to adversely affect the safety of the flight attendant under any condition.

(b) * * *

(3) Be placarded to indicate the contents of each stowage compartment and container.

(d) *Liferafts.* (1) The stowage provisions for the liferafts described in § 25.1415 must accommodate enough rafts for the maximum number of occupants for which certification for ditching is requested.

(2) Liferafts must be stowed near exits through which the rafts can be launched during an unplanned ditching.

(3) Rafts automatically or remotely released outside the airplane must be attached to the airplane by means of the static line prescribed in § 25.1415.

(4) The stowage provisions for each portable liferaft must allow rapid detachment and removal of the raft for use at other than the intended exists.

(h) *Equipment marking.* Required safety equipment must be clearly identified, and if its mode of operation would not be obvious to airplane passengers it must be clearly marked with operating instructions located on the equipment.

Explanation. Section 25.1411(a) would be revised to require that standard emergency equipment be readily accessible to the seated flight attendant. The change is necessary to enable the flight attendant to render rapid assistance in emergency situations.

Section 25.1411(b) (3) would be added to require that permanent placards on all compartments and containers to provide information of their contents.

Section 25.1411(d) would be revised to require portable liferaft stowage provisions be designed to allow use of the raft at other than the intended exit. This change is necessitated by development of slide/raft systems to handle large numbers of occupants. It is necessary that the existing level of safety be maintained relative to accessibility, portability and deployment of such devices. Consequently, as raft size and packaged weight increases, provisions must be made to assure portability when applicable. The revision to § 25.1411(d) is related to the proposal for § 25.1415 (b).

Section 25.1411(h) would be added to require that emergency equipment be clearly marked to indicate its method of operation. The FAA believes that if emergency equipment is to serve its function it must be clearly marked so that its mode of operation is obvious to the intended user.

Ref. Proposal Nos. 314, 803; §§ 25.1411, 25.1411(d); Part 1—Agenda Items O-84, O-85.

§ 25.1413 [Amended]

7-50. By amending § 25.1413(b) in a manner substantively identical to that proposed for § 23.1413(a).

7-51. By deleting from § 25.1415(b) (1) the word "and" following the semicolon, inserting at the end of § 25.1415(b) (2) a semicolon, and adding § 25.1415(b) (3), (4), and (5) to read as follows: § 25.1415 Ditching equipment.

(b) * * *

(3) Each portable raft must be readily movable within the airplane cabin by not more than two persons to other exit locations which are likely to be usable under the expected water conditions and airplane ditching characteristics established in accordance with § 25.801;

(4) If any of the rafts installed in the airplane are not portable the rafts installed must provide flotation at rated capacity for all occupants of the airplane with one-half of the non-portable rafts not used; and

(5) There must be means to assist the occupants in boarding each raft from the airplane without entering the water, and it must be demonstrated that this means is functional for the rated capacity of the raft, under expected water conditions and airplane ditching characteristics established in accordance with § 25.801.

Explanation. This proposal is related to the proposal for - 25.1411 (d). It would require that rafts either be portable, a condition that now exists throughout the industry, or non-portable in which case additional rafts must be provided. Portable rafts would be required to be readily movable to all exits which are likely to remain usable after the airplane has been ditched in the water. In addition, this proposal would require that a means be provided to assist the airplane occupants into the rafts.

Ref. Proposal No. 804; § 25.1415 (b); Agenda Item O-85.

§ 25.1416 [New]

7-52. By adding a new § 25.1416 that would be substantively identical to the proposed new § 23.1416.

7-53. By adding a new § 25.1423 to read as follows:

§ 25.1423. **Intercommunication equipment.**

For airplanes with adjacent passenger decks, an intercom and a two-way alerting means between passenger decks and between each passenger deck and the flight deck must be provided that meet the following requirements:

(a) They must remain operable in the event of the loss of the main power supply.

(b) They must be capable of providing crewmembers on all decks an immediate indication of an emergency situation on any deck.

Explanation. The proposal for § 25.1423 would establish the needed intercommunication equipment requirements for multi-deck airplanes. This proposal is related to the proposal for § 25.813.

Ref. Proposal No. 726; §§ 25.813 (g) and (h); Part 1—Agenda Item L-67.

§ 25.1561 [Amended]

7-54. By inserting the words "the easy" between the words "facilitate" and "removal" in § 25.1561 (c).

Explanation. See the proposal for § 25.1411.

Ref. Proposal No. 329; § 25.1561 (c); Part 1—Agenda Item O-89.

7-55. By adding a new Appendix G to Part 25 to read as follows:

APPENDIX G

CONTINUOUS GUST DESIGN CRITERIA

The continuous gust design criteria in this appendix must be used in establishing the dynamic response of the airplane to vertical and lateral continuous turbulence unless a more rational criteria is used. The following gust load requirements apply to mission analysis and design envelope analysis:

(a) The limit gust loads utilizing the continuous turbulence concept must be determined in accordance with the provisions of either paragraph (b) or paragraphs (c) and (d) of this appendix. For components stressed by both vertical and lateral components of turbulence, the resultant combined stress must be considered. The combined stress may be determined on the assumption that vertical and lateral components are independent.

(b) *Design envelope analysis.* The limit loads must be determined in accordance with the following:

(1) All critical altitudes, weights, and weight distributions, as specified in § 25.321 (b), and all critical speeds within the ranges indicated in paragraph (b) (3) of this appendix must be considered.

(2) Values of \bar{A} (ratio of root-mean-square incremental load to root-mean-square gust velocity) must be determined by dynamic analysis. The power-spectral density of the atmospheric turbulence must be as given by the equation—

$$\phi(\Omega) = \frac{\sigma^2 L}{\pi} \frac{1 + \frac{8}{3} (1.339 L \Omega)^2}{[1 + (1.339 L \Omega)^2]^{11/8}}$$

where:

ϕ = power-spectral density (ft./sec.)²/rad./ft.

σ = root-mean-square gust velocity, ft./sec.

Ω = reduced frequency, radians per foot. $L = 2,500$ ft.

(3) The limit loads must be obtained by multiplying the \bar{A} values determined by the dynamic analysis by the following values of U_s :

(i) At speed V_C : $U_s = 85$ ft./sec., true gust velocity on the interval 0 to 30,000 ft. altitude and is linearly decreased to 30 ft./sec., true at 80,000 ft. altitude.

(ii) At speed V_B : U_s is equal to 1.32 times the values obtained under paragraph (b) (3) (i) of this appendix.

(iii) At speed V_D : U_s is equal to $\frac{1}{2}$ the values obtained under paragraph (b) (3) (i) of this appendix.

(iv) At speeds between V_B and V_C , and between V_C and V_D : U_s is equal to a value obtained by linear interpolation.

(4) When a stability augmentation system is included in the analysis, the effect of system nonlinearities on loads at the limit load level must be realistically or conservatively accounted for.

(c) *Mission analysis.* Limit loads must be determined in accordance with the following:

(1) The expected utilization of the airplane must be represented by one or more flight profiles in which the load distribution and the variation with time of speed, altitude, gross weight, and center of gravity position are defined. These profiles must be divided into mission segments, or blocks, for analysis, and average or effective values of the pertinent parameters defined for each segment.

(2) For each of the mission segments defined under paragraph (c) (1) of this appendix, values of \bar{A} and N_s must be determined by analysis. \bar{A} is defined as the ratio of root-mean-square incremental load to root-mean-square gust velocity and N_s as the radius of gyration of the load power-spectral density function about zero frequency. The power-spectral density of the atmospheric turbulence must be given by the equation set forth in paragraph (b) (2) of this appendix.

(3) For each of the load and stress quantities selected, the frequency of exceedance must be determined as a function of load level by means of the equation—

$$N_s(y) = \sum t N_s \left[P_1 \exp \left(-\frac{|y - y_{one-g}|}{b_1 \bar{A}} \right) + P_2 \exp \left(-\frac{|y - y_{one-g}|}{b_2 \bar{A}} \right) \right]$$

where:

t = selected time interval.

y = net value of the load or stress.

y_{one-g} = value of the load or stress in one-g level flight.

$N_s(y)$ = average number of exceedances of the indicated value of the load or stress in unit time.

Σ = symbol denoting summation over all mission segments.

N_s, \bar{A} = parameters determined by dynamic analysis as defined in paragraph (c) (2) of this appendix.

P_1, P_2, b_1, b_2 = parameters defining the probability distributions of root-mean-square gust velocity, to be read from Figures 1 and 2 of this appendix.

The limit gust loads must be read from the frequency of exceedance curves at a frequency of exceedance of 2×10^{-3} exceedances per hour. Both positive and negative load directions must be considered in the determining of the limit loads.

(4) If a stability augmentation system is utilized to reduce the gust loads, consideration must be given to the fraction of flight time that the system may be inoperative. The flight profiles of paragraph (c) (1) of this appendix must include flight with the system inoperative for this fraction of the flight time. When a stability augmentation system is included in the analysis, the effect of system nonlinearities on loads at the limit load level must be conservatively accounted for.

(d) *Supplementary design envelope analysis.* In addition to the limit and fail-safe loads defined by paragraph (c) of this appendix, limit and fail-safe loads must also be determined in accordance with paragraph (b) of this appendix, except that—

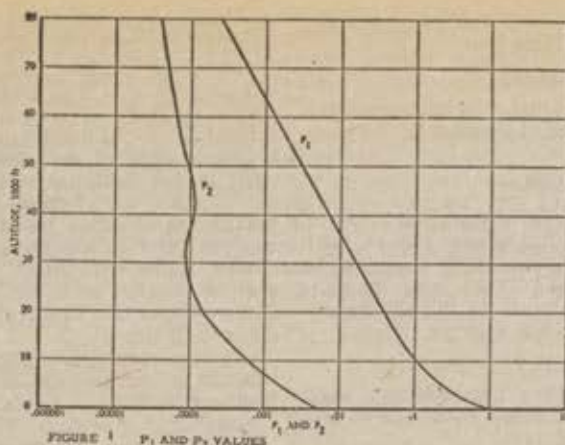


FIGURE 1 P₁ AND P₂ VALUES

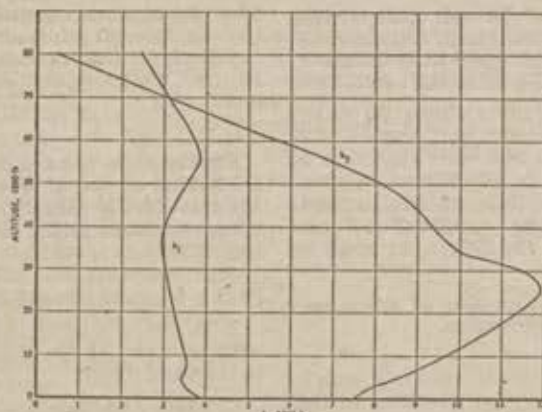


FIGURE 2 S₁ AND S₂ VALUES

(1) In paragraph (b)(3)(i) of this appendix, the value of $U_p=85$ ft./sec., true is replaced by $U_p=60$ ft./sec., true on the interval 0 to 30,000 ft. altitude, and is linearly decreased to 25 ft./sec., true and 30,000 ft. altitude; and

(2) In paragraph (b) of this appendix, the reference to paragraphs (b)(3)(i) through (b)(3)(iii) of this appendix is to be understood as referring to the paragraph as modified by paragraph (d)(1).

(c) *Response to turbulence at pilot's station.* The vertical and lateral acceleration environment at the pilot's station must be established for response to continuous turbulence at intensity levels encountered in normal operations. Adequacy of levels of turbulence encountered in normal operations may be shown by analysis based on a comparison with airplanes which have acceptable service experience.

Explanation. The proposal provides continuous gust design criteria for establishing the dynamic response of the airplane to vertical and lateral continuous turbulence.

Ref. Proposal No. 837; Part 25—Appendix G; Part 1—Agenda Item A-2.

PART 27—AIRWORTHINESS STANDARDS: NORMAL CATEGORY ROTORCRAFT

§ 27.603 [Amended]

7-56. By adding a new § 27.603(c) that would be substantively identical to the proposed new § 25.603(c).

§ 27.605 [Amended]

7-57. By redesignating § 27.605 as § 27.605(a) and adding a new § 27.605(b)

that would be substantively identical to the proposed new § 25.605(b).

§ 27.613 [Amended]

7-58. By amending § 27.613(d) in a manner substantively identical to that proposed for § 23.613(c).

7-59. By adding new § 27.671 (c), (d), (e), and (f) to read as follows:

§ 27.671 General.

(c) It must be shown by analysis, test or both, that the rotorcraft can be operated safely in flight and landed without necessitating exceptional piloting skill or strength after each of the following failures in the flight control system:

(1) Any single failure in the power portion of the control system, including a crack in a hydraulic housing or a jammed control valve. The power portion includes the power source (such as a hydraulic pump), valves, lines, actuators, and other power operated devices but excludes purely structural elements such as actuator lugs and piston rods.

(2) The jamming of power cylinders unless their failure is shown to be extremely improbable.

(d) It must be shown by analysis, test or both, that the probability of the rotorcraft becoming incapable of continued safe flight and landing (without requiring exceptional piloting skill or strength) following a failure of any single element in a movable joint or in

any fatigue critical area has been minimized.

(e) Probable malfunctions must have only minor effects of control system operation and must be capable of being readily counteracted by the pilot.

(f) The rotorcraft must be capable of continued safe flight and landing if all engines fail.

Explanation. This proposal is related to the proposal for § 27.695. Existing regulations require the capability of safe flight and landing of rotorcraft after any single failure in the power portion of the control system except that jamming of power cylinders need not be considered if that is shown to be extremely improbable. The existing regulations require extensive redundancy in the power portion but not in the mechanical portion of the control system. The FAA believes that these requirements should be extended to cover the entire control system insofar as practicable. In addition, the proposed paragraph (d) would require an evaluation to show that the probability of the rotorcraft becoming incapable of continued flight and landing following a failure of any single element in a movable joint or in any fatigue critical area has been minimized.

Ref. Proposal Nos. 846, 902; § 27.671, § 29.671; Part 2—Agenda Item B-6.

7-60. By revising § 27.674(d)(1) to read as follows:

§ 27.675 Stops.

(d)

(1) Stops that are appropriate to the blade design must be provided to limit travel of the blade about its hinge points; and

Explanation. The present wording of § 27.675(d)(1) implies that stops must be located at (and act on) the blade. The proposed wording would make it clear that other locations may be used.

Ref. Proposal No. 359, 393; § 27.675(d), § 29.675; Part 2—Agenda Item B-7.

§ 27.695 [Deleted]

7-61. By deleting § 27.695.

Explanation. This proposal is related to the proposal for § 27.671. The purpose of these proposals is to relocate the requirements of § 27.695 in § 27.671.

Ref. Proposal No. 847; § 27.695; Part 2—Agenda Item B-6.

§ 27.737 [Amended]

7-62. By amending § 27.737 in a manner substantively identical to that proposed for § 23.737.

§ 27.853 [Amended]

7-63. By amending § 27.853 in a manner substantively identical to that proposed for § 29.853.

§ 27.863 [New]

7-64. By adding a new § 27.863 that would be substantively identical to the proposed new § 23.863.

§ 27.1413 [Amended]

7-65. By amending § 27.1413(a) in a manner substantively identical to that proposed for § 23.1413(a).

7-66. By adding a new § 27.1463 to read as follows:

§ 27.1463 Tail rotor safety devices.

There must be a means to prevent persons from inadvertently contacting the tail rotor of the rotorcraft.

Explanation. There continues to be a significant number of fatalities due to persons inadvertently walking into the tail rotor. The purpose of this proposal is to require a means to prevent this type of accident.

Ref. Proposal Nos. 876, 961; § 27.1463, § 29.1463; Part 2—Agenda Item B-12.

PART 29—AIRWORTHINESS STANDARDS: TRANSPORT CATEGORY ROTORCRAFT**§ 29.603 [Amended]**

7-67. By adding a new § 29.603(c) that would be substantively identical to the proposed new § 25.603(c).

§ 29.605 [Amended]

7-68. By redesignating § 29.605 as § 29.605(a) and adding a new § 29.605(b) that would be substantively identical to the proposed new § 25.605(b).

§ 29.613 [Amended]

7-69. By amending § 29.613(d) in a manner substantively identical to that proposed for § 23.613(c).

§ 29.671 [Amended]

7-70. By amending § 29.671 in a manner substantively identical to that proposed for § 27.671.

§ 29.675 [Amended]

7-71. By amending § 29.675(d) (1) in a manner substantively identical to that proposed for § 27.675(d) (1).

§ 29.695 [Deleted]

7-72. By deleting § 29.695.

Explanation. This proposal is related to the proposal for § 29.671. The purpose of these proposals is to relocate the requirements of § 29.695 in § 29.671.

Ref. Proposal No. 903; § 29.695; Part 2—Agenda Item B-6.

§ 29.737 [Amended]

7-73. By amending § 29.737(a) in a manner substantively identical to that proposed for § 23.737.

7-74. By deleting § 29.853(b); by and marking "[Reserved]" it and revising § 29.853(a) to read as follows:

§ 29.853 Compartment interiors.

(a) The materials must meet the requirements of §§ 25.853(a) and 25.853(b) of this chapter.

Explanation. This proposal would significantly upgrade the flammability requirements for compartment interior materials for rotorcraft. Recent investigations of fires in rotorcraft have indicated that this upgrading is necessary.

Ref. Proposal No. 910; § 29.853(a); Part 2—Agenda Item B-9.

§ 29.863 [Amended]

7-75. By amending § 29.863 amending to be substantively identical to the proposed new § 23.863.

§ 29.1413 [Amended]

7-76. By redesignating § 29.1413 as § 29.1413(a), adding a new § 29.1413(b) that would be substantively identical to the proposed § 23.1413(a), and the section heading to read—"§ 29.1413 Safety belt and safety belt warning signs."

§ 29.1463 [New]

7-71. By adding a new § 29.1463 that would be substantively identical to the proposed new § 27.1463.

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

7-78. By § 121.1291(a) inserting at the beginning of a phrase that reads—"Except for airplanes that were shown to be in compliance with § 25.803(c) in effect on (the effective date of this amendment) during type certification," and adding a new § 121.291(c) to read as follows:

§ 121.291 Demonstration of emergency evacuation procedures.

(c) For airplanes that were shown to be in compliance with § 25.803(c) of this chapter in effect on (the effective date of this amendment) during type certification, the operator must show that its emergency evacuation procedures and the training provided its crewmembers with respect to those procedures will provide emergency evacuation results equivalent to those obtained under § 25.803(c) of this chapter during airplane type certification.

Explanation. This proposal is related to the proposal for § 25.803 and Appendix D to Part 121. See the explanation for these two proposals.

Ref. Proposal No. 524; § 121.29, FAR 121 Appendix D(a); Part 1—Agenda Item L-63.

7-79. By adding a new § 121.292 to read as follows:

§ 121.292 Evacuation alarm system.

After (a date one year after the effective date of this amendment), no person may operate a passenger-carrying airplane unless it is equipped with an evacuation alarm system that meets the requirements of § 25.802.

Explanation. See the explanation for § 25.802.

Ref. Proposal No. 510; FAR 121; Part 1—Agenda Item L-65.

7-80. By revising § 121.309 (a) and (b) (3) to read as follows:

§ 121.309 Emergency equipment.

(a) *General.* (1) No person may operate an airplane unless it is equipped with

the emergency equipment listed in this section and in § 121.310.

(2) After (a date one year from the effective date of this amendment) each public address system microphone intended for flight attendant use and each required item of emergency equipment such as fire extinguishers, portable oxygen bottles, and first-aid kits must be positioned adjacent to each flight attendant seat and be readily accessible to the seated flight attendant. No equipment may be located so as to adversely affect the safety of the flight attendant under any condition.

(3) All stowage compartments and containers must be placarded to indicate their contents.

(b) * * *

(3) Must be clearly identified and, when its mode of operation would not be obvious to each adult airplane occupant, it must be clearly marked with operating instructions located on or near the equipment; and

Explanation. See the proposal for § 25.1411. This proposal would require Part 121 operators to comply with the requirements specified in the proposed revisions to § 25.1411 (a), (b) and (h).

Ref. Proposal No. 525; § 121.309(b); Part 1—Agenda Item O-97.

7-78. By revising § 121.310(a) and adding new §§ 121.310(d) (4) and (1) to read as follows:

§ 121.310 Additional emergency equipment.

(a) *Means for emergency evacuation.* Except as provided in paragraph (a) (6) of this section, each passenger carrying landplane emergency exit (other than over-the-wing) that is more than six feet from the ground with the airplane on the ground and the landing gear extended, must have an approved means to assist the occupants in descending to the ground. In addition, the following apply:

(1) For any airplane for which the application for the type certificate was filed on or before April 30, 1972, the assisting means for the floor-level emergency exit must meet the requirements of § 25.809(f) (1) of this chapter in effect on April 30, 1972.

(2) For any airplane for which the application for type certificate was filed after April 30, 1972, but before (a date one day before two years after the effective date of this amendment), the assisting means must meet the requirements under which the airplane was type certificated.

(3) After (a date two years after the effective date of this amendment) the assisting means must meet the requirements of § 25.809(f) (1) of this chapter in effect on (the effective date of this amendment).

(4) All assisting means that deploy automatically must be armed during taxing, takeoffs, and landings.

(5) With respect to paragraph (a) (1) of this section, if the Administrator finds that the design of the exit makes compliance with § 25.809(f) (1) impractical,

he may grant a deviation from the requirement of automatic deployment if the assisting means automatically erects upon deployment and, with respect to required emergency exits, if an emergency evacuation demonstration is conducted in accordance with § 121.291(a).

(6) Paragraph (a) of this section does not apply to the rear window emergency exit of DC-3 airplanes operated with less than 36 occupants, including crewmembers and less than five exits authorized for passenger use.

(d) * * *

(4) In addition to showing compliance with paragraph (d) (2) of this section, after (a date one year after the effective date of this amendment) each light must have a cockpit control device that has an "on", "off", and "armed" position.

(1) *Portable lights.* After (a date one year after the effective date of this amendment) no person may operate a passenger-carrying airplane unless it is equipped with portable self-powered high intensity emergency lights, installed so that at least one light is readily accessible from each flight attendant seat.

Explanation. The proposal for § 121.310 (a) would make the emergency evacuation slide requirements of the new proposed § 25.809(f) (1) effective, for existing aircraft, two years after the date of this amendment. The addition of § 121.310(d) (4) would expand the exiting rule with respect to the function of the control device for the emergency lighting system. This may require retrofit of aircraft within one year from the effective date of this amendment.

See the proposal to add a new § 25.812 (1) for the proposed addition of a new § 121.310(1).

Ref. Proposal Nos. 526, 1090; § 121.310, § 121.310(d) (2) (iii); Part 1—Agenda Item L-71, L-72.

7-82. By revising § 121.319(b) (1) to read as follows:

§ 121.319 Crewmember interphone system.

(b) * * *

(1) It must provide a means of two-way communication between the pilot compartment and all the galleys and other flight attendant stations;

Explanation. This proposal clarifies the present rule by specifically requiring interphone terminals in all the galleys and at all other flight attendant stations.

Ref. Proposal No. 240; § 25.789; Part 1—Agenda Item K-57.

7-83. By adding a sentence to § 121.339 (a) (2) to read as follows:

§ 121.339 Emergency equipment for extended overwater operation.

(a) * * *

(2) * * *. The liferafts provided must have sufficient seating capacity and

buoyancy to accommodate the occupants of the airplane after the loss of one raft of the largest rated capacity or excess rafts must be provided for that purpose.

Explanation. The life raft requirements of § 25.1415(b) (1) provide for the loss of one raft of the largest rated capacity whereas the current § 121.339 (a) (2) only requires rafts of rated capacities to accommodate all occupants of the airplane. This proposal would update the requirements of Part 121.

Ref. Proposal No. 1094; § 121.339(a) (2); Part 1—Agenda Item O-85.

APPENDIX D. [AMENDED]

7-84. By deleting paragraph (a) of Appendix D to Part 121 and marking it "[Reserved]".

Explanation. This proposal is related to the proposal for § 121.291. The purpose is to relocate the evacuation performance requirements of that paragraph into § 25.803(c). This would require the manufacturer to demonstrate the design in accordance with the similar evacuation conditions as the aircraft operators

must now demonstrate their emergency procedures.

Ref. Proposal Nos. 523, 1096; § 121.291, FAR 121; Appendix D; Part 1—Agenda Items L-62, L-64.

APPENDIX I COMMITTEE III (AIRFRAME)
PROPOSALS DEFERRED.

GROUP I

Based upon the discussions at the Airworthiness Review Conference, the FAA has determined that the proposals listed below appear to have sufficient merit to warrant further consideration but for various reasons should be deferred for consideration at the next Airworthiness Review or Operations Review as appropriate. Included in the reasons for deferral are the following:

1. The proposal is so complex or extensive that more time is required than is available within the 1974-75 Airworthiness Review to give it full consideration.

2. More data is needed, to supplement or support the proposal, before a decision can be reached.

3. The proposal would be more appropriately considered during an operations review.

The deferral of these proposals does not foreclose the FAA from taking earlier separate rulemaking action on the deferred proposals if a need for such action should arise.

14 CFR (FAR §)	Proposal No.	Comm. III	Agenda Item	Proponent
23.781	93	Part 2	G-28	General Aviation Manufacturers Association.
23.1419	126	do	H-35	Do.
Part 25	342	Part 1	G-23	National Aeronautics and Space Administration.
Part 25	147	do	K-61	Air Line Pilots Association.
Part 25	145	do	K-31	Air Line Pilots Association, Steward and Stewardesses.
Part 25	343	do	O-85	General Aviation Manufacturers Association.
Appendix C,				
25.301	184	do	C-11	Joint Airworthiness Requirements Committee.
25.303	185	do	A-1	Aerospace Industries Association.
23.337	191	do	B-8	Joint Airworthiness Requirements Committee.
25.479	202	do	E-16	Do.
25.483	204	do	E-17	Do.
25.511	208	do	E-22	Do.
25.571	210	do	G-24	Do.
25.677	222	do	I-38	Do.
25.683	223	do	I-39	Do.
25.683	224	do	I-39	Aerospace Industries Association.
25.697	226	do	I-41	Joint Airworthiness Requirements Committee.
25.733	230	do	J-45	Do.
25.735	231	do	J-46	Do.
25.781	234	do	K-48	Do.
27.501	254	Part 2	A-2	Aerospace Industries Association.
27.571	357	do	A-4	Department of Transportation—Australia.
29.501	388	do	A-2	Aerospace Industries Association.
29.571	391	do	A-4	Department of Transportation—Australia.
29.811	396	do	B-8	Aerospace Industries Association.
135.151	551	do	G-30	Air Line Pilots Association.

GROUP 2

The following proposals are being deferred to be dealt with in a later notice as a part of this Airworthiness Review Program:

14 CFR (FAR §)	Proposal No.	Comm. III	Agenda Item	Proponent
23.347	81	Part 2	C-15	General Aviation Manufacturers Association.
23.361	616	do	C-15	Federal Aviation Administration.
23.371	617	do	C-17	Do.
23.621	622	do	D-20	Do.
23.621	84	do	D-20	General Aviation Manufacturers Association.
23.625	85	do	D-18	Department of Transportation—Australia.
23.629	87	do	D-21	General Aviation Manufacturers Association.
23.677	88	do	E-22	Do.
23.679	636	do	E-33	Federal Aviation Administration.
23.729	90	do	F-24	National Transportation Safety Board.
23.729	627	do	F-24	Federal Aviation Administration.
23.735	630	do	F-25	Do.
23.735	629	do	F-25	Do.
23.773	632	do	G-37	Do.
23.773	92	do	G-37	General Aviation Manufacturers Association.
23.783	633	do	O-39	Federal Aviation Administration.
23.841	636	do	H-31	Do.
Part 25,	146	Part 1	K-60	National Transportation Safety Board.
25.305	187	do	A-3	Aerospace Industries Association.
25.307	188	do	A-4	Joint Airworthiness Requirements Committee.
25.307	1047	do	A-4	Federal Aviation Administration.
25.335	190	do	B-7	Joint Airworthiness Requirements Committee.
25.341	192	do	A-2	Do.
25.365	197	do	C-12	Do.
25.365	198	do	C-12	Air Line Pilots Association.
25.365	1061	do	C-12	Federal Aviation Administration.

14 CFR (FAR §)	Proposal No.	Comm. III Agenda Item	Proponent
25.365	1051-1	do	C-12 Aerospace Industries Association.
25.477	199	do	D-13 Joint Airworthiness Requirements Committee.
25.445	200	do	D-14 Do.
25.473	201	do	E-15 Do.
25.479	1053	do	E-16 Federal Aviation Administration.
25.492	1055	do	E-19 Federal Aviation Administration.
25.493	206	do	E-20 Joint Airworthiness Requirements Committee.
25.571	211	do	G-24 Aerospace Industries Association.
25.571	1058	do	G-24 Federal Aviation Administration.
25.619	210	do	H-30 Joint Airworthiness Requirements Committee.
25.621	217	do	H-31 Do.
25.621	1062	do	H-31 Federal Aviation Administration.
25.631	218	do	H-33 General Aviation Manufacturers Association.
25.631	219	do	H-33 Joint Airworthiness Requirements Committee.
25.633	1065	do	H-34 Federal Aviation Administration.
25.671	569	do	I-35 Joint Airworthiness Requirements Committee.
25.672	221	do	I-36 Do.
25.677	1067	do	I-38 Federal Aviation Administration.
25.683	1068	do	I-40 Do.
25.729	229	do	J-44 Joint Airworthiness Requirements Committee.
25.788	1074	do	K-49 Federal Aviation Administration.
25.788	235	do	K-50 Joint Airworthiness Requirements Committee.
25.788	236	do	K-51 Air Line Pilots Association, Steward and Stewardesses.
25.788	237	do	K-52 National Transportation Safety Board.
25.788	238	do	K-51 Air Line Pilots Association, Steward and Stewardesses.
25.788	1077	do	K-50 Federal Aviation Administration.
25.787	239	do	K-55 Joint Airworthiness Requirements Committee.
25.787	1078	do	K-56 Federal Aviation Administration.
25.791	241	do	K-58 Joint Airworthiness Requirements Committee.
25.799	242	do	K-59 Do.
25.807	247	do	L-66 Do.
25.819	728	do	L-74 Federal Aviation Administration.
25.843	255	do	M-75 Joint Airworthiness Requirements Committee.
25.831	256	Not in agenda	Aerospace Industries Association.
25.853	257	Part 1	N-76 Rijksluchtvaartdienst, Netherlands.
25.853	731	do	N-77 Federal Aviation Administration.
25.853	145	do	N-77 National Transportation Safety Board.
25.853	259	do	N-76 Aerospace Industries Association.
25.855	260	do	N-78 Air Line Pilots Association, Steward and Stewardesses.
25.857	261	do	N-79 Joint Airworthiness Requirements Committee.
25.857	733	do	N-79 Federal Aviation Administration.
25.863	262	do	N-80 Joint Airworthiness Requirements Committee.
25.1415	315	do	O-86 Air Transport Association.
25.1421	807	do	N-81 Federal Aviation Administration.
27.821	355	Part 2	A-3 Aerospace Industries Association.
27.821	358	do	B-5 Do.
27.821	845	do	B-5 Federal Aviation Administration.
29.361	287	Not in agenda	Aerospace Industries Association.
29.521	289	Part 2	A-3 Do.
29.621	392	do	B-5 Do.
29.621	901	do	B-5 Federal Aviation Administration.
29.175	1002	Part 1	O-85 Do.
Part 91	483	do	K-53 National Transportation Safety Board.
91.193	1017	do	N-82 Federal Aviation Administration.
91.197	1018	do	K-98 Do.
Part 121	312	do	N-77 National Transportation Safety Board.
Part 121	513	do	K-54 Do.
121.198	530	do	O-91 Consulting Aerospace Engineers, Inc.
121.215	522	do	N-76 Air Transport Association.
121.312	1091	do	N-76 Federal Aviation Administration.
121.321	529	do	K-52 National Transportation Safety Board.
121.321	1092	do	K-55 Federal Aviation Administration.
121.330	533	do	O-86 Air Transport Association.

APPENDIX II COMMITTEE III (AIRFRAME) PROPOSALS WITHDRAWN BY PROPONENT

The proposals listed below were withdrawn by their proponents. The proponents or other interested persons may submit similar proposals in the future. The withdrawal of FAA proposals does not commit the PAA to any future course of action.

14 CFR (FAR §)	Proposal No.	Comm. III Agenda Item	Proponent
25.613	214	Part 1	H-28 Joint Airworthiness Requirements Committee.
25.613	215	do	H-29 Do.
25.673	1065	do	I-37 Federal Aviation Administration.
25.735	1070	do	I-46 Do.
25.773	1073	do	K-47 Do.
25.783	1075	do	K-49 Do.
25.813	724	do	L-73 Do.
25.1307	786	do	O-83 Do.
27.1419	373	Part 2	B-13 Do.
29.365	806	do	A-1 Do.
29.841	908	do	A-1 Do.
29.843	909	do	A-1 Do.
29.1419	959	do	B-13 Do.

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PART III

DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

Low Rent Public Housing

■

**PROTOTYPE COST LIMITS
FOR PUBLIC HOUSING**

Title 24—Housing and Urban
Development

CHAPTER II—OFFICE OF ASSISTANT
SECRETARY FOR HOUSING PRODUCTION
AND MORTGAGE CREDIT-FEDERAL
HOUSING COMMISSIONER [FEDERAL
HOUSING ADMINISTRATION]
DEPARTMENT OF HOUSING AND URBAN
DEVELOPMENT

[Docket No. R-75-336]

PART 275—LOW RENT PUBLIC
HOUSING

Prototype Cost Limits for Public Housing

On Friday, May 17, 1974, the Department published (39 FR 17678) prototype per unit cost schedules for low-rent public housing pursuant to section 15(5) of the U.S. Housing Act of 1937. Subsequent to initial publication, the schedules were revised whenever it was found that all or part of the costs for a given area were unworkable.

Section 15(5) of the act further provides that the prototype costs be determined at least annually and specifies that the costs are not effective until published in the FEDERAL REGISTER. Continuity of contract approvals, therefore, requires publication of these updated schedules for immediate effectiveness.

We believe also that the need for current prototype cost schedules outweighs, in this instance, the advantages of the customary notice of rulemaking and comment procedure, particularly since the updating of these costs is based not only upon information developed in HUD field offices but upon requests for changes submitted by the public as well. Although these schedules will be effective upon publication, timely written comments will nevertheless be considered in preparing revisions to cost limits for individual areas, such revisions to be published in the FEDERAL REGISTER on or before July 1, 1975, and at such time thereafter as the Department finds necessary. Comments with respect to cost limits for a given location should be filed with the Director, Office of Underwriting Standards, HUD Central Office, 451 - 7th Street, SW., Washington, D.C. 20410, and a copy should be sent to the local HUD Area Office. A list of these offices and their addresses follow:

REGION I

Connecticut, Hartford, 06105, 999 Asylum Ave.
Massachusetts, Boston, 02114, Bulfinch Bldg., 15 New Chardon St.
New Hampshire, Manchester, 03101, Davison Bldg., 1230 Elm St.

REGION II

New Jersey, Camden, 08103, The Parkdale Bldg., 519 Federal St.
New Jersey, Newark, 07102, 1 Raymond Plaza, Gateway Bldg.
New York, Buffalo, 14202, Grant Bldg., 560 Main St.
New York, New York, 10019, 666 Fifth Ave.
Puerto Rico, San Juan, 00936, P.O. Box 3869
GPO, 255 Ponce de Leon Ave., Hato Rey, P.R.

REGION III

District of Columbia, Washington, 20009, Universal North Bldg., 1875 Connecticut Ave., NW.

Maryland, Baltimore, 21201, 2 Hopkins Plaza, Mercantile Bank & Trust Bldg.
Pennsylvania, Philadelphia, 19106, Curtis Bldg., 825 Walnut St.
Pennsylvania, Pittsburgh, 15212, 2 Allegheny Center
Virginia, Richmond, 23219, 701 East Franklin St.

REGION IV

Alabama, Birmingham, 35233, Daniel Bldg., 15 South 20th St.
Florida, Jacksonville, 32204, Peninsular Plaza, 661 Riverside Ave.
Georgia, Atlanta, 30303, Peachtree Center Bldg., 230 Peachtree St., NW.
Kentucky, Louisville, 40201, Children's Hospital Foundation Bldg., 601 South Floyd St.
Mississippi, Jackson, 39213, Jackson Mall, 300 Woodrow Wilson Ave., West
North Carolina, Greensboro, 27408, 2309 West Cone Blvd., Northwest Plaza
South Carolina, Columbia, 29202, 1801 Main St., Jefferson Sq.
Tennessee, Knoxville, 37919, 1 Northshore Bldg., 1111 Northshore Dr.

REGION V

Illinois, Chicago, 60602, 17 North Dearborn St.
Indiana, Indianapolis, 46205, 4720 Kingsway Dr.
Michigan, Detroit, 48226, Fifth Floor, First National Bldg., 660 Woodward Ave.
Minnesota, Minneapolis-St. Paul, 55104, Griggs-Midway Bldg., 1821 University Ave., St. Paul, Minn.
Ohio, Columbus, 43215, 60 East Main St.
Wisconsin, Milwaukee, 53203, 744 North Fourth St.

REGION VI

Arkansas, Little Rock, 72201, Union National Bank Bldg., 1 Union National Plaza
Louisiana, New Orleans, 70113, Plaza Tower, 1001 Howard Ave.
Oklahoma, Oklahoma City, 73102, 301 North Hudson St.
Texas, Dallas, 75201, 2001 Bryan Tower
Texas, San Antonio, 78285, Kallison Bldg., 410 South Main Ave., P.O. Box 9163

REGION VII

Kansas, Kansas City, 66101, 2 Gateway Center, Fourth & State Streets
Missouri, St. Louis, 63101, 210 North 12th Street
Nebraska, Omaha, 68106, Univac Bldg., 7100 West Center Road

REGION VIII

Colorado, Denver, 80202, Title Bldg., 909-17th Street

REGION IX

California, Los Angeles, 90057, 2500 Wilshire Blvd.
California, San Francisco, 94111, 1 Embarcadero Center, Suite 1600

REGION X

Oregon, Portland, 97204, 520 Southwest Sixth Avenue, Cascade Building
Washington, Seattle, 98101, Arcade Plaza, Building, 1321 Second Avenue

The Department has determined that these changes do not have a substantial environmental impact. A finding of inapplicability has been filed with the Rules Docket Clerk, Room 10245, Department of Housing and Urban Development, 451 7th Street, S.W., Washington, D.C. 20410, and is available for public inspection during regular business hours.

Accordingly, the appendix to Part 275 is revised as follows:

APPENDIX—PROTOTYPE COST LIMITS FOR
PUBLIC HOUSING

(Sec. 209 of the Housing and Urban Development Act of 1970, Pub. L. 91-609, sec. 15(5) of the U.S. Housing Act of 1937, 50 Stat. 888, 42 U.S.C. 1401 et seq.; sec. 7(d) of the Department of HUD Act, 3535(d); and Secretary's delegation of authority, published at 36 FR 5007, Mar. 16, 1971.)

A. Unit prototype cost.—1. Prototype cost comprises the cost of dwelling structures, account no. 1460, and dwelling equipment, account no. 1465, as described in "Low-Rent Housing Accounting Handbook 7510.1," chapter 3, section 15, which include their pro rata share of the builders' fee and overhead, insurance, social security, sales tax, and bonds.

2. Prototype cost does not include the costs of site acquisition, site improvement, non-dwelling structures or spaces (and equipment), planning (architectural-engineering fees, permit fees, inspection, and similar costs), relocation, interest or local authority administrative costs, all of which are described in "Low-Rent Housing Accounting Handbook 7510.1," chapter 3, section 15.

3. Prototype cost takes into account compliance with applicable HUD Minimum Property Standards and planning and design criteria described in HUD Handbook 7410.1, chapter 3. Current copies of HUD Handbooks are maintained and available for public inspection in the Office of Public Information, room 1104, Department of Housing and Urban Development, 451 Seventh Street SW., Washington, D.C. 20410, and in each of the Department's regional, area and FHA insuring offices.

4. Prototype cost takes into account the extra durability required for economical maintenance of assisted housing and the provision of amenities designed to guarantee safe and healthy family life and neighborhood environment.

B. Project prototype costs.—1. The project prototype cost is the sum of the unit prototype costs for the dwellings of various sizes and types comprising the project. The total cost of dwelling construction and equipment (accounts 1460 and 1465), and the related proportionate share of the contingency established by any development cost budget shall not exceed the sum of 105 percent of the project prototype costs for the dwellings to be constructed.

2. A request for approval of a cost which exceeds the 105 percent cost limitation but which is not in excess of the statutory 110 percent may be submitted to the Regional Administrator. Such requests must be supported by a detailed justification with respect to the particular project, taking into account all of the circumstances involved and demonstrating that such approval is necessary and desirable in carrying out the objectives of the act.

3. If it is found at anytime between annual updates that all or part of the current prototype costs for an area office jurisdiction are unworkable, the procedures outlined in HUD Handbooks 7410.1 and 7410.2 (1-74) will be followed for requesting revisions.

4. Development cost budgets, awards of main construction—contracts, preliminary contracts of sale, and contracts of sale for turnkey projects will not be approved unless an appropriate prototype cost for the area is published in the FEDERAL REGISTER.

Effective date. This rule shall be effective on June 10, 1975.

SANFORD A. WITKOWSKI,
Acting Assistant
Secretary-Commissioner.

RULES AND REGULATIONS

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION I							
CONNECTICUT							
HARTFORD:							
DETACHED AND SEMIDETACHED	14,800	17,700	19,450	23,350	28,100	31,250	32,700
ROW DWELLINGS	13,650	16,250	18,150	21,600	25,900	28,900	30,250
WALKUP	12,200	15,050	17,000	20,300	23,350	25,700	27,000
ELEVATOR-STRUCTURE	20,400	23,650	30,050				
DANBURY:							
DETACHED AND SEMIDETACHED	13,600	16,250	17,950	21,500	25,850	28,700	30,100
ROW DWELLINGS	12,550	15,000	16,700	19,850	23,900	26,600	27,800
WALKUP	12,000	14,750	16,750	19,800	22,800	25,300	26,450
ELEVATOR-STRUCTURE	17,800	20,700	26,200				
NEW MILFORD:							
DETACHED AND SEMIDETACHED	14,100	16,850	18,650	22,300	26,850	29,850	31,250
ROW DWELLINGS	13,050	15,550	17,300	20,650	24,800	27,650	28,850
WALKUP	11,650	14,350	16,350	19,350	22,200	24,650	25,800
ELEVATOR-STRUCTURE	20,000	23,250	29,400				
NEW HAVEN:							
DETACHED AND SEMIDETACHED	14,100	16,900	18,600	22,300	26,900	29,900	31,250
ROW DWELLINGS	13,000	15,550	17,300	20,650	24,800	27,650	28,900
WALKUP	11,650	14,350	16,250	19,400	22,350	24,650	25,800
ELEVATOR-STRUCTURE	18,850	21,900	27,800				
BRIDGEPORT:							
DETACHED AND SEMIDETACHED	14,100	16,850	18,650	22,300	26,850	29,850	31,250
ROW DWELLINGS	13,050	15,550	17,300	20,650	24,800	27,650	28,850
WALKUP	11,350	14,000	15,900	18,800	21,700	24,000	25,100
ELEVATOR-STRUCTURE	18,050	21,000	26,550				
NEW LONDON:							
DETACHED AND SEMIDETACHED	14,450	17,300	19,100	22,750	27,600	30,650	32,000
ROW DWELLINGS	13,250	15,900	17,750	21,150	25,400	28,350	29,650
WALKUP	11,300	13,350	15,150	18,000	20,800	22,950	24,100
ELEVATOR-STRUCTURE	19,750	22,950	29,250				
WINDHAM:							
DETACHED AND SEMIDETACHED	14,450	17,300	19,100	22,750	27,600	30,650	32,000
ROW DWELLINGS	13,250	15,900	17,750	21,150	25,400	28,350	29,650
WALKUP	12,400	14,650	16,600	19,750	22,800	25,200	26,450
ELEVATOR-STRUCTURE	19,450	22,600	28,700				
STAMFORD:							
DETACHED AND SEMIDETACHED	17,700	21,200	23,400	28,000	33,850	37,450	39,300
ROW DWELLINGS	16,300	19,500	21,750	25,850	31,150	34,750	36,300
WALKUP	14,600	18,050	20,450	24,250	28,050	30,900	32,450
ELEVATOR-STRUCTURE	19,400	22,550	28,600				
RIDGFIELD:							
DETACHED AND SEMIDETACHED	17,700	21,200	23,400	28,000	33,850	37,450	39,300
ROW DWELLINGS	16,300	19,500	21,750	25,850	31,150	34,750	36,300
WALKUP	14,600	18,050	20,450	24,250	28,050	30,900	32,450
ELEVATOR-STRUCTURE	21,750	25,250	32,100				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0

1

2

3

4

5

6

REGION I--CONTINUED

CONNECTICUT--CONTINUED

NORWICH:

DETACHED AND SEMIDETACHED	14,150	17,050	18,800	22,450	27,050	30,050	31,500
ROW DWELLINGS	13,100	15,650	17,500	20,750	24,900	27,850	29,000
WALKUP	11,750	14,400	16,400	19,450	22,400	24,750	25,900
ELEVATOR-STRUCTURE	19,750	22,950	29,250				

MAINE

BANGOR:

DETACHED AND SEMIDETACHED	13,650	16,300	17,200	20,500	24,700	27,400	28,600
ROW DWELLINGS	13,250	15,800	17,550	20,950	25,200	28,000	29,300
WALKUP	11,250	13,900	15,850	18,650	21,700	23,850	25,100
ELEVATOR-STRUCTURE	16,250	18,950	23,950				

AUGUSTA:

DETACHED AND SEMIDETACHED	14,050	16,700	18,500	22,200	26,650	29,650	30,950
ROW DWELLINGS	13,650	16,250	18,100	21,650	26,000	28,950	30,200
WALKUP	11,600	14,350	16,400	19,300	22,400	24,650	25,900
ELEVATOR-STRUCTURE	16,850	19,600	24,750				

BRUNSWICK:

DETACHED AND SEMIDETACHED	13,950	16,600	18,350	21,950	26,450	29,350	30,750
ROW DWELLINGS	13,500	16,100	17,950	21,450	25,800	28,600	29,950
WALKUP	11,450	14,150	16,250	19,150	22,200	24,300	25,700
ELEVATOR-STRUCTURE	16,600	19,350	24,450				

CALAIS:

DETACHED AND SEMIDETACHED	14,950	17,800	19,700	23,500	28,350	31,550	33,000
ROW DWELLINGS	14,250	17,300	19,250	23,050	27,700	30,700	32,150
WALKUP	12,350	15,200	17,400	20,550	23,850	26,100	27,600
ELEVATOR-STRUCTURE	17,800	20,750	26,150				

LEWISTON:

DETACHED AND SEMIDETACHED	13,950	16,600	18,350	21,950	26,450	29,350	30,750
ROW DWELLINGS	13,500	16,100	17,950	21,450	25,800	28,600	29,950
WALKUP	11,450	14,150	16,250	19,150	22,200	24,300	25,700
ELEVATOR-STRUCTURE	16,600	19,350	24,450				

PORTLAND:

DETACHED AND SEMIDETACHED	13,950	16,600	18,350	21,950	26,450	29,350	30,750
ROW DWELLINGS	13,500	16,100	17,950	21,450	25,800	28,600	29,950
WALKUP	11,650	14,400	16,450	19,400	22,550	24,750	26,100
ELEVATOR-STRUCTURE	16,750	19,450	24,600				

WATERVILLE:

DETACHED AND SEMIDETACHED	13,500	16,050	17,750	21,300	25,600	28,400	29,700
ROW DWELLINGS	13,150	15,650	17,350	20,750	25,000	27,750	29,000
WALKUP	11,100	13,800	15,700	18,500	21,450	23,600	24,850
ELEVATOR-STRUCTURE	16,050	18,750	23,650				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION I--CONTINUED

MASSACHUSETTS

ROSLINDEN:

DETACHED AND SEMIDETACHED	14,600	17,350	19,200	23,000	27,650	30,750	32,200
ROW DWELLINGS	14,450	17,250	19,150	22,850	27,550	30,650	32,000
WALKUP	15,450	18,500	20,450	24,450	29,500	32,650	34,250
ELEVATOR-STRUCTURE	18,600	21,650	27,400				

CAPE COD:

DETACHED AND SEMIDETACHED	13,950	16,600	18,350	21,950	26,500	29,300	30,750
ROW DWELLINGS	13,400	15,950	17,800	21,200	25,550	28,450	29,700
WALKUP	14,250	17,000	19,000	22,550	27,300	30,350	31,750
ELEVATOR-STRUCTURE	17,700	20,650	26,100				

PIITSEFIELD:

DETACHED AND SEMIDETACHED	13,800	16,450	18,250	21,800	26,200	29,100	30,500
ROW DWELLINGS	13,650	16,250	18,150	21,550	26,000	28,900	30,150
WALKUP	14,650	17,350	19,350	23,000	27,800	30,900	32,350
ELEVATOR-STRUCTURE	16,850	19,550	24,850				

SPRINGFIELD:

DETACHED AND SEMIDETACHED	13,800	16,450	18,200	21,850	26,250	29,200	30,600
ROW DWELLINGS	13,300	15,900	17,600	21,100	25,350	28,200	29,400
WALKUP	13,800	16,450	18,150	21,800	26,250	29,150	30,550
ELEVATOR-STRUCTURE	18,600	21,700	27,350				

WORCESTER:

DETACHED AND SEMIDETACHED	14,050	16,700	18,550	22,100	26,700	29,650	31,050
ROW DWELLINGS	13,950	16,650	18,500	22,000	26,550	29,500	30,800
WALKUP	14,450	17,350	19,300	22,900	27,650	30,700	32,200
ELEVATOR-STRUCTURE	18,100	21,150	26,700				

FALL RIVER:

DETACHED AND SEMIDETACHED	13,650	16,300	18,100	21,550	26,000	28,900	30,200
ROW DWELLINGS	12,750	15,150	16,950	20,150	24,250	27,000	28,200
WALKUP	14,300	16,850	18,900	22,550	27,250	30,300	31,700
ELEVATOR-STRUCTURE	17,400	20,250	25,650				

LOWELL:

DETACHED AND SEMIDETACHED	14,250	17,050	18,900	22,600	27,150	30,150	31,650
ROW DWELLINGS	13,900	16,500	18,300	21,850	26,250	29,250	30,550
WALKUP	14,750	17,500	19,450	23,250	27,950	31,150	32,650
ELEVATOR-STRUCTURE	18,150	21,200	26,800				

SALEM:

DETACHED AND SEMIDETACHED	13,900	16,550	18,300	21,900	26,400	29,250	30,700
ROW DWELLINGS	13,400	15,950	17,750	21,150	25,450	28,350	29,600
WALKUP	14,250	17,050	18,950	22,700	27,300	30,350	31,750
ELEVATOR-STRUCTURE	17,300	20,200	25,500				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0

1

2

3

4

5

6

REGION I--CONTINUED

NEW HAMPSHIRE

MANCHESTER:

DETACHED AND SEMIDETACHED	13,700	17,050	18,800	22,550	27,000	30,050	31,650
ROW DWELLINGS	13,500	16,250	18,000	21,400	25,750	28,700	29,950
WALKUP	13,450	16,700	19,000	22,450	26,000	28,550	30,000
ELEVATOR-STRUCTURE	18,700	21,750	27,450				

CONCORD:

DETACHED AND SEMIDETACHED	14,750	18,300	20,200	24,100	28,950	32,250	33,850
ROW DWELLINGS	14,400	17,300	19,250	22,850	27,600	30,650	32,000
WALKUP	14,000	17,400	19,800	23,400	27,100	29,750	31,350
ELEVATOR-STRUCTURE	19,950	23,300	29,400				

DOVER:

DETACHED AND SEMIDETACHED	13,300	16,400	18,200	21,750	26,050	29,050	30,400
ROW DWELLINGS	13,050	15,650	17,450	20,650	24,900	27,700	28,950
WALKUP	13,000	16,050	18,300	21,650	27,050	30,150	31,050
ELEVATOR-STRUCTURE	18,000	20,900	26,450				

KEENE:

DETACHED AND SEMIDETACHED	14,100	17,450	19,250	23,050	27,650	30,750	32,350
ROW DWELLINGS	13,750	16,600	18,450	21,950	26,400	29,500	30,700
WALKUP	13,750	17,050	19,350	23,050	26,650	29,200	30,650
ELEVATOR-STRUCTURE	18,450	22,250	28,100				

NASHUA:

DETACHED AND SEMIDETACHED	13,700	17,050	18,600	22,550	27,000	30,050	31,650
ROW DWELLINGS	13,500	16,250	18,000	21,400	25,750	28,700	29,950
WALKUP	13,850	17,100	19,550	23,050	26,700	29,400	30,900
ELEVATOR-STRUCTURE	18,700	21,750	27,400				

PORTSMOUTH:

DETACHED AND SEMIDETACHED	14,400	17,600	19,700	23,600	28,350	31,550	33,100
ROW DWELLINGS	14,150	17,000	18,900	22,450	26,950	30,000	31,400
WALKUP	12,100	15,000	17,100	20,200	23,350	25,650	26,950
ELEVATOR-STRUCTURE	19,550	22,700	28,750				

RHODE ISLAND

PROVIDENCE:

DETACHED AND SEMIDETACHED	14,650	17,600	19,500	23,200	28,050	31,100	32,550
ROW DWELLINGS	14,100	16,650	18,600	22,200	26,700	29,650	31,000
WALKUP	13,900	16,500	18,450	22,000	26,550	29,450	30,900
ELEVATOR-STRUCTURE	18,850	21,950	27,600				

NEWPORT:

DETACHED AND SEMIDETACHED	14,800	17,700	19,600	23,500	28,250	31,350	32,800
ROW DWELLINGS	14,200	16,750	18,750	22,350	27,000	29,950	31,350
WALKUP	14,100	16,650	18,600	22,250	26,750	29,700	31,250
ELEVATOR-STRUCTURE	19,000	22,200	27,950				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0

1

2

3

4

5

6

REGION I--CONTINUED

RHODE ISLAND--CONTINUED

WESTERLY:

DETACHED AND SEMIDETACHED	14,800	17,700	19,600	23,500	28,250	31,350	32,800
ROW DWELLINGS	14,200	16,750	18,750	22,350	27,000	29,950	31,350
WALKUP	14,150	16,750	18,700	22,400	27,000	29,950	31,400
ELEVATOR-STRUCTURE	19,000	22,200	27,950				
PANTUCKET:							
DETACHED AND SEMIDETACHED	14,650	17,600	19,500	23,200	28,050	31,100	32,550
ROW DWELLINGS	14,100	16,650	18,600	22,200	26,700	29,650	31,000
WALKUP	13,900	16,500	18,450	22,000	26,550	29,450	30,900
ELEVATOR-STRUCTURE	18,800	21,900	27,550				
MOONSOCKET:							
DETACHED AND SEMIDETACHED	14,500	17,300	19,250	23,000	27,700	30,700	32,150
ROW DWELLINGS	13,800	16,500	18,350	21,950	26,400	29,300	30,700
WALKUP	13,700	16,400	18,100	21,600	26,250	29,200	30,550
ELEVATOR-STRUCTURE	18,400	21,450	27,000				

VERMONT

BURLINGTON:

DETACHED AND SEMIDETACHED	13,700	16,450	18,150	21,700	26,100	29,050	30,400
ROW DWELLINGS	13,650	16,200	18,050	21,450	25,700	28,700	30,050
WALKUP	12,100	14,850	17,000	20,100	23,200	25,650	26,950
ELEVATOR-STRUCTURE	17,600	20,450	25,950				
BENNINGTON:							
DETACHED AND SEMIDETACHED	13,700	16,450	18,150	21,700	26,100	29,050	30,400
ROW DWELLINGS	13,650	16,200	18,050	21,450	25,700	28,700	30,050
WALKUP	12,100	14,850	17,000	20,100	23,200	25,650	26,950
ELEVATOR-STRUCTURE	17,600	20,450	25,950				
BRATTLEBORO:							
DETACHED AND SEMIDETACHED	13,700	16,450	18,150	21,700	26,100	29,050	30,400
ROW DWELLINGS	13,650	16,200	18,050	21,450	25,700	28,700	30,050
WALKUP	12,100	14,850	17,000	20,100	23,200	25,650	26,950
ELEVATOR-STRUCTURE	17,600	20,450	25,950				
MONTPELIER:							
DETACHED AND SEMIDETACHED	13,400	15,950	17,700	21,050	25,350	28,200	29,550
ROW DWELLINGS	13,200	15,750	17,500	20,800	24,950	27,850	29,150
WALKUP	11,750	14,450	16,500	19,550	22,500	24,900	26,100
ELEVATOR-STRUCTURE	17,600	20,450	25,950				

RUTLAND:

DETACHED AND SEMIDETACHED	13,550	16,150	17,850	21,450	25,650	28,650	29,950
ROW DWELLINGS	13,450	15,950	17,700	21,050	25,250	28,250	29,500
WALKUP	11,900	14,550	16,650	19,800	22,800	25,150	26,500
ELEVATOR-STRUCTURE	17,500	20,350	25,700				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
NEW JERSEY							
CAMDEN:							
DETACHED AND SEMIDETACHED	13,850	16,650	18,450	21,950	26,550	29,450	30,900
ROW DWELLINGS	13,150	15,750	17,450	20,800	24,900	27,850	29,050
WALKUP	11,850	14,650	16,700	19,750	22,950	25,200	26,600
ELEVATOR-STRUCTURE	18,050	21,000	26,600				
ATLANTIC CITY:							
DETACHED AND SEMIDETACHED	13,650	16,600	18,400	21,900	26,450	29,350	30,800
ROW DWELLINGS	13,200	15,850	17,550	20,900	25,000	28,050	29,200
WALKUP	11,000	13,650	15,550	18,350	21,300	23,450	24,700
ELEVATOR-STRUCTURE	17,200	20,000	25,350				
HURLINGTON:							
DETACHED AND SEMIDETACHED	13,900	16,700	18,550	22,000	26,600	29,500	31,000
ROW DWELLINGS	13,200	15,800	17,550	20,850	24,950	27,900	29,100
WALKUP	12,100	14,950	17,000	20,050	23,300	25,600	27,000
ELEVATOR-STRUCTURE	18,100	21,150	26,750				
GLOUCESTER:							
DETACHED AND SEMIDETACHED	13,850	16,650	18,450	21,950	26,550	29,450	30,900
ROW DWELLINGS	13,150	15,750	17,450	20,800	24,900	27,850	29,050
WALKUP	11,450	14,200	16,100	19,050	22,100	24,350	25,650
ELEVATOR-STRUCTURE	18,050	21,000	26,600				
TRENTON:							
DETACHED AND SEMIDETACHED	14,200	16,900	18,800	22,400	27,000	30,000	31,500
ROW DWELLINGS	13,450	16,000	17,850	21,200	25,400	28,350	29,650
WALKUP	12,150	15,000	17,000	20,200	23,350	25,650	27,050
ELEVATOR-STRUCTURE	19,900	23,050	29,200				
VINELAND:							
DETACHED AND SEMIDETACHED	15,350	18,350	20,350	24,250	29,250	32,550	34,100
ROW DWELLINGS	14,500	17,400	19,250	22,950	27,450	30,650	32,050
WALKUP	12,200	15,150	17,250	20,350	23,500	25,950	27,400
ELEVATOR-STRUCTURE	18,650	21,650	27,450				
NEWARK:							
DETACHED AND SEMIDETACHED	14,450	17,150	19,100	22,800	27,400	30,400	31,850
ROW DWELLINGS	13,800	16,400	18,200	21,600	26,050	29,050	30,350
WALKUP	13,650	17,000	19,350	22,900	26,550	29,200	30,800
ELEVATOR-STRUCTURE	20,550	23,900	30,200				
ASBURY PARK:							
DETACHED AND SEMIDETACHED	14,450	17,150	19,100	22,800	27,400	30,400	31,850
ROW DWELLINGS	13,800	16,400	18,200	21,600	26,050	29,050	30,350
WALKUP	13,400	16,650	18,950	22,450	26,050	28,650	30,150
ELEVATOR-STRUCTURE	19,700	22,900	28,900				
NORTH BERGEN:							
DETACHED AND SEMIDETACHED	14,450	17,150	19,100	22,800	27,400	30,400	31,850
ROW DWELLINGS	13,800	16,400	18,200	21,600	26,050	29,050	30,350
WALKUP	14,000	17,350	19,750	23,400	27,200	29,900	31,450
ELEVATOR-STRUCTURE	20,200	23,500	29,700				

REGION II

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
NEW JERSEY--CONTINUED							
FREEHOLD:							
DETACHED AND SEMIDETACHED	14,450	17,150	19,100	22,800	27,400	30,400	31,850
ROW DWELLINGS	13,800	16,400	18,200	21,600	26,050	29,050	30,350
WALKUP	13,350	16,650	18,900	22,400	26,000	28,600	30,100
ELEVATOR-STRUCTURE	19,700	22,900	28,900				
REGION II--CONTINUED							
NEW YORK:							
ALBANY:							
DETACHED AND SEMIDETACHED	14,350	17,150	18,900	22,550	27,300	30,250	31,750
ROW DWELLINGS	13,450	16,250	18,100	21,550	25,900	28,850	30,200
WALKUP	14,050	17,450	19,800	23,500	27,200	29,900	31,500
ELEVATOR-STRUCTURE	18,650	21,550	27,450				
GLEN FALLS:							
DETACHED AND SEMIDETACHED	12,950	15,500	17,200	20,500	24,650	27,400	28,800
ROW DWELLINGS	12,400	14,800	16,450	19,550	23,450	26,200	27,350
WALKUP	13,450	16,550	18,900	22,350	25,950	28,450	30,000
ELEVATOR-STRUCTURE	16,700	20,650	26,100				
MASSENA:							
DETACHED AND SEMIDETACHED	13,750	16,500	18,200	21,700	26,150	29,050	30,550
ROW DWELLINGS	13,150	15,700	17,450	20,750	24,850	27,750	29,050
WALKUP	13,550	16,800	19,050	22,600	26,150	28,700	30,350
ELEVATOR-STRUCTURE	17,950	20,800	26,350				
PLATTSBURGH:							
DETACHED AND SEMIDETACHED	13,600	16,250	18,050	21,550	25,950	28,800	30,250
ROW DWELLINGS	13,050	15,550	17,250	20,550	24,650	27,500	28,700
WALKUP	13,450	16,550	18,900	22,350	25,950	28,450	30,000
ELEVATOR-STRUCTURE	16,700	20,650	26,100				
SYRACUSE:							
DETACHED AND SEMIDETACHED	14,450	17,250	19,000	22,750	27,500	30,500	31,950
ROW DWELLINGS	13,800	16,450	18,250	21,700	26,050	29,100	30,450
WALKUP	14,200	17,550	19,900	23,700	27,450	30,100	31,800
ELEVATOR-STRUCTURE	18,650	21,650	27,450				
POUGHKEEPSIE:							
DETACHED AND SEMIDETACHED	14,750	17,650	19,550	23,350	28,150	31,250	32,750
ROW DWELLINGS	14,200	16,750	18,700	22,250	26,750	29,850	31,200
WALKUP	14,600	18,100	20,550	24,400	28,200	31,000	32,650
ELEVATOR-STRUCTURE	19,250	22,300	28,300				
WATERTOWN:							
DETACHED AND SEMIDETACHED	14,250	16,950	18,800	22,400	27,000	30,000	31,450
ROW DWELLINGS	13,550	16,150	18,000	21,350	25,650	28,600	29,950
WALKUP	13,950	17,300	19,700	23,300	27,050	29,600	31,250
ELEVATOR-STRUCTURE	18,350	21,300	27,000				

RULES AND REGULATIONS

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION II--CONTINUED							
NEW YORK--CONTINUED							
Schenectady:							
DETACHED AND SEMIDETACHED	14,350	17,150	18,900	22,550	27,300	30,250	31,750
ROW DWELLINGS	13,450	16,250	18,100	21,550	25,900	28,850	30,200
WALKUP	14,050	17,450	19,800	23,500	27,200	29,900	31,500
ELEVATOR-STRUCTURE	18,650	21,550	27,450				
Binghamton:							
DETACHED AND SEMIDETACHED	14,300	16,950	18,850	22,500	27,150	30,150	31,600
ROW DWELLINGS	13,950	16,650	18,450	21,950	26,400	29,500	30,800
WALKUP	14,000	17,350	19,700	23,350	27,100	29,650	31,300
ELEVATOR-STRUCTURE	18,700	21,700	27,500				
Ithaca:							
DETACHED AND SEMIDETACHED	14,200	16,850	18,750	22,350	26,900	29,900	31,300
ROW DWELLINGS	13,850	16,550	18,350	21,800	26,150	29,200	30,500
WALKUP	13,900	17,250	19,500	23,200	27,000	29,550	31,150
ELEVATOR-STRUCTURE	18,300	21,250	26,950				
Buffalo:							
DETACHED AND SEMIDETACHED	15,250	18,200	20,200	24,100	29,000	32,250	33,800
ROW DWELLINGS	14,950	17,850	19,800	23,550	28,250	31,600	32,950
WALKUP	13,400	16,450	18,650	22,100	25,600	28,150	29,650
ELEVATOR-STRUCTURE	19,700	22,950	28,900				
Rochester:							
DETACHED AND SEMIDETACHED	14,850	17,750	19,650	23,450	28,350	31,400	32,950
ROW DWELLINGS	14,550	17,400	19,400	22,950	27,600	30,750	32,150
WALKUP	12,950	15,950	18,150	21,550	24,950	27,400	28,850
ELEVATOR-STRUCTURE	19,250	22,450	28,250				
Jamestown:							
DETACHED AND SEMIDETACHED	14,800	17,650	19,600	23,400	28,200	31,350	32,850
ROW DWELLINGS	14,450	17,350	19,200	22,800	27,450	30,700	31,950
WALKUP	12,950	15,950	18,150	21,550	24,950	27,400	28,850
ELEVATOR-STRUCTURE	19,100	22,250	28,100				
Elmira:							
DETACHED AND SEMIDETACHED	15,800	18,900	21,050	25,050	30,200	33,500	35,150
ROW DWELLINGS	15,450	18,600	20,600	24,450	29,400	32,850	34,250
WALKUP	13,900	17,100	19,400	23,050	26,600	29,350	30,900
ELEVATOR-STRUCTURE	20,450	23,850	30,100				
New York City:							
DETACHED AND SEMIDETACHED	16,350	19,600	21,700	25,950	31,200	34,700	36,350
ROW DWELLINGS	15,700	18,700	20,750	24,700	29,650	33,000	34,600
WALKUP	17,050	21,150	23,950	28,400	32,900	36,150	38,100
ELEVATOR-STRUCTURE	29,600	34,200	38,900	46,650	54,100	57,550	
Nassau County:							
DETACHED AND SEMIDETACHED	16,050	19,200	21,400	25,450	30,700	34,050	35,700
ROW DWELLINGS	15,450	18,350	20,400	24,200	29,100	32,400	33,900
WALKUP	18,300	22,700	25,750	30,450	35,300	38,850	40,900
ELEVATOR-STRUCTURE	22,800	26,350	29,950	35,950	41,650	44,400	

PROTOTYPE PER UNIT COST SCHEDULE

		NUMBER OF BEDROOMS						
		0	1	2	3	4	5	6
REGION II--CONTINUED								
NEW YORK--CONTINUED								
PLUTNAM COUNTY:								
	DETACHED AND SEMIDETACHED	13,950	16,700	18,450	22,100	26,600	29,500	30,950
	ROW DWELLINGS	13,400	15,900	17,650	20,950	25,200	28,100	29,400
	WALKUP	15,900	19,650	22,300	26,450	30,600	33,650	36,550
	ELEVATOR-STRUCTURE	20,800	24,000	27,300	32,750	37,950	40,450	
SUFFOLK COUNTY:								
	DETACHED AND SEMIDETACHED	15,100	18,050	20,000	23,900	28,750	31,900	33,450
	ROW DWELLINGS	14,500	17,200	19,150	22,750	27,250	30,400	31,800
	WALKUP	17,200	21,250	24,200	28,600	33,100	36,450	38,350
	ELEVATOR-STRUCTURE	21,250	24,600	27,950	33,500	38,850	41,350	
WESTCHESTER COUNTY:								
	DETACHED AND SEMIDETACHED	14,550	17,400	19,250	23,050	27,250	30,800	32,300
	ROW DWELLINGS	13,950	16,600	18,400	21,950	26,300	29,350	30,800
	WALKUP	16,550	20,500	23,200	27,500	31,900	35,150	37,000
	ELEVATOR-STRUCTURE	20,500	23,650	26,950	32,300	37,450	39,850	
ORANGE CO.:								
	DETACHED AND SEMIDETACHED	14,900	17,800	19,750	23,600	28,400	31,500	33,000
	ROW DWELLINGS	14,250	16,950	18,850	22,400	26,950	30,000	31,400
	WALKUP	16,900	21,000	23,850	28,250	32,700	36,000	37,900
	ELEVATOR-STRUCTURE	22,250	25,650	29,100	34,950	40,600	43,200	
ROCKLAND COUNTY:								
	DETACHED AND SEMIDETACHED	14,750	17,650	19,600	23,400	28,150	31,300	32,800
	ROW DWELLINGS	14,150	16,850	18,750	22,250	26,700	29,800	31,200
	WALKUP	16,800	20,850	23,650	28,000	32,500	35,700	37,550
	ELEVATOR-STRUCTURE	21,800	25,200	28,600	34,300	39,800	42,350	
PUERTO RICO								
SAN JUAN:								
	DETACHED AND SEMIDETACHED	12,750	15,250	16,900	20,200	24,350	27,000	28,350
	ROW DWELLINGS	12,200	14,600	16,250	19,150	23,100	25,700	26,950
	WALKUP	11,700	14,450	16,400	19,500	22,550	24,800	26,150
	ELEVATOR-STRUCTURE	14,200	16,650	21,050	23,400	25,700		
OLD SAN JUAN:								
	DETACHED AND SEMIDETACHED	15,250	18,300	20,250	24,200	29,200	32,400	34,000
	ROW DWELLINGS	14,650	17,500	19,500	23,000	27,750	30,850	32,350
	WALKUP	14,050	17,300	19,700	23,400	27,050	29,800	31,400
	ELEVATOR-STRUCTURE	17,050	19,950	25,250	28,100	30,850		
PONCE:								
	DETACHED AND SEMIDETACHED	12,800	15,350	16,950	20,300	24,400	27,050	28,400
	ROW DWELLINGS	12,250	14,700	16,300	19,200	23,200	25,750	27,000
	WALKUP	11,800	14,500	16,500	19,500	22,650	24,850	26,200
	ELEVATOR-STRUCTURE	14,350	16,700	21,150	23,500	25,800		

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

6

5

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REGION II--CONTINUED

PUERTO RICO--CONTINUED

MAYAGUEZ:

DETACHED AND SEMIDETACHED	16,950	20,300	24,400	27,050	28,400
ROW DWELLINGS	16,300	19,200	23,200	25,750	27,000
WALKUP	14,500	19,500	22,650	24,850	26,200
ELEVATOR-STRUCTURE	21,150	23,500	25,800		

ARECIBO:

DETACHED AND SEMIDETACHED	16,950	20,300	24,400	27,050	28,400
ROW DWELLINGS	16,300	19,200	23,200	25,750	27,000
WALKUP	14,500	19,500	22,650	24,850	26,200
ELEVATOR-STRUCTURE	21,150	23,500	25,800		

VIRGIN ISLANDS

ST. THOMAS:

DETACHED AND SEMIDETACHED	18,700	24,750	29,800	33,100	34,700
ROW DWELLINGS	17,850	23,550	28,300	31,500	33,000
WALKUP	17,800	24,050	27,900	30,650	32,250
ELEVATOR-STRUCTURE	18,850	26,550	29,200		

ST. CROIX:

DETACHED AND SEMIDETACHED	20,200	24,200	29,000	32,250	33,800
ROW DWELLINGS	19,400	23,000	27,650	30,800	32,200
WALKUP	17,250	23,200	26,950	29,650	31,200
ELEVATOR-STRUCTURE	23,300	25,950	28,500		

CHARLOTTE AMALIE:

DETACHED AND SEMIDETACHED	20,850	24,900	30,000	33,350	35,000
ROW DWELLINGS	19,900	23,650	28,450	31,700	33,250
WALKUP	17,750	24,000	27,800	30,600	32,150
ELEVATOR-STRUCTURE	24,100	26,800	29,400		

DELAWARE

WILMINGTON:

DETACHED AND SEMIDETACHED	15,550	20,500	24,650	27,500	28,800
ROW DWELLINGS	14,800	19,500	23,550	26,100	27,400
WALKUP	13,600	18,450	21,400	23,350	24,650
ELEVATOR-STRUCTURE	19,700				

DOVER:

DETACHED AND SEMIDETACHED	15,700	20,650	24,800	27,650	28,950
ROW DWELLINGS	14,900	19,600	23,750	26,250	27,550
WALKUP	13,750	18,550	21,500	23,600	24,800
ELEVATOR-STRUCTURE	19,900	25,250			

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION III--CONTINUED

WASHINGTON, D.C.

WASHINGTON, D.C.:

DETACHED AND SEMIDETACHED	15,350	18,350	20,250	24,250	29,200	32,500	33,950
ROW DWELLINGS	14,600	17,500	19,350	23,050	27,800	30,950	32,250
WALKUP	12,250	15,050	17,350	20,300	23,600	26,050	27,350
ELEVATOR-STRUCTURE	16,550	19,100	24,250				

MARYLAND

BALTIMORE:

DETACHED AND SEMIDETACHED	12,400	14,900	16,500	19,650	23,600	26,400	27,550
ROW DWELLINGS	11,850	14,250	15,750	18,800	22,600	25,100	26,300
WALKUP	10,550	13,050	14,800	17,550	20,350	22,350	23,550
ELEVATOR-STRUCTURE	17,100	19,900	25,200				
ARDFERDEN:							
DETACHED AND SEMIDETACHED	12,250	14,650	16,300	19,400	23,300	26,050	27,150
ROW DWELLINGS	11,700	14,050	15,500	18,550	22,250	24,750	25,950
WALKUP	10,350	12,750	14,500	17,150	19,900	21,900	23,050
ELEVATOR-STRUCTURE	17,100	19,900	25,200				

HAGERSTOWN:

DETACHED AND SEMIDETACHED	12,950	15,450	17,150	20,500	24,600	27,500	28,700
ROW DWELLINGS	12,350	14,800	16,400	19,550	23,500	26,100	27,350
WALKUP	11,050	13,700	15,500	18,450	21,350	23,450	24,750
ELEVATOR-STRUCTURE	16,650	19,350	24,500				

SALISBURY:

DETACHED AND SEMIDETACHED	12,200	14,650	16,200	19,350	23,250	25,950	27,100
ROW DWELLINGS	11,700	13,950	15,450	18,500	22,200	24,700	25,850
WALKUP	10,650	13,200	14,950	17,750	20,550	22,600	23,800
ELEVATOR-STRUCTURE	17,350	20,150	25,500				

ANNAPOLIS:

DETACHED AND SEMIDETACHED	11,800	14,100	15,650	18,700	22,500	25,100	26,150
ROW DWELLINGS	11,250	13,550	14,950	17,850	21,400	23,900	25,000
WALKUP	10,150	12,550	14,300	16,850	19,550	21,500	22,650
ELEVATOR-STRUCTURE	16,450	19,200	24,250				

CAMBRIDGE:

DETACHED AND SEMIDETACHED	11,500	13,800	15,250	18,200	21,900	24,450	25,500
ROW DWELLINGS	11,000	13,150	14,550	17,400	20,900	23,300	24,350
WALKUP	9,550	11,750	13,300	15,850	18,350	20,150	21,250
ELEVATOR-STRUCTURE	16,500	19,200	24,300				

CUMBERLAND:

DETACHED AND SEMIDETACHED	11,700	14,050	15,500	18,550	22,250	24,950	26,000
ROW DWELLINGS	11,200	13,400	14,800	17,750	21,300	23,700	24,800
WALKUP	9,950	12,350	13,950	16,600	19,200	21,100	22,200
ELEVATOR-STRUCTURE	16,150	18,800	23,800				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

6

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REGION III--CONTINUED

MARYLAND--CONTINUED

FREDERICK:

DETACHED AND SEMIDETACHED	11,950	14,400	15,950	19,050	22,850	25,600	26,650
ROW DWELLINGS	11,550	13,750	15,250	18,200	21,900	24,350	25,450
WALKUP	10,250	12,600	14,350	17,050	19,650	21,600	22,850
ELEVATOR-STRUCTURE	16,650	19,350	24,500				

PENNSYLVANIA

PHILADELPHIA:

DETACHED AND SEMIDETACHED	15,000	18,150	19,700	23,900	28,700	32,000	33,400
ROW DWELLINGS	14,400	17,300	19,100	22,750	27,350	30,500	31,700
WALKUP	12,300	15,250	17,300	20,450	23,750	26,150	27,450
ELEVATOR-STRUCTURE	17,150	19,950	25,300				

ALLENTOWN:

DETACHED AND SEMIDETACHED	14,600	17,550	19,350	23,150	27,800	31,000	32,400
ROW DWELLINGS	13,950	16,800	18,500	22,050	26,500	29,550	30,750
WALKUP	11,950	14,800	16,800	19,850	22,950	25,350	26,600
ELEVATOR-STRUCTURE	16,150	18,700	23,700				

RELFONTE:

DETACHED AND SEMIDETACHED	15,300	18,450	20,400	24,300	29,150	32,600	34,050
ROW DWELLINGS	14,650	17,650	19,500	23,200	27,850	31,100	32,300
WALKUP	12,600	15,550	17,650	20,800	24,200	26,650	27,900
ELEVATOR-STRUCTURE	17,100	19,750	25,150				

HARRISBURG:

DETACHED AND SEMIDETACHED	14,650	17,700	19,550	23,300	28,000	31,250	32,600
ROW DWELLINGS	14,050	16,850	18,600	22,150	26,650	29,750	30,950
WALKUP	12,000	14,850	16,850	19,950	23,200	25,500	26,750
ELEVATOR-STRUCTURE	16,350	19,000	24,100				

LANCASTER:

DETACHED AND SEMIDETACHED	14,250	17,250	19,000	22,650	27,300	30,450	31,800
ROW DWELLINGS	13,700	16,450	18,150	21,650	26,050	29,000	30,150
WALKUP	11,700	14,450	16,450	19,500	22,600	24,900	26,100
ELEVATOR-STRUCTURE	16,150	18,700	23,700				

YORK:

DETACHED AND SEMIDETACHED	14,250	17,250	19,000	22,650	27,300	30,450	31,800
ROW DWELLINGS	13,700	16,450	18,150	21,650	26,050	29,000	30,150
WALKUP	11,700	14,450	16,450	19,500	22,600	24,900	26,100
ELEVATOR-STRUCTURE	16,150	18,700	23,700				

POTTSTOWN:

DETACHED AND SEMIDETACHED	14,250	17,250	19,000	22,650	27,300	30,450	31,800
ROW DWELLINGS	13,700	16,450	18,150	21,650	26,050	29,000	30,150
WALKUP	11,700	14,450	16,450	19,500	22,600	24,900	26,100
ELEVATOR-STRUCTURE	16,150	18,700	23,700				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION III--CONTINUED

PENNSYLVANIA--CONTINUED

READING:

DETACHED AND SEMI-DETACHED	14,250	17,250	19,000	22,650	27,300	30,450	31,800
ROW DWELLINGS	13,700	16,450	18,150	21,650	26,050	29,000	30,150
WALKUP	11,900	14,700	16,800	19,800	22,950	25,300	26,500
ELEVATOR-STRUCTURE	16,150	18,700	23,700				

SCRANTON:

DETACHED AND SEMI-DETACHED	14,450	17,450	19,200	22,900	27,550	30,750	32,050
ROW DWELLINGS	13,850	16,600	18,300	21,850	26,250	29,300	30,450
WALKUP	11,100	13,700	15,600	18,450	21,400	23,600	24,750
ELEVATOR-STRUCTURE	17,200	19,950	25,350				

BEIHEHEM:

DETACHED AND SEMI-DETACHED	13,900	16,750	18,450	22,050	26,450	29,550	30,750
ROW DWELLINGS	13,350	16,000	17,550	21,000	25,300	28,100	29,150
WALKUP	11,300	14,100	15,950	18,900	21,900	24,000	25,350
ELEVATOR-STRUCTURE	16,400	19,100	24,200				

PITTSBURGH:

DETACHED AND SEMI-DETACHED	14,000	16,750	18,550	22,050	26,550	29,600	30,900
ROW DWELLINGS	13,350	16,000	17,550	21,000	25,300	28,200	29,350
WALKUP	12,150	15,100	17,200	20,400	23,600	26,000	27,250
ELEVATOR-STRUCTURE	16,750	19,500	24,650				

ALTOONA:

DETACHED AND SEMI-DETACHED	13,400	16,050	17,800	21,150	25,400	28,300	29,600
ROW DWELLINGS	12,750	15,400	16,850	20,150	24,250	27,000	28,200
WALKUP	11,700	14,450	16,550	19,600	22,600	24,950	26,200
ELEVATOR-STRUCTURE	15,650	18,200	23,000				

ERIE:

DETACHED AND SEMI-DETACHED	13,850	16,600	18,400	21,900	26,350	29,350	30,700
ROW DWELLINGS	13,250	15,850	17,450	20,750	25,050	28,000	29,100
WALKUP	11,650	14,400	16,500	19,400	22,500	24,850	26,050
ELEVATOR-STRUCTURE	16,550	19,150	24,250				

JOHNSTOWN:

DETACHED AND SEMI-DETACHED	13,350	16,000	17,750	21,100	25,350	28,250	29,550
ROW DWELLINGS	12,650	15,150	16,700	19,850	24,000	26,700	27,800
WALKUP	11,650	14,400	16,500	19,400	22,500	24,850	26,050
ELEVATOR-STRUCTURE	15,800	18,400	23,250				

NEW CASTLE:

DETACHED AND SEMI-DETACHED	13,350	16,000	17,750	21,100	25,350	28,250	29,550
ROW DWELLINGS	12,750	15,250	16,800	20,050	24,150	26,900	28,050
WALKUP	11,650	14,400	16,500	19,450	22,550	24,850	26,050
ELEVATOR-STRUCTURE	15,800	18,400	23,250				

SHARON:

DETACHED AND SEMI-DETACHED	14,550	17,400	19,350	22,950	27,600	30,750	32,200
ROW DWELLINGS	13,850	16,650	18,300	21,800	26,250	29,300	30,550
WALKUP	11,650	14,400	16,500	19,400	22,500	24,850	26,050
ELEVATOR-STRUCTURE	15,800	18,400	23,250				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

6

5

4

3

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REGION III--CONTINUED

VIRGINIA

RICHMOND:

DETACHED AND SEMIDETACHED	11,050	13,300	16,350	19,550	23,550	26,200	27,350
ROW DWELLINGS	9,900	12,000	14,750	17,650	21,250	23,600	24,600
WALKUP	9,600	11,900	15,150	17,850	20,650	22,750	23,950
ELEVATOR-STRUCTURE	14,400	16,650	21,100				

NORFOLK:

DETACHED AND SEMIDETACHED	11,900	14,300	17,500	20,900	25,200	28,100	29,300
ROW DWELLINGS	10,600	12,900	15,800	18,950	22,750	25,300	26,350
WALKUP	9,800	12,150	15,500	18,200	21,050	23,250	24,350
ELEVATOR-STRUCTURE	15,800	18,450	23,300				

VIRGINIA BEACH:

DETACHED AND SEMIDETACHED	11,250	13,600	16,600	19,850	23,850	26,650	27,800
ROW DWELLINGS	10,050	12,200	15,000	17,950	21,600	24,050	25,050
WALKUP	9,800	12,150	15,500	18,200	21,050	23,250	24,350
ELEVATOR-STRUCTURE	15,800	18,450	23,300				

PORTSMOUTH:

DETACHED AND SEMIDETACHED	11,200	13,600	16,600	19,800	23,850	26,600	27,750
ROW DWELLINGS	10,050	12,200	14,950	17,850	21,550	24,000	25,000
WALKUP	9,650	11,950	15,200	17,900	20,700	22,900	24,000
ELEVATOR-STRUCTURE	15,800	18,450	23,300				

CHESAPEAKE:

DETACHED AND SEMIDETACHED	11,250	13,600	16,600	19,850	23,850	26,650	27,800
ROW DWELLINGS	10,050	12,200	15,000	17,950	21,600	24,050	25,050
WALKUP	9,500	11,800	15,050	17,600	20,400	22,550	23,650
ELEVATOR-STRUCTURE	15,800	18,450	23,300				

SUFFOLK:

DETACHED AND SEMIDETACHED	11,250	13,600	16,600	19,850	23,850	26,650	27,800
ROW DWELLINGS	10,050	12,200	15,000	17,950	21,600	24,050	25,050
WALKUP	9,800	12,150	15,500	18,200	21,050	23,250	24,350
ELEVATOR-STRUCTURE	14,500	16,900	21,300				

ROANOKE:

DETACHED AND SEMIDETACHED	11,500	13,900	17,000	20,250	24,350	27,200	28,350
ROW DWELLINGS	10,250	12,500	15,300	18,300	22,050	24,550	25,600
WALKUP	9,800	12,150	15,500	18,200	21,050	23,250	24,350
ELEVATOR-STRUCTURE	14,450	16,700	21,150				

LYNCHBURG:

DETACHED AND SEMIDETACHED	11,250	13,600	16,600	19,850	23,850	26,650	27,800
ROW DWELLINGS	10,050	12,200	15,000	17,950	21,600	24,050	25,050
WALKUP	9,800	12,150	15,500	18,200	21,050	23,250	24,350
ELEVATOR-STRUCTURE	14,450	16,700	21,150				

DANVILLE:

DETACHED AND SEMIDETACHED	11,250	13,600	16,600	19,850	23,850	26,650	27,800
ROW DWELLINGS	10,050	12,200	15,000	17,950	21,600	24,050	25,050
WALKUP	9,900	12,300	15,700	18,400	21,300	23,600	24,750
ELEVATOR-STRUCTURE	14,450	16,700	21,150				

PROTOTYPE PER UNIT COST SCHEDULE
 NUMBER OF BEDROOMS

	0	1	2	3	4	5	6
REGION III--CONTINUED							
VIRGINIA--CONTINUED							
NEWPORT NEWS:							
DETACHED AND SEMIDETACHED	11,300	13,650	16,750	20,050	24,150	26,800	27,950
ROW DWELLINGS	10,100	12,250	15,100	18,050	21,750	24,200	25,200
WALKUP	10,050	12,500	15,900	18,750	21,700	24,000	25,200
ELEVATOR-STRUCTURE	15,950	18,600	23,450				
HAMPTON:							
DETACHED AND SEMIDETACHED	11,300	13,650	16,750	20,050	24,150	26,800	27,950
ROW DWELLINGS	10,100	12,250	15,100	18,050	21,750	24,200	25,200
WALKUP	9,850	12,250	15,550	18,350	21,250	23,500	24,700
ELEVATOR-STRUCTURE	15,950	18,600	23,450				
FREDERICKSBURG:							
DETACHED AND SEMIDETACHED	11,450	13,750	17,000	20,250	24,350	27,100	28,350
ROW DWELLINGS	10,150	12,400	15,200	18,200	22,000	24,350	25,350
WALKUP	10,000	12,250	15,600	18,400	21,400	23,550	24,700
ELEVATOR-STRUCTURE	15,800	18,350	23,200				
WARRENTON:							
DETACHED AND SEMIDETACHED	11,450	13,750	17,000	20,250	24,350	27,100	28,350
ROW DWELLINGS	10,150	12,400	15,200	18,200	22,000	24,350	25,350
WALKUP	10,000	12,250	15,600	18,400	21,400	23,550	24,700
ELEVATOR-STRUCTURE	15,800	18,350	23,200				
HARRISONBURG:							
DETACHED AND SEMIDETACHED	11,400	13,700	16,850	20,150	24,250	26,950	28,100
ROW DWELLINGS	10,150	12,300	15,150	18,150	21,850	24,300	25,300
WALKUP	9,900	12,300	15,700	18,400	21,400	23,600	24,800
ELEVATOR-STRUCTURE	14,600	17,000	21,500				
BRISTOL:							
DETACHED AND SEMIDETACHED	11,650	14,100	17,300	20,750	25,000	27,750	28,950
ROW DWELLINGS	10,500	12,700	15,600	18,650	22,500	25,000	26,100
WALKUP	10,000	12,350	15,750	18,450	21,450	23,600	24,750
ELEVATOR-STRUCTURE	15,500	17,900	22,750				
EASTERN SHORE:							
DETACHED AND SEMIDETACHED	11,300	13,650	16,750	20,050	24,150	26,800	27,950
ROW DWELLINGS	10,100	12,250	15,100	18,050	21,750	24,200	25,200
WALKUP	9,800	12,150	15,500	18,250	21,100	23,350	24,500
ELEVATOR-STRUCTURE	14,600	17,000	21,500				
CHARLOTTEVILLE:							
DETACHED AND SEMIDETACHED	13,200	15,950	19,600	23,300	28,200	31,350	32,650
ROW DWELLINGS	11,800	14,300	17,600	21,100	25,400	28,250	29,400
WALKUP	11,500	14,300	18,900	21,400	24,850	27,400	28,800
ELEVATOR-STRUCTURE	16,950	19,750	25,000				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION III--CONTINUED

WEST VIRGINIA

CHARLESTON:

DETACHED AND SEMIDETACHED	11,400	13,800	17,100	20,300	24,450	27,300	28,500
ROW DWELLINGS	10,900	13,250	16,250	19,400	23,300	25,950	27,050
WALKUP	9,950	12,400	15,750	18,600	21,800	23,850	25,000
ELEVATOR-STRUCTURE	17,200	19,900	25,300				

BECKLEY:

DETACHED AND SEMIDETACHED	11,150	13,450	16,600	19,800	23,850	26,600	27,700
ROW DWELLINGS	10,650	12,900	15,850	18,900	22,700	25,400	26,500
WALKUP	9,700	12,100	15,400	18,150	20,950	23,200	24,300
ELEVATOR-STRUCTURE	16,700	19,450	24,600				

RIJEFIELD:

DETACHED AND SEMIDETACHED	11,150	13,450	16,600	19,800	23,850	26,600	27,700
ROW DWELLINGS	10,650	12,900	15,850	18,900	22,700	25,400	26,500
WALKUP	9,700	12,100	15,400	18,150	20,950	23,200	24,300
ELEVATOR-STRUCTURE	16,700	19,450	24,600				

HUNTINGTON:

DETACHED AND SEMIDETACHED	11,250	13,550	16,750	19,950	24,050	26,850	28,000
ROW DWELLINGS	10,700	12,950	16,000	19,100	22,850	25,550	26,650
WALKUP	9,850	12,200	15,500	18,350	21,250	23,450	24,600
ELEVATOR-STRUCTURE	16,900	19,600	24,900				

PARKERSBURG:

DETACHED AND SEMIDETACHED	11,500	13,850	17,150	20,400	24,600	27,450	28,650
ROW DWELLINGS	11,000	13,300	16,400	19,550	23,400	26,150	27,250
WALKUP	9,850	12,200	15,500	18,350	21,250	23,450	24,600
ELEVATOR-STRUCTURE	16,900	19,600	24,900				

WHEELING:

DETACHED AND SEMIDETACHED	11,150	13,450	16,600	19,800	23,850	26,600	27,700
ROW DWELLINGS	10,650	12,900	15,850	18,900	22,700	25,400	26,500
WALKUP	9,700	12,100	15,400	18,150	20,950	23,200	24,300
ELEVATOR-STRUCTURE	16,700	19,450	24,600				

MARTINSBURG:

DETACHED AND SEMIDETACHED	10,350	12,600	15,500	18,500	22,200	24,800	25,850
ROW DWELLINGS	9,950	12,050	14,750	17,550	21,200	23,600	24,650
WALKUP	8,900	11,100	14,150	16,700	19,350	21,400	22,450
ELEVATOR-STRUCTURE	16,700	19,450	24,600				

FAIRMONT:

DETACHED AND SEMIDETACHED	11,450	13,800	17,050	20,300	24,450	27,300	28,500
ROW DWELLINGS	10,900	13,250	16,250	19,400	23,300	25,950	27,150
WALKUP	9,600	11,900	15,150	17,900	20,750	22,900	24,050
ELEVATOR-STRUCTURE	16,650	19,450	24,550				

POINT PLEASANT:

DETACHED AND SEMIDETACHED	10,700	12,950	16,000	19,100	22,900	25,600	26,700
ROW DWELLINGS	10,250	12,400	15,250	18,200	21,850	24,350	25,450
WALKUP	9,400	11,700	14,850	17,450	20,200	22,350	23,450
ELEVATOR-STRUCTURE	16,850	19,550	24,800				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION IV

ALABAMA

BIRMINGHAM:

DETACHED AND SEMIDETACHED	9,850	11,950	14,700	17,650	21,250	23,550	24,650
ROW DWELLINGS	9,500	11,350	14,050	16,700	20,150	22,400	23,500
WALKUP	8,150	10,100	12,850	15,100	17,550	19,400	20,300
ELEVATOR-STRUCTURE	14,150	16,600	20,900				

DOthan:

DETACHED AND SEMIDETACHED	9,400	11,400	14,050	16,900	20,250	22,450	23,600
ROW DWELLINGS	9,000	10,850	13,400	15,900	19,150	21,350	22,400
WALKUP	7,700	9,650	12,250	14,500	16,800	18,500	19,450
ELEVATOR-STRUCTURE	13,800	16,100	20,300				

FLORENCE:

DETACHED AND SEMIDETACHED	9,500	11,450	14,100	17,000	20,400	22,650	23,750
ROW DWELLINGS	9,050	10,900	13,450	16,150	19,400	21,500	22,550
WALKUP	7,750	9,700	12,300	14,550	16,950	18,600	19,500
ELEVATOR-STRUCTURE	14,050	16,450	20,700				

HUNTSVILLE:

DETACHED AND SEMIDETACHED	9,250	11,250	13,900	16,550	20,000	22,200	11,800
ROW DWELLINGS	8,950	10,700	13,300	15,800	19,050	21,250	22,200
WALKUP	7,650	9,550	12,150	14,300	16,550	18,250	19,150
ELEVATOR-STRUCTURE	13,800	16,100	20,350				

MOBILE:

DETACHED AND SEMIDETACHED	10,300	12,450	15,400	18,350	22,100	24,550	25,650
ROW DWELLINGS	9,850	11,900	14,700	17,450	21,000	23,350	24,500
WALKUP	8,450	10,550	13,350	15,800	18,400	20,250	21,300
ELEVATOR-STRUCTURE	14,850	17,300	21,750				

MONTGOMERY:

DETACHED AND SEMIDETACHED	9,350	11,350	14,000	16,850	20,200	22,400	23,500
ROW DWELLINGS	9,000	10,850	13,400	15,900	19,150	21,350	22,400
WALKUP	7,700	9,600	12,200	14,450	16,700	18,400	19,400
ELEVATOR-STRUCTURE	13,950	16,300	20,500				

TUSCALOOSA:

DETACHED AND SEMIDETACHED	9,250	11,250	13,900	16,550	20,000	22,200	23,250
ROW DWELLINGS	8,950	10,700	13,300	15,800	19,050	21,250	22,200
WALKUP	7,650	9,550	12,150	14,300	16,550	18,250	19,150
ELEVATOR-STRUCTURE	13,800	16,100	20,350				

FLORIDA

JACKSONVILLE:

DETACHED AND SEMIDETACHED	10,250	12,350	15,250	18,250	21,900	24,300	25,450
ROW DWELLINGS	9,800	11,800	14,550	17,300	20,750	23,200	24,250
WALKUP	8,700	10,850	13,850	16,250	18,900	20,750	21,750
ELEVATOR-STRUCTURE	15,350	17,750	22,600				

RULES AND REGULATIONS

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION IV--CONTINUED

FLORIDA--CONTINUED

FORT WALTON BEACH:

DETACHED AND SEMIDETACHED	10,100	12,300	15,050	18,050	21,700	24,000	25,250
ROW DWELLINGS	9,750	11,750	14,450	17,200	20,550	23,000	23,950
WALKUP	8,650	10,800	13,700	16,100	18,800	20,600	21,550
ELEVATOR-STRUCTURE	15,200	17,650	22,400				

GAINESVILLE:

DETACHED AND SEMIDETACHED	10,600	12,900	15,850	18,950	22,850	25,250	26,450
ROW DWELLINGS	10,100	12,300	15,100	17,950	21,550	24,100	25,200
WALKUP	8,700	10,800	13,850	16,250	18,850	20,750	21,750
ELEVATOR-STRUCTURE	15,950	18,500	23,550				

PANAMA CITY:

DETACHED AND SEMIDETACHED	10,100	12,300	15,050	18,050	21,700	24,000	25,250
ROW DWELLINGS	9,750	11,750	14,450	17,200	20,550	23,000	23,950
WALKUP	8,650	10,800	13,700	16,100	18,800	20,600	21,550
ELEVATOR-STRUCTURE	15,200	17,650	22,400				

PENSACOLA:

DETACHED AND SEMIDETACHED	10,100	12,300	15,050	18,050	21,700	24,000	25,250
ROW DWELLINGS	9,750	11,750	14,450	17,200	20,550	23,000	23,950
WALKUP	8,450	10,600	13,400	15,800	18,400	20,150	21,100
ELEVATOR-STRUCTURE	15,200	17,650	22,400				

TALLAHASSEE:

DETACHED AND SEMIDETACHED	10,500	12,600	15,600	18,700	22,450	24,900	26,100
ROW DWELLINGS	10,000	12,050	14,900	17,750	21,250	23,750	24,800
WALKUP	8,500	10,650	13,650	15,900	18,600	20,400	21,400
ELEVATOR-STRUCTURE	15,700	18,200	23,100				

MIAMI:

DETACHED AND SEMIDETACHED	11,850	14,250	17,500	20,950	25,250	28,050	29,400
ROW DWELLINGS	11,250	13,500	16,850	19,950	24,050	26,750	28,050
WALKUP	9,400	11,850	15,050	17,800	20,600	22,700	23,900
ELEVATOR-STRUCTURE	15,450	18,000	22,750				

FORT LAUDERDALE:

DETACHED AND SEMIDETACHED	12,050	14,400	17,750	21,250	25,600	28,400	29,850
ROW DWELLINGS	11,400	13,750	17,050	20,300	24,350	27,050	28,400
WALKUP	8,600	10,900	13,900	16,300	18,900	20,800	21,900
ELEVATOR-STRUCTURE	14,750	17,250	21,700				

FORT MYERS:

DETACHED AND SEMIDETACHED	10,600	12,700	15,600	18,700	22,550	25,050	27,100
ROW DWELLINGS	10,000	12,100	15,000	17,850	21,400	23,850	25,050
WALKUP	8,200	10,300	13,050	15,500	17,950	19,700	20,700
ELEVATOR-STRUCTURE	14,450	16,850	21,300				

KEY WEST:

DETACHED AND SEMIDETACHED	11,850	14,250	17,500	20,950	25,250	28,050	29,400
ROW DWELLINGS	11,250	13,500	16,850	19,950	24,050	26,750	28,050
WALKUP	9,400	11,850	15,050	17,800	20,600	22,700	23,900
ELEVATOR-STRUCTURE	15,450	18,000	22,750				

PROTOTYPE PER UNIT COST SCHEDULE
 NUMBER OF BEDROOMS
 0 1 2 3 4 5 6
 REGION IV--CONTINUED

		0	1	2	3	4	5	6
FLORIDA--CONTINUED								
WEST PALM BEACH:								
DETACHED AND SEMIDETACHED		11,100	13,350	16,400	19,650	23,650	26,250	27,500
ROW DWELLINGS		10,550	12,700	15,750	18,700	22,500	24,950	26,250
WALKUP		9,000	11,350	14,450	17,100	19,850	21,850	22,900
ELEVATOR-STRUCTURE		15,100	17,550	22,200				
TAMPA:								
DETACHED AND SEMIDETACHED		9,400	11,250	13,950	16,700	19,950	22,250	23,300
ROW DWELLINGS		8,900	10,800	13,400	15,850	19,050	21,300	22,200
WALKUP		8,950	11,150	14,150	16,800	19,450	21,350	22,450
ELEVATOR-STRUCTURE		14,500	16,900	21,300				
COCOA BEACH:								
DETACHED AND SEMIDETACHED		9,350	11,200	13,850	16,500	19,850	22,100	23,100
ROW DWELLINGS		8,850	10,700	13,250	15,700	18,900	21,100	22,050
WALKUP		8,900	11,100	14,050	16,600	19,300	21,150	22,200
ELEVATOR-STRUCTURE		14,400	16,800	21,100				
DAYTONA BEACH:								
DETACHED AND SEMIDETACHED		11,000	13,150	16,300	19,550	23,350	26,050	27,250
ROW DWELLINGS		10,400	12,600	15,650	18,550	22,250	24,900	26,000
WALKUP		10,450	13,050	16,450	19,550	22,650	25,000	26,150
ELEVATOR-STRUCTURE		17,000	19,800	24,950				
FORT PIERCE:								
DETACHED AND SEMIDETACHED		9,950	11,900	14,800	17,650	21,200	23,600	24,750
ROW DWELLINGS		9,450	11,350	14,100	16,750	20,100	22,500	23,450
WALKUP		9,550	11,850	15,000	17,750	20,800	22,600	23,800
ELEVATOR-STRUCTURE		15,400	17,900	22,500				
LAKELAND:								
DETACHED AND SEMIDETACHED		9,450	11,300	14,050	16,850	20,100	22,500	23,450
ROW DWELLINGS		8,950	10,850	13,500	16,000	19,150	21,450	22,450
WALKUP		9,100	11,250	14,250	16,900	19,550	21,550	22,600
ELEVATOR-STRUCTURE		14,500	16,850	21,250				
ORLANDO:								
DETACHED AND SEMIDETACHED		9,250	11,050	13,700	16,300	19,600	21,800	22,750
ROW DWELLINGS		8,750	10,500	13,050	15,450	18,600	20,750	21,700
WALKUP		8,500	10,650	13,450	15,950	18,450	20,350	21,350
ELEVATOR-STRUCTURE		14,100	16,350	20,700				
SARASOTA:								
DETACHED AND SEMIDETACHED		9,600	11,550	14,400	17,100	20,550	22,900	23,950
ROW DWELLINGS		9,150	11,100	13,750	16,250	19,600	21,850	22,850
WALKUP		9,300	11,600	14,700	17,500	20,300	22,300	23,450
ELEVATOR-STRUCTURE		14,850	17,300	21,850				
ST. PETERSBURG:								
DETACHED AND SEMIDETACHED		9,250	11,050	13,700	16,300	19,600	21,800	22,750
ROW DWELLINGS		8,750	10,500	13,050	15,450	18,600	20,750	21,700
WALKUP		8,800	11,000	13,900	16,400	19,050	21,000	21,950
ELEVATOR-STRUCTURE		14,300	16,550	20,850				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
GEORGIA							
ATLANTA:							
DETACHED AND SEMIDETACHED	10,350	12,450	15,300	18,300	22,050	24,400	25,550
ROW DWELLINGS	9,800	11,800	14,650	17,400	20,950	23,300	24,350
WALKUP	8,600	10,650	13,550	15,950	18,550	20,350	21,450
ELEVATOR-STRUCTURE	15,750	18,250	23,150				
ALBANY:							
DETACHED AND SEMIDETACHED	10,300	12,400	15,200	18,150	21,750	24,250	25,350
ROW DWELLINGS	9,750	11,750	14,500	17,250	20,700	23,100	24,200
WALKUP	8,500	10,600	13,400	15,800	18,450	20,200	21,300
ELEVATOR-STRUCTURE	15,600	18,150	22,900				
AUGUSTA:							
DETACHED AND SEMIDETACHED	10,600	12,650	15,750	18,800	22,600	25,050	26,200
ROW DWELLINGS	10,150	12,150	14,950	17,950	21,550	23,900	25,050
WALKUP	8,650	10,650	13,550	16,050	18,550	20,550	21,500
ELEVATOR-STRUCTURE	14,650	17,000	21,500				
BRUNSWICK:							
DETACHED AND SEMIDETACHED	9,700	11,650	14,300	17,100	20,550	22,850	23,900
ROW DWELLINGS	9,150	11,100	13,650	16,250	19,500	21,750	22,800
WALKUP	7,850	9,750	12,350	14,550	16,950	18,600	19,550
ELEVATOR-STRUCTURE	15,600	18,150	22,900				
COLUMBUS:							
DETACHED AND SEMIDETACHED	10,050	12,100	15,000	17,950	21,600	23,900	25,100
ROW DWELLINGS	9,700	11,650	14,350	17,150	20,600	22,850	23,900
WALKUP	8,450	10,450	13,300	15,650	18,150	20,100	21,000
ELEVATOR-STRUCTURE	15,500	18,000	22,750				
MACON:							
DETACHED AND SEMIDETACHED	10,200	12,200	15,200	18,100	21,850	24,150	25,300
ROW DWELLINGS	9,800	11,750	14,450	17,250	20,800	23,050	24,150
WALKUP	8,200	10,150	12,900	15,200	17,650	19,500	20,400
ELEVATOR-STRUCTURE	15,500	18,000	22,750				
ROME:							
DETACHED AND SEMIDETACHED	9,750	11,700	14,500	17,350	20,800	23,050	24,200
ROW DWELLINGS	9,300	11,200	13,800	16,500	19,750	21,950	23,000
WALKUP	7,950	9,800	12,550	14,750	17,100	18,800	19,800
ELEVATOR-STRUCTURE	15,300	17,800	22,500				
SAVANNAH:							
DETACHED AND SEMIDETACHED	9,700	11,650	14,300	17,100	20,550	22,850	23,900
ROW DWELLINGS	9,150	11,100	13,650	16,250	19,500	21,750	22,800
WALKUP	7,850	9,750	12,350	14,550	16,950	18,600	19,550
ELEVATOR-STRUCTURE	15,600	18,150	22,900				
VALDOSTA:							
DETACHED AND SEMIDETACHED	10,000	12,050	14,900	17,850	21,450	23,750	24,850
ROW DWELLINGS	9,550	11,550	14,250	16,950	20,350	22,600	23,700
WALKUP	8,350	10,300	13,150	15,500	17,950	19,800	20,750
ELEVATOR-STRUCTURE	15,300	17,800	22,500				

RULES AND REGULATIONS

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION IV--CONTINUED

KENTUCKY

LOUISVILLE:

DETACHED AND SEMIDETACHED	10,200	12,250	15,100	18,100	21,800	24,150	25,350
ROW DWELLINGS	9,750	11,750	14,500	17,200	20,700	23,050	24,100
WALKUP	9,200	11,350	14,450	17,100	19,800	21,750	22,900
ELEVATOR-STRUCTURE	16,900	19,700	24,900				

ASHLAND:

DETACHED AND SEMIDETACHED	10,550	12,650	15,600	18,700	22,550	25,000	26,250
ROW DWELLINGS	10,050	12,100	15,000	17,800	21,400	23,800	24,850
WALKUP	9,250	11,450	14,500	17,150	19,950	22,000	23,050
ELEVATOR-STRUCTURE	17,400	20,400	25,750				

BOWLING GREEN:

DETACHED AND SEMIDETACHED	9,850	11,850	14,550	17,450	21,050	23,350	24,450
ROW DWELLINGS	9,400	11,350	14,050	16,600	20,100	22,300	23,350
WALKUP	8,500	10,500	13,450	15,900	18,400	20,300	21,300
ELEVATOR-STRUCTURE	16,350	19,000	24,050				

CORBIN:

DETACHED AND SEMIDETACHED	10,200	12,250	15,100	18,100	21,800	24,150	25,350
ROW DWELLINGS	9,750	11,750	14,500	17,200	20,700	23,050	24,100
WALKUP	8,800	10,900	13,900	16,400	19,050	21,000	22,050
ELEVATOR-STRUCTURE	16,900	19,700	24,900				

COVINGTON:

DETACHED AND SEMIDETACHED	10,950	13,150	16,200	19,400	23,400	25,950	27,200
ROW DWELLINGS	10,400	12,550	15,550	18,450	22,300	24,700	25,850
WALKUP	9,800	12,250	15,500	18,300	21,200	23,350	24,600
ELEVATOR-STRUCTURE	17,850	20,850	26,250				

FRANKFORT:

DETACHED AND SEMIDETACHED	9,550	11,400	14,100	16,950	20,400	22,550	23,650
ROW DWELLINGS	9,100	10,950	13,550	16,100	19,400	21,500	22,500
WALKUP	8,550	10,700	13,500	16,000	18,450	20,450	21,450
ELEVATOR-STRUCTURE	15,550	18,200	22,950				

HOPKINSVILLE:

DETACHED AND SEMIDETACHED	9,700	11,600	14,300	17,150	20,650	22,950	24,050
ROW DWELLINGS	9,250	11,150	13,800	16,300	19,650	21,900	22,900
WALKUP	8,000	9,950	12,600	14,950	17,300	19,100	20,050
ELEVATOR-STRUCTURE	16,050	19,700	23,650				

LEXINGTON:

DETACHED AND SEMIDETACHED	9,900	11,900	14,650	17,600	21,200	23,500	24,600
ROW DWELLINGS	9,450	11,400	14,100	16,700	20,150	22,400	23,450
WALKUP	9,500	11,750	14,900	17,650	20,450	22,500	23,650
ELEVATOR-STRUCTURE	16,900	19,700	24,900				

MIDDLESBORO:

DETACHED AND SEMIDETACHED	10,200	12,250	15,100	18,100	21,800	24,150	25,350
ROW DWELLINGS	9,750	11,750	14,500	17,200	20,700	23,050	24,100
WALKUP	8,850	11,000	14,000	16,600	19,200	21,100	22,200
ELEVATOR-STRUCTURE	16,900	19,700	24,900				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
KENTUCKY--CONTINUED							
MURRAY:							
DETACHED AND SEMIDETACHED	9,700	11,600	14,300	17,150	20,650	22,950	24,050
ROW DWELLINGS	9,250	11,150	13,800	16,300	19,650	21,900	22,900
WALKUP	7,800	9,750	12,300	14,600	16,950	18,750	19,600
ELEVATOR-STRUCTURE	16,050	18,700	23,650				
NEWPORT:							
DETACHED AND SEMIDETACHED	10,400	12,500	15,350	18,450	22,300	24,600	25,850
ROW DWELLINGS	9,950	12,000	14,800	17,550	21,200	23,500	24,600
WALKUP	9,000	11,200	14,100	16,750	19,400	21,450	22,500
ELEVATOR-STRUCTURE	17,050	19,900	25,150				
OMENSBORO:							
DETACHED AND SEMIDETACHED	10,400	12,500	15,350	18,450	22,300	24,600	25,850
ROW DWELLINGS	9,950	12,000	14,800	17,550	21,200	23,500	24,600
WALKUP	9,000	11,200	14,100	16,750	19,400	21,450	22,500
ELEVATOR-STRUCTURE	17,050	19,900	25,150				
PADUCAH:							
DETACHED AND SEMIDETACHED	9,550	11,400	14,100	16,950	20,400	22,550	23,650
ROW DWELLINGS	9,100	10,950	13,550	16,100	19,400	21,550	22,500
WALKUP	8,550	10,700	13,500	16,000	18,450	20,450	21,450
ELEVATOR-STRUCTURE	16,050	18,700	23,650				
MISSISSIPPI							
JACKSON:							
DETACHED AND SEMIDETACHED	9,550	11,500	14,200	16,950	20,450	22,650	23,800
ROW DWELLINGS	8,900	10,700	13,150	15,700	18,850	20,900	21,950
WALKUP	7,950	9,950	12,750	15,000	17,350	19,150	20,050
ELEVATOR-STRUCTURE	13,950	16,150	20,500				
BILLOXI:							
DETACHED AND SEMIDETACHED	9,300	11,150	13,900	16,450	19,900	22,050	23,100
ROW DWELLINGS	8,850	10,600	13,150	15,650	18,800	20,900	21,900
WALKUP	8,250	10,350	13,200	15,500	17,900	19,800	20,700
ELEVATOR-STRUCTURE	14,250	16,600	21,100				
CORINTH:							
DETACHED AND SEMIDETACHED	9,700	11,750	14,500	17,350	20,900	23,250	24,250
ROW DWELLINGS	8,700	10,550	13,150	15,550	18,800	20,850	21,850
WALKUP	8,300	10,300	13,100	15,450	17,950	19,700	20,650
ELEVATOR-STRUCTURE	14,200	16,500	20,800				
GREENVILLE:							
DETACHED AND SEMIDETACHED	9,550	11,500	14,200	16,950	20,450	22,650	23,800
ROW DWELLINGS	8,900	10,700	13,150	15,700	18,850	20,900	21,950
WALKUP	7,950	9,950	12,750	15,000	17,350	19,150	20,050
ELEVATOR-STRUCTURE	13,800	16,050	20,400				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION IV--CONTINUED

MISSISSIPPI--CONTINUED

GREENWOOD:

DETACHED AND SEMI DETACHED	9,550	11,500	14,200	16,950	20,450	22,650	23,800
ROW DWELLINGS	8,900	10,700	13,150	15,700	18,850	20,900	21,950
WALKUP	8,300	10,350	13,200	15,550	18,000	19,800	20,800
ELEVATOR-STRUCTURE	13,950	16,150	20,500				

GULFPORT:

DETACHED AND SEMI DETACHED	9,600	11,550	14,250	17,000	20,500	22,700	23,850
ROW DWELLINGS	8,950	10,750	13,250	15,750	18,900	21,000	22,000
WALKUP	7,950	9,450	12,450	14,650	16,950	18,700	19,550
ELEVATOR-STRUCTURE	14,050	16,400	20,700				

HATTIESBURG:

DETACHED AND SEMI DETACHED	9,550	11,500	14,200	16,950	20,450	22,650	23,800
ROW DWELLINGS	8,900	10,700	13,150	15,700	18,850	20,900	21,950
WALKUP	7,950	9,950	12,750	15,000	17,350	19,150	20,050
ELEVATOR-STRUCTURE	13,950	16,150	20,500				

SOUTHAVEN:

DETACHED AND SEMI DETACHED	9,400	11,300	14,000	16,650	20,050	22,250	23,350
ROW DWELLINGS	8,750	10,500	13,000	15,400	18,550	20,600	21,600
WALKUP	8,400	10,500	13,400	15,700	18,250	20,200	21,100
ELEVATOR-STRUCTURE	13,650	15,950	20,150				

TUPLO:

DETACHED AND SEMI DETACHED	9,550	11,500	14,200	16,950	20,450	22,650	23,800
ROW DWELLINGS	9,100	11,900	13,500	16,150	19,350	21,550	22,600
WALKUP	8,150	10,150	13,050	15,250	17,750	19,550	20,450
ELEVATOR-STRUCTURE	13,950	16,150	20,500				

NORTH CAROLINA

GREENSBORO:

DETACHED AND SEMI DETACHED	10,900	13,000	15,850	18,950	22,600	25,100	26,200
ROW DWELLINGS	10,800	12,700	15,700	18,550	22,250	24,700	25,850
WALKUP	9,250	11,200	14,200	16,700	19,350	21,150	22,250
ELEVATOR-STRUCTURE	17,500	20,400	25,850				

ASHEVILLE:

DETACHED AND SEMI DETACHED	11,200	13,350	16,350	19,550	23,350	25,850	27,050
ROW DWELLINGS	11,250	13,400	16,450	19,350	23,300	25,900	27,000
WALKUP	9,750	12,050	15,200	17,800	20,500	22,200	23,700
ELEVATOR-STRUCTURE	18,050	20,900	26,400				

CHARLOTTE:

DETACHED AND SEMI DETACHED	11,050	13,200	16,100	19,200	22,900	25,450	26,550
ROW DWELLINGS	10,950	13,050	15,950	18,800	22,500	25,000	26,150
WALKUP	9,750	12,000	15,150	17,750	20,450	22,400	23,550
ELEVATOR-STRUCTURE	17,500	20,400	25,850				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION IV--CONTINUED

NORTH CAROLINA--CONTINUED

CHEROKEE:

DETACHED AND SEMI-DETACHED	11,400	13,600	16,700	19,950	23,700	26,250	27,450
ROW DWELLINGS							
WALKUP							
ELEVATOR-STRUCTURE							

DIRHAM:

DETACHED AND SEMI-DETACHED	10,700	12,750	15,600	18,650	22,250	24,700	25,850
ROW DWELLINGS	10,750	12,700	15,600	18,450	22,150	24,550	25,700
WALKUP	9,150	10,750	14,200	16,650	19,200	20,950	22,100
ELEVATOR-STRUCTURE	17,450	20,350	25,800				

ELIZABETH CITY:

DETACHED AND SEMI-DETACHED	11,700	14,050	17,050	20,350	24,350	27,100	28,250
ROW DWELLINGS	10,700	12,900	15,700	18,750	22,500	24,950	26,000
WALKUP	9,800	12,050	15,250	17,800	20,550	22,700	23,750
ELEVATOR-STRUCTURE	17,800	20,750	26,200				

GREENVILLE:

DETACHED AND SEMI-DETACHED	10,750	12,850	15,650	18,650	22,350	24,800	25,900
ROW DWELLINGS	10,750	12,750	15,650	18,350	22,100	24,500	25,650
WALKUP	8,900	11,000	14,000	16,300	18,800	20,500	21,650
ELEVATOR-STRUCTURE	17,250	19,550	24,300				

RALEIGH:

DETACHED AND SEMI-DETACHED	10,750	12,900	15,700	18,750	22,400	24,800	25,900
ROW DWELLINGS	10,750	12,850	15,600	18,450	22,150	24,550	25,700
WALKUP	9,000	11,150	14,050	16,600	19,150	21,000	22,100
ELEVATOR-STRUCTURE	17,450	20,350	25,800				

WILMINGTON:

DETACHED AND SEMI-DETACHED	10,450	12,600	15,450	18,650	22,400	24,850	25,950
ROW DWELLINGS	10,550	12,500	15,200	17,900	21,350	23,750	24,850
WALKUP	9,600	11,750	14,800	17,250	20,000	21,900	22,950
ELEVATOR-STRUCTURE	17,500	20,150	25,100				

WINSTON-SALEM:

DETACHED AND SEMI-DETACHED	11,000	13,100	16,000	19,150	22,900	25,300	26,500
ROW DWELLINGS	10,600	12,650	15,450	18,250	21,950	24,300	25,400
WALKUP	9,450	11,600	14,600	17,100	19,700	21,500	22,650
ELEVATOR-STRUCTURE	17,450	20,350	25,800				

FAYETTEVILLE:

DETACHED AND SEMI-DETACHED	10,750	12,900	15,700	18,750	22,400	24,800	25,900
ROW DWELLINGS	10,650	12,650	15,450	18,250	21,950	24,300	25,400
WALKUP	9,450	11,600	14,650	17,150	19,850	21,650	22,750
ELEVATOR-STRUCTURE	17,100	19,550	24,250				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
SOUTH CAROLINA							
COLUMBIA:							
DETACHED AND SEMIDETACHED	8,900	10,800	13,250	15,900	19,100	21,200	22,200
ROW DWELLINGS	8,600	10,300	12,700	15,100	18,200	20,200	21,150
WALKUP	7,450	9,250	11,800	14,100	16,050	17,650	18,650
ELEVATOR-STRUCTURE	13,450	15,650	19,700				
AIKEN:							
DETACHED AND SEMIDETACHED	8,900	10,800	13,250	15,900	19,050	21,250	22,250
ROW DWELLINGS	8,550	10,300	12,700	15,050	18,200	20,150	21,150
WALKUP	7,750	9,700	12,250	14,450	16,750	18,450	19,450
ELEVATOR-STRUCTURE	13,650	15,850	20,100				
ANDERSON:							
DETACHED AND SEMIDETACHED	8,800	10,650	13,100	15,700	18,900	20,950	22,050
ROW DWELLINGS	8,500	10,150	12,600	14,950	18,000	20,000	20,900
WALKUP	7,200	8,900	11,400	13,450	15,550	17,200	18,100
ELEVATOR-STRUCTURE	13,600	15,750	19,800				
BEAUFORT:							
DETACHED AND SEMIDETACHED	9,100	11,050	13,550	16,250	19,550	21,700	22,800
ROW DWELLINGS	8,800	10,650	13,000	15,450	18,550	20,700	21,700
WALKUP	7,650	9,500	12,000	14,150	16,450	18,150	19,050
ELEVATOR-STRUCTURE	13,800	16,000	20,200				
CHARLESTON:							
DETACHED AND SEMIDETACHED	9,800	11,900	14,650	17,550	21,050	23,350	24,550
ROW DWELLINGS	9,450	11,350	14,100	16,750	20,100	22,350	23,350
WALKUP	8,000	10,050	12,700	14,950	17,350	19,100	20,100
ELEVATOR-STRUCTURE	14,100	16,400	20,700				
FLORENCE:							
DETACHED AND SEMIDETACHED	8,550	10,350	12,700	15,300	18,350	20,450	21,400
ROW DWELLINGS	8,200	9,850	12,150	14,500	17,500	19,400	20,350
WALKUP	7,150	8,950	11,300	13,350	15,450	17,050	18,050
ELEVATOR-STRUCTURE	13,650	15,850	20,100				
GREENVILLE:							
DETACHED AND SEMIDETACHED	8,950	10,850	13,350	15,950	19,250	21,350	22,350
ROW DWELLINGS	8,650	10,350	12,750	15,200	18,300	20,350	21,300
WALKUP	7,250	9,050	11,450	13,500	15,700	17,300	18,200
ELEVATOR-STRUCTURE	13,650	15,850	20,100				
GREENSBORO:							
DETACHED AND SEMIDETACHED	8,950	10,850	13,400	16,000	19,200	21,350	22,400
ROW DWELLINGS	8,650	10,350	12,800	15,200	18,300	20,400	21,300
WALKUP	7,500	9,300	11,900	14,000	16,150	17,950	18,850
ELEVATOR-STRUCTURE	13,600	15,750	19,800				
MYRTLE BEACH:							
DETACHED AND SEMIDETACHED	9,100	11,050	13,550	16,250	19,550	21,700	22,800
ROW DWELLINGS	8,800	10,650	13,000	15,450	18,550	20,700	21,700
WALKUP	7,650	9,500	12,000	14,150	16,450	18,150	19,050
ELEVATOR-STRUCTURE	13,800	16,000	20,200				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IV--CONTINUED							
SOUTH CAROLINA--CONTINUED							
NORTH AUGUSTIA:							
DETACHED AND SEMIDETACHED	9,500	11,450	14,100	16,900	20,250	22,450	23,600
ROW DWELLINGS	9,000	10,900	13,450	15,950	19,350	21,350	22,350
WALKUP	7,850	9,800	12,500	14,650	17,000	18,800	19,750
ELEVATOR-STRUCTURE	14,250	16,550	20,900				
ORANGEBURG:							
DETACHED AND SEMIDETACHED	8,900	10,800	13,250	15,900	19,100	21,200	22,200
ROW DWELLINGS	8,600	10,300	12,700	15,100	18,200	20,200	21,150
WALKUP	7,450	9,250	11,800	14,100	16,050	17,650	18,650
ELEVATOR-STRUCTURE	13,450	15,650	19,700				
ROCKHILL:							
DETACHED AND SEMIDETACHED	9,000	10,950	13,450	16,150	19,350	21,600	22,600
ROW DWELLINGS	8,700	10,450	12,850	15,300	18,450	20,500	21,450
WALKUP	7,600	9,500	11,950	14,100	16,350	18,050	19,000
ELEVATOR-STRUCTURE	13,650	15,850	20,100				
SPARTANBURG:							
DETACHED AND SEMIDETACHED	9,200	11,100	13,600	16,350	19,700	21,800	22,850
ROW DWELLINGS	8,800	10,550	13,050	15,550	18,750	20,800	21,750
WALKUP	7,650	9,550	12,050	14,200	16,500	18,200	19,100
ELEVATOR-STRUCTURE	13,650	15,850	20,100				
TENNESSEE							
KNOXVILLE:							
DETACHED AND SEMIDETACHED	10,300	12,400	15,250	18,300	22,100	24,450	25,600
ROW DWELLINGS	9,850	11,850	14,650	17,450	20,950	23,250	24,400
WALKUP	9,300	11,600	14,700	17,400	20,250	22,250	23,350
ELEVATOR-STRUCTURE	13,400	15,550	19,650				
CHATTANOOGA:							
DETACHED AND SEMIDETACHED	9,950	12,000	14,750	17,700	21,450	23,600	24,750
ROW DWELLINGS	10,400	12,500	15,500	18,450	22,150	24,650	25,800
WALKUP	10,000	12,500	15,850	18,750	21,800	24,000	25,200
ELEVATOR-STRUCTURE	14,400	16,750	21,000				
JOHNSON CITY:							
DETACHED AND SEMIDETACHED	9,750	11,800	14,500	17,300	20,950	23,200	24,300
ROW DWELLINGS	9,350	11,250	13,900	16,550	19,900	22,050	23,150
WALKUP	9,300	11,600	14,700	17,400	20,150	22,200	23,350
ELEVATOR-STRUCTURE	13,400	15,550	19,650				
KINGSPOST:							
DETACHED AND SEMIDETACHED	10,100	12,200	15,000	17,950	21,700	24,000	25,200
ROW DWELLINGS	9,700	11,650	14,400	17,150	20,600	22,850	23,950
WALKUP	8,800	10,900	13,800	16,350	19,000	20,900	21,950
ELEVATOR-STRUCTURE	13,400	15,550	19,650				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION IV--CONTINUED

TEMPESSEE--CONTINUED

OAK RIDGE:

DETACHED AND SEMIDETACHED	9,950	12,000	14,800	17,700	21,400	23,700	24,850
ROW DWELLINGS	9,600	11,500	14,250	16,950	20,400	22,650	23,750
WALKUP	9,300	11,600	14,700	17,400	20,250	22,250	23,350
ELEVATOR-STRUCTURE	13,400	15,550	19,650				

MEMPHIS:

DETACHED AND SEMIDETACHED	10,400	12,600	15,500	18,500	22,350	24,850	25,950
ROW DWELLINGS	9,600	11,650	14,450	17,150	20,600	22,950	24,000
WALKUP	8,600	10,650	13,550	16,000	18,550	20,400	21,400
ELEVATOR-STRUCTURE	14,100	16,350	20,600				

JACKSON:

DETACHED AND SEMIDETACHED	11,250	13,600	16,700	20,000	24,100	26,800	27,950
ROW DWELLINGS	10,350	12,600	15,550	18,500	22,200	24,750	26,000
WALKUP	9,550	11,750	15,100	17,800	20,600	22,650	23,800
ELEVATOR-STRUCTURE	14,100	16,350	20,600				

UNION CITY:

DETACHED AND SEMIDETACHED	11,300	13,700	16,800	20,100	24,300	26,950	28,200
ROW DWELLINGS	10,400	12,650	15,650	18,600	22,400	24,950	26,200
WALKUP	8,400	10,350	13,250	15,700	18,150	20,000	21,000
ELEVATOR-STRUCTURE	15,400	17,850	22,500				

NASHVILLE:

DETACHED AND SEMIDETACHED	10,050	12,100	14,950	17,850	21,450	23,900	24,950
ROW DWELLINGS	9,550	11,650	14,200	17,000	20,400	22,750	23,850
WALKUP	8,450	10,500	13,400	15,750	18,350	20,200	21,200
ELEVATOR-STRUCTURE	12,900	15,050	19,000				

CLARKSVILLE:

DETACHED AND SEMIDETACHED	9,650	11,700	14,400	17,200	20,750	23,050	24,150
ROW DWELLINGS	9,300	11,150	13,750	16,400	19,700	21,900	23,000
WALKUP	7,750	9,650	12,350	14,500	16,850	18,550	19,500
ELEVATOR-STRUCTURE	13,450	15,700	19,800				

COLUMBIA:

DETACHED AND SEMIDETACHED	10,100	12,150	15,000	17,900	21,500	23,950	25,050
ROW DWELLINGS	9,600	11,700	14,250	17,050	20,500	22,800	23,900
WALKUP	8,500	10,600	13,550	15,850	18,450	20,400	21,400
ELEVATOR-STRUCTURE	13,850	16,300	20,600				

REGION V

ILLINOIS

CHICAGO:

DETACHED AND SEMIDETACHED	13,450	16,400	20,100	23,950	28,800	32,100	33,600
ROW DWELLINGS	13,000	15,700	19,300	23,050	27,700	30,800	32,300
WALKUP	11,950	14,800	18,700	22,200	23,900	28,300	29,700
ELEVATOR-STRUCTURE	15,800	18,400	23,250				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION V--CONTINUED							
ILLINOIS--CONTINUED							
MOLINE:							
DETACHED AND SEMIDETACHED	13,050	15,850	19,600	23,300	28,100	31,200	32,650
ROW DWELLINGS	12,250	14,800	18,250	21,750	26,200	29,100	30,550
WALKUP	11,250	14,000	17,700	20,950	22,550	26,700	27,950
ELEVATOR-STRUCTURE	14,850	17,300	21,850				
ROCKFORD:							
DETACHED AND SEMIDETACHED	12,750	15,450	18,950	22,700	27,300	30,300	31,750
ROW DWELLINGS	12,000	14,450	17,850	21,200	25,500	28,400	29,800
WALKUP	11,000	13,650	17,300	20,450	22,050	26,100	27,300
ELEVATOR-STRUCTURE	14,550	16,800	21,350				
ROCK ISLAND:							
DETACHED AND SEMIDETACHED	13,050	15,850	19,600	23,300	28,100	31,200	32,650
ROW DWELLINGS	12,250	14,800	18,250	21,750	26,200	29,100	30,550
WALKUP	11,250	14,000	17,700	20,950	22,550	26,700	27,950
ELEVATOR-STRUCTURE	14,850	17,300	21,850				
STERLING:							
DETACHED AND SEMIDETACHED	13,000	15,750	19,400	23,100	27,800	31,000	32,400
ROW DWELLINGS	12,150	14,650	18,250	21,650	25,900	28,900	30,250
WALKUP	11,200	13,900	17,650	20,850	22,500	26,550	27,800
ELEVATOR-STRUCTURE	14,800	17,200	21,700				
SPRINGFIELD:							
DETACHED AND SEMIDETACHED	11,700	14,200	17,500	20,900	25,100	27,900	29,250
ROW DWELLINGS	11,050	13,200	16,350	19,500	23,450	26,100	27,300
WALKUP	10,500	13,050	16,550	19,600	22,600	25,050	25,050
ELEVATOR-STRUCTURE	15,300	17,750	22,400				
RELEVILLE:							
DETACHED AND SEMIDETACHED	12,200	14,750	18,250	21,700	26,100	29,050	30,450
ROW DWELLINGS	11,500	13,800	17,050	20,300	24,400	27,250	28,450
WALKUP	10,900	13,550	17,200	20,350	23,550	26,050	27,350
ELEVATOR-STRUCTURE	15,400	17,850	22,550				
CARRONDALE:							
DETACHED AND SEMIDETACHED	11,700	14,200	17,500	20,900	25,100	27,900	29,250
ROW DWELLINGS	11,050	13,200	16,350	19,400	23,450	26,100	27,300
WALKUP	10,500	13,050	16,550	19,600	22,600	25,050	26,200
ELEVATOR-STRUCTURE	15,300	17,750	22,450				
CHAMPAIGN:							
DETACHED AND SEMIDETACHED	11,250	13,550	16,850	20,050	24,050	26,750	28,050
ROW DWELLINGS	10,650	12,750	15,700	18,800	22,500	25,150	26,200
WALKUP	10,150	12,550	15,900	18,850	21,700	24,000	25,300
ELEVATOR-STRUCTURE	14,700	17,000	21,500				
DANVILLE:							
DETACHED AND SEMIDETACHED	11,800	14,300	17,650	21,050	25,300	28,100	29,400
ROW DWELLINGS	11,100	13,400	16,500	19,600	23,600	26,250	27,450
WALKUP	10,650	13,150	16,650	19,700	22,850	25,250	26,500
ELEVATOR-STRUCTURE	15,400	17,850	22,550				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION V--CONTINUED

ILLINOIS--CONTINUED

EAST ST. LOUIS:

DETACHED AND SEMIDETACHED-----
 ROW DWELLINGS-----
 WALKUP-----
 ELEVATOR-STRUCTURE-----
 LA SALLE:

DETACHED AND SEMIDETACHED-----
 ROW DWELLINGS-----
 WALKUP-----
 ELEVATOR-STRUCTURE-----

PEORIA:

DETACHED AND SEMIDETACHED-----
 ROW DWELLINGS-----
 WALKUP-----
 ELEVATOR-STRUCTURE-----

QUINCY:

DETACHED AND SEMIDETACHED-----
 ROW DWELLINGS-----
 WALKUP-----
 ELEVATOR-STRUCTURE-----

INDIANA

INDIANAPOLIS:

DETACHED AND SEMIDETACHED-----
 ROW DWELLINGS-----
 WALKUP-----
 ELEVATOR-STRUCTURE-----

BLOOMINGTON:

DETACHED AND SEMIDETACHED-----
 ROW DWELLINGS-----
 WALKUP-----
 ELEVATOR-STRUCTURE-----

EVANSVILLE:

DETACHED AND SEMIDETACHED-----
 ROW DWELLINGS-----
 WALKUP-----
 ELEVATOR-STRUCTURE-----

FORT WAYNE:

DETACHED AND SEMIDETACHED-----
 ROW DWELLINGS-----
 WALKUP-----
 ELEVATOR-STRUCTURE-----

	0	1	2	3	4	5	6
11,550	13,950	17,350	20,650	24,750	27,600	28,850	
10,850	13,000	16,150	19,150	23,050	25,750	26,850	
9,700	12,050	15,300	18,050	20,850	23,100	24,200	
16,600	19,250	24,400					
12,750	15,400	19,050	22,700	27,300	30,350	31,850	
12,000	14,400	17,800	21,200	25,500	28,400	29,700	
10,750	13,350	16,800	19,950	23,000	25,500	26,700	
16,050	18,700	23,650					
11,900	14,350	17,750	21,250	25,450	28,400	29,700	
11,200	13,450	16,650	19,750	23,850	26,550	27,750	
10,750	13,200	16,800	19,950	23,050	25,450	26,700	
15,600	18,150	22,850					
11,150	13,500	16,700	19,950	23,900	26,600	27,850	
10,500	12,700	15,550	18,600	22,300	24,800	26,050	
10,000	12,450	15,750	18,600	21,600	23,850	25,050	
14,550	16,850	21,300					
10,700	12,900	15,900	19,000	22,800	25,350	26,500	
10,150	12,300	15,200	18,100	21,700	24,250	25,300	
9,650	12,100	15,300	18,100	20,900	23,050	24,200	
15,850	18,450	23,350					
10,500	12,700	15,650	18,700	22,400	24,950	26,100	
10,050	12,100	14,950	17,700	21,350	23,750	24,850	
10,000	12,500	15,750	18,650	21,700	23,850	25,000	
16,150	18,700	23,800					
10,200	12,300	15,200	18,150	21,750	23,250	25,350	
9,750	11,700	14,450	17,200	20,700	23,100	24,150	
10,150	12,750	16,100	19,050	22,000	24,250	25,450	
15,600	18,200	23,100					
10,350	12,500	15,400	18,350	22,050	24,700	25,700	
9,900	11,950	14,700	17,550	21,100	23,550	24,600	
9,550	12,000	15,200	17,850	20,700	22,800	24,000	
15,800	18,300	23,250					

PROTOTYPE PER UNIT COST SCHEDULE

		NUMBER OF BEDROOMS						
		0	1	2	3	4	5	6
REGION V--CONTINUED								
INDIANA--CONTINUED								
GARY:								
	DETACHED AND SEMI-DETACHED	10,800	13,100	16,150	19,250	23,100	25,650	26,900
	ROW DWELLINGS	10,300	12,500	15,400	18,250	21,950	24,600	25,600
	WALKUP	10,600	13,150	16,600	19,650	22,700	25,050	26,250
	ELEVATOR-STRUCTURE	17,200	19,950	25,250				
HAMMOND:								
	DETACHED AND SEMI-DETACHED	11,350	13,850	17,000	20,250	24,300	27,100	28,350
	ROW DWELLINGS	10,900	13,200	16,250	19,300	23,200	25,900	27,050
	WALKUP	9,850	12,350	15,550	18,400	21,300	23,450	24,600
	ELEVATOR-STRUCTURE	16,100	18,700	23,700				
LAFAYETTE:								
	DETACHED AND SEMI-DETACHED	10,950	13,250	16,300	19,400	23,250	26,000	27,200
	ROW DWELLINGS	10,450	12,650	15,600	18,550	22,250	24,850	25,900
	WALKUP	9,900	12,350	15,700	18,500	21,450	23,650	24,800
	ELEVATOR-STRUCTURE	16,300	18,900	23,900				
SOUTH BEND:								
	DETACHED AND SEMI-DETACHED	11,050	13,350	16,400	19,600	23,500	26,200	27,400
	ROW DWELLINGS	10,500	12,750	15,700	18,600	22,400	25,050	26,150
	WALKUP	10,150	12,700	16,000	18,900	21,850	24,050	25,300
	ELEVATOR-STRUCTURE	16,400	19,100	24,200				
TERR HAUTE:								
	DETACHED AND SEMI-DETACHED	11,300	13,700	16,900	20,150	24,150	26,900	28,100
	ROW DWELLINGS	10,850	13,050	16,150	19,200	23,000	25,650	26,850
	WALKUP	10,300	12,800	16,200	19,200	22,250	24,500	25,700
	ELEVATOR-STRUCTURE	16,650	19,350	24,600				
MICHIGAN								
DETROIT:								
	DETACHED AND SEMI-DETACHED	13,500	14,250	17,500	20,900	25,150	28,000	29,250
	ROW DWELLINGS	11,200	13,500	16,700	19,850	23,950	26,600	27,850
	WALKUP	10,350	12,800	16,250	19,250	22,200	24,550	25,750
	ELEVATOR-STRUCTURE	15,700	18,250	23,100				
ANN ARBOR:								
	DETACHED AND SEMI-DETACHED	13,500	14,250	17,500	20,900	25,150	28,000	29,250
	ROW DWELLINGS	11,200	13,500	16,700	19,850	23,950	26,600	27,850
	WALKUP	10,350	12,800	16,250	19,250	22,200	24,550	25,750
	ELEVATOR-STRUCTURE	15,700	18,250	23,100				
FLINT:								
	DETACHED AND SEMI-DETACHED	14,050	14,850	18,250	21,750	26,150	29,100	30,600
	ROW DWELLINGS	11,700	14,100	17,400	20,650	24,850	27,650	29,050
	WALKUP	9,750	12,150	15,300	18,150	21,050	23,150	24,300
	ELEVATOR-STRUCTURE	15,050	17,500	22,200				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION V--CONTINUED

MICHIGAN--CONTINUED

SAGINAW:

DETACHED AND SEMIDETACHED	12,950	13,700	16,850	20,000	24,100	26,850	28,150
ROW DWELLINGS	10,800	13,000	16,000	19,050	22,950	25,500	26,800
WALKUP	9,850	12,300	15,500	18,450	21,400	23,500	24,700
ELEVATOR-STRUCTURE	15,050	17,500	22,200				

YPSILANTI:

DETACHED AND SEMIDETACHED	14,250	15,050	18,500	22,000	26,500	29,550	30,900
ROW DWELLINGS	11,900	14,250	17,650	21,000	25,300	28,050	29,450
WALKUP	9,950	12,400	15,600	18,550	21,400	23,650	24,850
ELEVATOR-STRUCTURE	15,500	18,100	22,850				

GRAND RAPIDS:

DETACHED AND SEMIDETACHED	10,150	12,250	15,100	18,000	21,650	24,200	25,250
ROW DWELLINGS	9,700	11,650	14,450	17,150	20,600	22,950	24,050
WALKUP	9,850	12,400	15,700	18,500	21,450	23,750	24,850
ELEVATOR-STRUCTURE	14,250	16,600	20,900				

RATTLE CREEK:

DETACHED AND SEMIDETACHED	10,400	12,550	15,450	18,450	22,200	24,750	25,850
ROW DWELLINGS	9,900	11,950	14,750	17,550	21,150	23,550	24,650
WALKUP	9,850	12,250	15,600	18,450	21,300	23,600	24,700
ELEVATOR-STRUCTURE	14,550	16,950	21,350				

RENTON HARBOR:

DETACHED AND SEMIDETACHED	11,250	13,600	16,650	19,850	23,900	26,750	27,850
ROW DWELLINGS	10,700	12,900	15,900	18,950	22,750	24,200	26,500
WALKUP	10,500	13,100	16,600	19,700	22,650	25,100	26,350
ELEVATOR-STRUCTURE	15,300	17,850	22,500				

JACKSON:

DETACHED AND SEMIDETACHED	10,800	13,100	16,150	19,200	23,150	25,850	27,000
ROW DWELLINGS	10,400	12,400	15,400	18,300	22,050	24,550	25,700
WALKUP	10,550	13,300	16,750	19,850	22,900	25,400	26,550
ELEVATOR-STRUCTURE	15,200	17,700	22,350				

KALAMAZOO:

DETACHED AND SEMIDETACHED	10,200	12,350	15,250	18,100	21,850	24,400	25,400
ROW DWELLINGS	9,750	11,750	14,550	17,300	20,800	23,150	24,250
WALKUP	9,400	11,800	14,950	17,650	20,450	22,600	23,700
ELEVATOR-STRUCTURE	14,350	16,700	21,100				

LANSING:

DETACHED AND SEMIDETACHED	12,050	14,550	17,950	21,350	25,700	28,700	30,000
ROW DWELLINGS	11,500	16,250	17,150	20,400	24,500	27,200	28,550
WALKUP	10,300	12,850	16,250	19,250	22,250	24,600	25,800
ELEVATOR-STRUCTURE	14,800	17,350	21,850				

MARQUETTE:

DETACHED AND SEMIDETACHED	9,600	11,900	14,600	17,400	21,000	23,400	24,450
ROW DWELLINGS	9,350	11,300	13,950	16,550	19,900	22,150	23,250
WALKUP	9,550	12,000	15,100	17,850	20,650	22,900	23,950
ELEVATOR-STRUCTURE	13,500	15,750	19,850				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION V--CONTINUED							
MICHIGAN--CONTINUED							
MUSKOGON:							
DETACHED AND SEMIDETACHED	10,200	12,350	15,250	18,150	21,850	24,400	25,450
ROW DWELLINGS	9,800	11,750	14,550	17,300	20,750	23,150	24,300
WALKUP	8,750	10,950	13,850	16,350	18,900	20,900	21,950
ELEVATOR-STRUCTURE	14,250	16,600	20,900				
TAVAPSE CITY:							
DETACHED AND SEMIDETACHED	11,200	13,550	16,650	19,850	23,850	26,700	27,800
ROW DWELLINGS	10,700	12,900	15,900	18,900	22,750	25,350	26,550
WALKUP	9,600	12,000	15,150	17,950	20,750	23,000	23,950
ELEVATOR-STRUCTURE	15,600	18,200	22,950				
MINNESOTA							
MINNEAPOLIS:							
DETACHED AND SEMIDETACHED	11,950	14,450	17,850	21,300	25,600	28,500	29,800
ROW DWELLINGS	11,400	13,800	16,950	20,250	24,300	27,100	28,350
WALKUP	10,150	12,700	15,950	18,800	21,750	24,050	25,200
ELEVATOR-STRUCTURE	14,750	17,100	21,700				
DULUTH:							
DETACHED AND SEMIDETACHED	12,150	14,650	18,100	21,650	25,950	28,950	30,250
ROW DWELLINGS	11,650	13,950	17,250	20,550	24,700	27,550	28,750
WALKUP	10,700	13,250	16,850	19,900	23,000	25,450	26,650
ELEVATOR-STRUCTURE	14,950	17,400	21,950				
MANKATO:							
DETACHED AND SEMIDETACHED	11,350	13,850	17,000	20,350	24,450	27,250	28,500
ROW DWELLINGS	10,950	13,100	16,200	19,350	23,300	25,900	27,100
WALKUP	10,700	13,200	16,800	19,900	22,900	25,300	26,650
ELEVATOR-STRUCTURE	14,100	16,350	20,650				
ROCHESTER:							
DETACHED AND SEMIDETACHED	11,700	14,150	17,450	20,800	25,050	27,850	29,100
ROW DWELLINGS	11,200	13,450	16,600	19,800	23,750	26,450	27,750
WALKUP	9,850	12,250	15,500	18,300	21,200	23,450	24,550
ELEVATOR-STRUCTURE	13,750	16,000	20,350				
ST. CLOUD:							
DETACHED AND SEMIDETACHED	11,350	13,700	17,000	20,250	24,250	27,000	28,250
ROW DWELLINGS	10,900	13,150	16,200	19,350	23,200	25,900	27,050
WALKUP	10,150	12,600	16,050	18,950	21,900	24,150	25,350
ELEVATOR-STRUCTURE	13,600	15,800	20,000				
WORTHINGTON:							
DETACHED AND SEMIDETACHED	10,850	13,100	16,250	19,400	23,200	25,900	27,100
ROW DWELLINGS	10,450	12,500	15,450	18,400	22,150	24,600	25,800
WALKUP	9,300	11,500	14,650	17,300	19,950	22,000	23,150
ELEVATOR-STRUCTURE	13,500	15,700	19,900				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION V--CONTINUED

OHIO

	0	1	2	3	4	5	6
CINCINNATI:							
DETACHED AND SEMIDETACHED	11,000	13,200	16,350	19,550	23,400	26,150	27,350
ROW DWELLINGS	10,750	13,000	16,050	19,050	22,850	25,500	26,750
WALKUP	10,500	13,000	16,550	19,600	22,600	24,950	26,200
ELEVATOR-STRUCTURE	19,200	22,300	28,150	-----	-----	-----	-----
DAYTON:							
DETACHED AND SEMIDETACHED	11,000	13,250	16,400	19,600	23,450	26,200	27,400
ROW DWELLINGS	10,750	13,000	16,050	19,050	22,850	25,500	26,750
WALKUP	10,500	13,000	16,550	19,600	22,600	24,950	26,200
ELEVATOR-STRUCTURE	19,200	22,300	28,150	-----	-----	-----	-----
CLEVELAND:							
DETACHED AND SEMIDETACHED	11,950	14,550	17,850	21,350	25,600	28,500	29,850
ROW DWELLINGS	11,600	13,900	17,200	20,550	24,650	27,550	28,750
WALKUP	10,600	13,100	16,550	19,700	22,750	25,100	26,400
ELEVATOR-STRUCTURE	17,600	20,550	26,000	-----	-----	-----	-----
AKRON:							
DETACHED AND SEMIDETACHED	10,500	12,800	15,750	18,750	22,500	25,000	26,250
ROW DWELLINGS	11,450	13,700	16,950	20,150	24,250	27,050	28,350
WALKUP	10,300	12,800	16,150	19,150	22,150	24,450	25,600
ELEVATOR-STRUCTURE	16,800	19,550	24,750	-----	-----	-----	-----
FINLEY:							
DETACHED AND SEMIDETACHED	9,850	11,950	14,750	17,600	21,100	23,450	24,600
ROW DWELLINGS	10,500	12,600	15,600	18,550	22,400	24,900	26,100
WALKUP	9,550	11,850	14,950	17,850	20,650	22,700	23,900
ELEVATOR-STRUCTURE	15,950	18,550	23,550	-----	-----	-----	-----
LORAIN:							
DETACHED AND SEMIDETACHED	10,350	12,600	15,550	18,550	22,300	24,750	25,900
ROW DWELLINGS	11,100	13,300	16,450	19,550	23,550	26,250	27,450
WALKUP	10,100	12,450	15,800	18,750	21,750	24,000	25,200
ELEVATOR-STRUCTURE	16,850	19,600	24,800	-----	-----	-----	-----
MANSFIELD:							
DETACHED AND SEMIDETACHED	10,100	12,300	15,200	18,050	21,650	24,100	25,250
ROW DWELLINGS	10,700	12,800	15,800	18,850	22,700	25,350	26,500
WALKUP	9,850	12,150	15,400	18,300	21,200	23,300	24,500
ELEVATOR-STRUCTURE	16,350	19,100	24,150	-----	-----	-----	-----
TOLEDO:							
DETACHED AND SEMIDETACHED	10,750	13,000	16,050	19,100	22,950	25,550	26,750
ROW DWELLINGS	11,400	13,650	16,850	20,100	24,150	26,950	28,150
WALKUP	10,350	12,900	16,350	19,350	22,400	24,750	25,900
ELEVATOR-STRUCTURE	17,250	20,100	25,400	-----	-----	-----	-----
YOUNGSTOWN:							
DETACHED AND SEMIDETACHED	10,100	12,300	15,200	18,050	21,650	24,100	25,250
ROW DWELLINGS	10,600	12,900	15,950	19,050	22,950	25,550	26,750
WALKUP	9,850	12,150	15,400	18,300	21,200	23,300	24,500
ELEVATOR-STRUCTURE	16,450	19,150	24,200	-----	-----	-----	-----

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION V--CONTINUED							
OHIO--CONTINUED							
COLUMBUS:							
DETACHED AND SEMIDETACHED-----	11,750	14,150	17,500	20,850	25,050	28,000	29,200
ROW DWELLINGS-----	11,550	13,950	17,200	20,450	24,550	27,400	28,700
WALKUP-----	10,200	12,550	16,000	19,050	21,900	24,200	25,450
ELEVATOR--STRUCTURE-----	15,650	18,200	23,000	-----	-----	-----	-----
ATHENS:							
DETACHED AND SEMIDETACHED-----	11,900	14,400	17,750	21,100	25,450	28,500	29,650
ROW DWELLINGS-----	11,350	13,600	16,800	20,050	24,050	26,800	28,050
WALKUP-----	10,350	12,850	16,300	19,350	22,350	24,650	25,950
ELEVATOR--STRUCTURE-----	15,850	18,450	23,350	-----	-----	-----	-----
LIMA:							
DETACHED AND SEMIDETACHED-----	11,750	14,150	17,500	20,850	25,050	28,000	29,200
ROW DWELLINGS-----	11,300	13,600	16,800	20,000	24,050	26,750	28,050
WALKUP-----	10,300	12,800	16,150	19,250	22,200	24,450	25,700
ELEVATOR--STRUCTURE-----	15,650	18,200	23,000	-----	-----	-----	-----
MARIETTA:							
DETACHED AND SEMIDETACHED-----	11,900	14,400	17,750	21,100	25,450	28,500	29,650
ROW DWELLINGS-----	11,750	14,100	17,450	20,750	24,950	27,850	29,150
WALKUP-----	10,150	12,600	15,950	19,000	21,850	24,100	25,400
ELEVATOR--STRUCTURE-----	15,850	18,450	23,350	-----	-----	-----	-----
NEWARK:							
DETACHED AND SEMIDETACHED-----	11,450	13,850	17,050	20,300	24,500	27,400	28,500
ROW DWELLINGS-----	11,300	13,600	16,750	19,950	24,000	26,700	27,950
WALKUP-----	9,950	12,400	15,700	18,650	21,500	23,700	24,900
ELEVATOR--STRUCTURE-----	15,300	17,800	22,450	-----	-----	-----	-----
SPRINGFIELD:							
DETACHED AND SEMIDETACHED-----	11,750	14,150	17,500	20,850	25,050	28,000	29,200
ROW DWELLINGS-----	11,450	13,850	17,050	20,300	24,400	27,150	28,450
WALKUP-----	10,200	12,650	16,000	19,050	21,900	24,200	25,450
ELEVATOR--STRUCTURE-----	15,650	18,200	23,000	-----	-----	-----	-----
TROY:							
DETACHED AND SEMIDETACHED-----	11,500	14,000	17,200	20,500	24,650	27,600	28,750
ROW DWELLINGS-----	11,000	13,250	16,350	19,500	23,350	26,000	27,250
WALKUP-----	10,100	12,650	15,950	19,000	21,850	24,150	25,300
ELEVATOR--STRUCTURE-----	15,400	17,900	22,650	-----	-----	-----	-----
ZANESVILLE:							
DETACHED AND SEMIDETACHED-----	11,900	14,400	17,750	21,100	25,450	28,500	29,650
ROW DWELLINGS-----	11,750	14,100	17,450	20,750	24,950	27,850	29,150
WALKUP-----	10,150	12,600	15,950	19,000	21,900	24,150	25,400
ELEVATOR--STRUCTURE-----	15,850	18,450	23,350	-----	-----	-----	-----

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION V--CONTINUED

WISCONSIN

MILWAUKEE:

DETACHED AND SEMI-DETACHED	11,900	14,450	17,800	21,200	25,500	28,450	29,800
ROW DWELLINGS	11,300	13,550	16,600	19,850	23,900	26,550	27,850
WALKUP	10,750	13,250	16,850	19,850	23,050	25,450	26,650
ELEVATOR-STRUCTURE	14,550	16,900	21,350				

EAU CLAIRE:

DETACHED AND SEMI-DETACHED	11,550	13,950	17,200	20,600	24,700	27,600	28,800
ROW DWELLINGS	10,650	12,700	15,650	18,650	22,400	24,950	26,150
WALKUP	10,800	13,400	17,000	20,050	23,250	25,550	26,850
ELEVATOR-STRUCTURE	14,200	16,500	20,800				

GREEN BAY:

DETACHED AND SEMI-DETACHED	11,050	13,350	16,450	19,700	23,550	26,350	27,600
ROW DWELLINGS	10,100	12,100	14,900	17,850	21,350	23,800	24,950
WALKUP	10,000	12,400	15,650	18,550	21,450	23,750	24,800
ELEVATOR-STRUCTURE	13,550	15,750	19,950				

MADISON:

DETACHED AND SEMI-DETACHED	11,700	14,200	17,500	20,900	25,150	28,050	29,300
ROW DWELLINGS	10,800	12,850	15,900	18,950	22,750	25,450	26,550
WALKUP	10,650	13,150	16,700	19,700	22,850	25,200	26,350
ELEVATOR-STRUCTURE	14,450	16,800	21,200				

REEDSVILLE:

DETACHED AND SEMI-DETACHED	11,300	13,650	16,750	20,100	24,050	26,950	28,200
ROW DWELLINGS	10,350	12,450	15,250	18,300	21,900	24,450	25,650
WALKUP	10,250	12,750	16,000	19,000	22,050	24,250	25,450
ELEVATOR-STRUCTURE	13,900	16,100	20,400				

SUPERIOR:

DETACHED AND SEMI-DETACHED	12,050	14,550	17,900	21,400	25,700	28,700	30,000
ROW DWELLINGS	11,050	13,200	16,250	19,450	23,400	26,000	27,250
WALKUP	11,200	13,600	17,500	20,700	23,900	26,400	27,700
ELEVATOR-STRUCTURE	14,750	17,150	21,700				

WAUSAU:

DETACHED AND SEMI-DETACHED	11,300	13,650	16,750	20,100	24,050	26,950	28,200
ROW DWELLINGS	10,300	12,400	15,200	18,250	21,800	24,350	25,550
WALKUP	10,250	12,700	15,950	18,900	21,850	24,150	25,350
ELEVATOR-STRUCTURE	13,850	16,050	20,350				

REGION VI

ARKANSAS

LITTLE ROCK:

DETACHED AND SEMI-DETACHED	11,000	13,350	16,500	19,650	23,600	26,300	27,400
ROW DWELLINGS	10,500	12,750	15,700	18,700	22,500	25,000	26,200
WALKUP	9,000	11,200	14,150	16,800	19,500	21,500	22,500
ELEVATOR-STRUCTURE	14,350	16,550	21,100				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION VI--CONTINUED

ARKANSAS--CONTINUED

FAYETTEVILLE:

DETACHED AND SEMIDETACHED	10,950	13,200	16,400	19,450	23,500	26,050	27,250
ROW DWELLINGS	10,650	12,700	15,600	18,600	22,400	24,850	25,950
WALKUP	8,100	10,150	12,800	15,100	17,550	19,300	20,200
ELEVATOR-STRUCTURE	14,200	16,450	20,750				

FORT SMITH:

DETACHED AND SEMIDETACHED	10,350	12,550	15,500	18,400	22,150	24,650	25,700
ROW DWELLINGS	10,050	12,150	15,050	17,850	21,500	23,900	25,000
WALKUP	8,500	10,550	13,350	15,800	18,300	20,200	21,150
ELEVATOR-STRUCTURE	14,450	16,800	21,250				

JONESBORO:

DETACHED AND SEMIDETACHED	10,250	12,300	15,350	18,200	21,900	24,350	25,300
ROW DWELLINGS	9,850	11,950	14,850	17,550	21,150	23,700	24,550
WALKUP	8,350	10,350	13,150	15,550	18,000	19,850	20,850
ELEVATOR-STRUCTURE	14,000	16,250	20,550				

TEXARKANA:

DETACHED AND SEMIDETACHED	10,600	12,750	15,800	18,800	22,650	25,100	26,250
ROW DWELLINGS	10,050	12,250	15,050	17,900	21,600	24,000	25,050
WALKUP	8,550	10,650	13,450	16,000	18,550	20,450	21,450
ELEVATOR-STRUCTURE	14,200	16,450	20,750				

LOUISIANA

NEW ORLEANS:

DETACHED AND SEMIDETACHED	9,100	11,000	13,500	16,050	19,400	21,600	22,450
ROW DWELLINGS	8,550	10,350	12,950	15,400	18,450	20,450	21,500
WALKUP	8,200	10,250	12,900	15,200	17,650	19,500	20,350
ELEVATOR-STRUCTURE	14,850	17,150	21,850				

BATON ROUGE:

DETACHED AND SEMIDETACHED	9,800	11,750	14,500	17,150	20,750	23,100	24,000
ROW DWELLINGS	9,200	11,100	13,850	16,400	19,650	21,850	22,950
WALKUP	7,900	9,850	12,400	14,650	16,950	18,700	19,550
ELEVATOR-STRUCTURE	14,700	17,050	21,650				

BIBBES:

DETACHED AND SEMIDETACHED	9,250	11,150	13,750	16,350	19,700	21,950	22,950
ROW DWELLINGS	8,750	10,550	13,200	15,650	18,800	20,950	21,850
WALKUP	7,850	9,800	12,350	14,650	16,950	18,700	19,600
ELEVATOR-STRUCTURE	15,050	17,500	22,250				

HOUMA:

DETACHED AND SEMIDETACHED	9,050	10,950	13,400	15,950	19,300	21,450	22,300
ROW DWELLINGS	8,500	10,300	12,800	15,250	18,300	20,300	21,350
WALKUP	8,050	10,100	12,650	14,950	17,350	19,150	20,000
ELEVATOR-STRUCTURE	14,700	17,050	21,650				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION VI--CONTINUED

LOUISIANA--CONTINUED

LAFAYETTE:

DETACHED AND SEMI-DETACHED	9,050	10,950	13,400	15,950	19,300	21,450	22,300
ROW DWELLINGS	8,500	10,300	12,800	15,250	18,300	20,300	21,350
WALKUP	8,150	10,200	12,750	15,100	17,550	19,300	20,200
ELEVATOR-STRUCTURE	14,700	17,050	21,650				

LAKE CHARLES:

DETACHED AND SEMI-DETACHED	9,750	11,750	14,450	17,150	20,750	23,050	24,000
ROW DWELLINGS	9,150	11,050	13,650	16,400	19,650	21,850	22,950
WALKUP	8,300	10,400	13,150	15,500	17,950	19,850	20,750
ELEVATOR-STRUCTURE	14,850	17,150	21,850				

SHREVEPORT:

DETACHED AND SEMI-DETACHED	10,600	12,750	15,800	18,750	22,650	25,300	26,300
ROW DWELLINGS	9,850	12,000	14,800	17,650	21,300	23,600	24,650
WALKUP	8,550	10,700	13,450	16,050	18,500	20,500	21,500
ELEVATOR-STRUCTURE	14,600	16,950	21,500				

ALEXANDRIA:

DETACHED AND SEMI-DETACHED	9,650	11,550	14,350	17,050	20,450	22,900	23,900
ROW DWELLINGS	9,000	10,950	13,550	16,100	19,300	21,550	22,500
WALKUP	8,350	10,350	13,100	15,500	17,950	19,800	20,850
ELEVATOR-STRUCTURE	14,150	16,450	20,750				

MARSHALL:

DETACHED AND SEMI-DETACHED	9,700	11,600	14,400	17,150	20,550	23,000	23,950
ROW DWELLINGS	9,150	11,150	13,700	16,400	19,700	21,950	22,900
WALKUP	8,300	10,300	13,000	15,400	17,900	19,750	20,650
ELEVATOR-STRUCTURE	13,550	15,700	19,950				

MONROE:

DETACHED AND SEMI-DETACHED	9,600	11,450	14,200	16,850	20,300	22,750	23,600
ROW DWELLINGS	9,000	10,900	13,450	16,050	19,250	21,450	22,350
WALKUP	8,550	10,600	13,450	15,900	18,400	20,300	21,300
ELEVATOR-STRUCTURE	14,450	16,750	21,350				

NEW MEXICO

ALBUQUERQUE:

DETACHED AND SEMI-DETACHED	11,100	13,300	14,850	17,700	21,300	23,800	24,800
ROW DWELLINGS	10,550	12,650	14,100	16,800	20,100	22,400	23,500
WALKUP	9,300	11,500	13,050	15,450	17,950	19,700	20,700
ELEVATOR-STRUCTURE	18,850	21,950	27,800				

ALAMOGORDO:

DETACHED AND SEMI-DETACHED	11,650	13,900	15,550	18,500	22,300	24,900	25,950
ROW DWELLINGS	11,000	13,150	14,650	17,450	20,850	23,200	24,350
WALKUP	9,650	12,000	13,550	16,050	18,600	20,500	21,550
ELEVATOR-STRUCTURE	17,700	20,550	26,000				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION VI--CONTINUED							
NEW MEXICO--CONTINUED							
ARIZONA:							
DETACHED AND SEMIDETACHED	11,650	13,900	15,500	18,450	22,300	24,850	25,750
ROW DWELLINGS	11,000	13,150	14,700	17,600	20,950	23,350	24,450
WALKUP	9,700	12,050	13,600	16,200	18,700	20,650	21,600
ELEVATOR--STRUCTURE	18,000	20,900	26,500				
CAPITRAN:							
DETACHED AND SEMIDETACHED	11,800	14,200	15,800	18,800	22,650	25,250	26,250
ROW DWELLINGS	11,150	13,450	14,950	17,900	21,300	23,750	24,900
WALKUP	9,600	12,050	13,600	16,050	18,600	20,550	21,500
ELEVATOR--STRUCTURE	18,000	20,900	26,500				
CLOVIS:							
DETACHED AND SEMIDETACHED	11,650	13,900	15,500	18,450	22,300	24,850	25,750
ROW DWELLINGS	11,000	13,150	14,700	17,600	20,950	23,350	24,450
WALKUP	9,600	11,950	13,450	16,050	18,500	20,450	21,400
ELEVATOR--STRUCTURE	17,750	20,600	26,000				
FORT SUMNER:							
DETACHED AND SEMIDETACHED	12,050	14,500	16,150	19,200	23,200	25,900	26,950
ROW DWELLINGS	11,450	13,750	15,300	18,250	21,850	24,300	25,500
WALKUP	10,100	12,550	14,150	16,800	19,450	21,450	22,500
ELEVATOR--STRUCTURE	18,500	21,550	27,200				
GALLUP:							
DETACHED AND SEMIDETACHED	12,700	15,250	17,050	20,250	24,450	27,300	28,400
ROW DWELLINGS	11,850	14,150	15,800	18,800	22,450	25,000	26,200
WALKUP	10,350	12,950	14,600	17,350	20,100	22,100	23,150
ELEVATOR--STRUCTURE	19,000	22,150	27,900				
HOBBS:							
DETACHED AND SEMIDETACHED	11,650	13,900	15,500	18,450	22,300	24,850	25,750
ROW DWELLINGS	11,000	13,150	14,700	17,600	20,950	23,350	24,450
WALKUP	9,700	12,050	13,600	16,200	18,700	20,650	21,600
ELEVATOR--STRUCTURE	17,750	20,600	26,000				
LA CUCES:							
DETACHED AND SEMIDETACHED	11,650	13,900	15,500	18,450	22,300	24,850	25,750
ROW DWELLINGS	11,000	13,150	14,700	17,600	20,950	23,350	24,450
WALKUP	9,900	12,300	13,850	16,450	19,050	21,000	22,000
ELEVATOR--STRUCTURE	17,750	20,600	26,000				
LAS VEGAS:							
DETACHED AND SEMIDETACHED	11,950	14,350	16,000	19,000	22,950	25,600	26,650
ROW DWELLINGS	11,600	13,800	15,350	18,350	21,950	24,400	25,550
WALKUP	10,100	12,550	14,200	16,850	19,450	21,500	22,550
ELEVATOR--STRUCTURE	18,500	21,450	27,200				
LOS ALAMOS:							
DETACHED AND SEMIDETACHED	12,400	14,900	16,600	19,650	23,800	26,600	27,650
ROW DWELLINGS	11,850	14,150	15,800	18,800	22,500	25,000	26,250
WALKUP	10,400	12,950	14,600	17,300	20,000	22,050	23,150
ELEVATOR--STRUCTURE	18,950	22,100	27,850				

RULES AND REGULATIONS

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS					
	0	1	2	3	4	5

REGION VI--CONTINUED

NEW MEXICO--CONTINUED

RAION:	0	1	2	3	4	5	6
DETACHED AND SEMIDETACHED	11,850	14,250	15,900	18,850	22,750	25,400	26,450
ROW DWELLINGS	11,600	13,800	15,350	18,350	21,950	24,400	25,550
WALKUP	10,100	12,550	14,200	16,850	19,450	21,500	22,550
ELEVATOR-STRUCTURE	18,500	21,450	27,200				
SANTA FE:							
DETACHED AND SEMIDETACHED	11,900	14,250	15,950	18,900	22,800	25,450	26,500
ROW DWELLINGS	11,600	13,800	15,350	18,350	21,950	24,400	25,550
WALKUP	10,100	12,550	14,200	16,850	19,450	21,500	22,550
ELEVATOR-STRUCTURE	18,500	21,450	27,200				
SILVER CITY:							
DETACHED AND SEMIDETACHED	12,300	14,850	16,500	19,550	23,700	26,450	27,450
ROW DWELLINGS	11,700	14,050	15,600	18,600	22,300	24,800	26,050
WALKUP	10,300	12,850	14,500	17,050	19,850	21,900	22,950
ELEVATOR-STRUCTURE	18,850	21,900	27,750				
TRUTH OR CONSEQUENCE:							
DETACHED AND SEMIDETACHED	11,500	13,750	15,400	18,300	22,050	24,550	25,550
ROW DWELLINGS	10,900	13,000	14,600	17,400	20,750	23,150	24,250
WALKUP	9,600	11,950	13,500	16,000	18,550	20,450	21,450
ELEVATOR-STRUCTURE	17,500	20,400	25,800				
FARMINGTON:							
DETACHED AND SEMIDETACHED	12,400	14,900	16,650	19,800	23,850	26,650	27,750
ROW DWELLINGS	11,850	14,150	15,800	18,800	22,450	25,000	26,200
WALKUP	10,350	12,950	14,600	17,350	20,100	22,100	23,150
ELEVATOR-STRUCTURE	19,000	22,150	27,900				
TERRA AVARILLO:							
DETACHED AND SEMIDETACHED	12,400	14,900	16,600	19,650	23,800	26,600	27,650
ROW DWELLINGS	11,850	14,150	15,800	18,800	22,500	25,000	26,250
WALKUP	10,400	12,950	14,600	17,300	20,000	22,050	23,150
ELEVATOR-STRUCTURE	18,950	22,100	27,850				
TAOS:							
DETACHED AND SEMIDETACHED	14,050	16,800	18,750	22,250	26,900	30,000	31,200
ROW DWELLINGS	13,400	16,000	17,850	21,200	25,500	28,300	29,700
WALKUP	11,600	14,350	16,200	19,200	22,250	24,500	25,700
ELEVATOR-STRUCTURE	18,800	21,950	27,700				
SOCORRO:							
DETACHED AND SEMIDETACHED	11,500	13,750	15,400	18,300	22,050	24,550	25,550
ROW DWELLINGS	10,900	13,000	14,600	17,400	20,750	23,150	24,250
WALKUP	9,600	11,950	13,500	16,000	18,550	20,450	21,450
ELEVATOR-STRUCTURE	17,500	20,400	25,800				
RUIDOSO:							
DETACHED AND SEMIDETACHED	12,400	14,900	16,600	19,650	23,800	26,600	27,650
ROW DWELLINGS	11,850	14,150	15,800	18,800	22,500	25,000	26,250
WALKUP	10,400	12,950	14,600	17,300	20,000	22,050	23,150
ELEVATOR-STRUCTURE	18,950	22,100	27,850				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

6

5

4

3

2

1

0

REGION VI--CONTINUED

NEW MEXICO--CONTINUED

DULCE:

DETACHED AND SEMIDETACHED	15,500	18,600	20,700	24,650	29,700	33,200	34,600
ROW DWELLINGS	14,750	17,650	19,700	23,450	28,050	31,250	32,700
WALKUP	12,750	15,750	17,900	21,200	24,600	27,050	28,400
ELEVATOR-STRUCTURE	23,200	27,000	34,100				

ISLETA:

DETACHED AND SEMIDETACHED	13,450	16,100	18,000	21,450	25,900	28,900	30,100
ROW DWELLINGS	11,150	13,350	14,850	17,750	21,150	23,650	24,700
WALKUP	9,700	11,950	13,550	16,050	18,600	20,400	21,500
ELEVATOR-STRUCTURE	17,500	20,400	25,800				

JEMEZ:

DETACHED AND SEMIDETACHED	13,550	16,300	18,200	21,650	26,100	29,100	30,350
ROW DWELLINGS	12,950	15,500	17,350	20,600	24,700	27,400	31,450
WALKUP	11,200	13,850	15,700	18,600	21,600	23,700	24,950
ELEVATOR-STRUCTURE	20,300	23,700	29,950				

LAGUNA:

DETACHED AND SEMIDETACHED	13,800	16,600	18,500	22,050	26,550	29,650	30,900
ROW DWELLINGS	13,200	15,750	17,550	21,000	25,050	27,900	31,900
WALKUP	11,350	14,100	16,000	18,950	22,000	24,150	25,350
ELEVATOR-STRUCTURE	20,650	24,150	30,500				

MESCALEPO:

DETACHED AND SEMIDETACHED	16,300	19,650	21,900	26,100	31,450	35,050	36,450
ROW DWELLINGS	15,550	18,700	20,800	24,800	29,600	32,950	34,650
WALKUP	13,500	16,650	18,950	22,450	26,050	28,550	29,950
ELEVATOR-STRUCTURE	24,450	28,550	36,100				

PENASCO:

DETACHED AND SEMIDETACHED	14,450	17,400	19,400	23,150	27,900	31,150	32,400
ROW DWELLINGS	13,800	16,550	18,450	22,000	26,300	29,250	30,650
WALKUP	11,950	14,850	16,800	19,900	23,000	25,350	26,600
ELEVATOR-STRUCTURE	21,750	25,350	32,000				

POJOMAQUE:

DETACHED AND SEMIDETACHED	14,200	17,100	19,050	22,700	27,300	30,500	31,700
ROW DWELLINGS	13,500	16,250	18,050	21,550	25,750	28,650	30,100
WALKUP	11,750	14,500	16,500	19,550	22,650	24,850	26,050
ELEVATOR-STRUCTURE	21,250	24,850	31,400				

OKLAHOMA

OKLAHOMA CITY:

DETACHED AND SEMIDETACHED	9,600	11,550	14,350	17,100	20,500	22,900	23,900
ROW DWELLINGS	9,200	11,100	13,650	16,300	19,550	21,800	22,750
WALKUP	8,750	10,950	13,800	16,350	19,050	20,950	22,000
ELEVATOR-STRUCTURE	15,000	17,450	22,050				

RULES AND REGULATIONS

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS					
	0	1	2	3	4	5

REGION VI--CONTINUED

OKLAHOMA--CONTINUED

	0	1	2	3	4	5	6
ADA:							
DETACHED AND SEMI-DETACHED--							
ROW DWELLINGS	10,100	12,050	15,050	17,900	21,500	24,050	25,000
WALKUP	9,600	11,600	14,300	17,050	20,400	22,750	23,800
ELEVATOR-STRUCTURE--							
	9,150	11,500	14,450	17,150	20,000	21,950	23,000
	15,300	17,700	22,400				
ARMORE:							
DETACHED AND SEMI-DETACHED--							
ROW DWELLINGS	10,300	12,350	15,400	18,300	22,000	24,600	25,650
WALKUP	9,850	11,900	14,650	17,450	20,950	23,350	24,350
ELEVATOR-STRUCTURE--							
	9,650	12,000	15,150	18,000	20,900	23,000	24,100
	15,950	18,550	23,450				
ENID:							
DETACHED AND SEMI-DETACHED--							
ROW DWELLINGS	10,200	12,250	15,200	18,150	21,800	24,300	25,300
WALKUP	9,750	11,800	14,450	17,250	20,700	23,100	24,150
ELEVATOR-STRUCTURE--							
	8,900	11,050	13,900	16,550	19,300	21,200	22,200
	15,850	18,250	23,200				
GUYMON:							
DETACHED AND SEMI-DETACHED--							
ROW DWELLINGS	10,350	12,450	15,500	18,400	22,100	24,700	25,800
WALKUP	9,950	11,950	14,750	17,550	21,100	23,500	24,500
ELEVATOR-STRUCTURE--							
	9,500	11,750	14,900	17,850	20,500	22,650	23,700
	16,050	18,650	23,550				
LANTON:							
DETACHED AND SEMI-DETACHED--							
ROW DWELLINGS	9,750	11,800	14,600	17,400	20,900	23,350	24,300
WALKUP	9,400	11,300	13,900	16,600	19,900	22,200	23,200
ELEVATOR-STRUCTURE--							
	8,900	11,150	14,100	16,600	19,400	21,300	22,350
	14,800	17,150	21,750				
SHAWNEE:							
DETACHED AND SEMI-DETACHED--							
ROW DWELLINGS	10,100	12,050	15,050	17,900	21,500	24,050	25,000
WALKUP	9,600	11,600	14,300	17,050	20,400	22,750	23,800
ELEVATOR-STRUCTURE--							
	9,150	11,500	14,450	17,150	20,000	21,950	23,000
	15,300	17,700	22,400				
STILLWATER:							
DETACHED AND SEMI-DETACHED--							
ROW DWELLINGS	10,100	12,050	15,050	17,900	21,500	24,050	25,000
WALKUP	9,600	11,600	14,300	17,050	20,400	22,750	23,800
ELEVATOR-STRUCTURE--							
	9,150	11,500	14,450	17,150	20,000	21,950	23,000
	15,300	17,700	22,400				
WOODWARD:							
DETACHED AND SEMI-DETACHED--							
ROW DWELLINGS	10,200	12,250	15,200	18,150	21,800	24,300	25,300
WALKUP	9,750	11,800	14,450	17,250	20,700	23,100	24,150
ELEVATOR-STRUCTURE--							
	9,300	11,650	14,600	17,400	20,250	22,250	23,350
	15,850	18,250	23,200				
TULSA:							
DETACHED AND SEMI-DETACHED--							
ROW DWELLINGS	10,450	12,600	15,650	18,600	22,400	24,950	26,000
WALKUP	9,700	11,800	14,550	17,250	20,750	23,150	24,200
ELEVATOR-STRUCTURE--							
	8,000	9,950	12,550	14,850	17,250	19,000	19,950
	13,550	15,650	19,850				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION VI--CONTINUED

	0	1	2	3	4	5	6
OKLAHOMA--CONTINUED							
BARTLESVILLE:							
DETACHED AND SEMIDETACHED	11,000	13,250	16,450	19,550	23,500	26,150	27,350
ROW DWELLINGS	10,200	12,400	15,250	18,400	21,750	24,250	25,400
WALKUP	8,050	10,050	12,600	14,950	17,450	19,150	20,050
ELEVATOR-STRUCTURE	13,550	15,650	19,850				
MCALESTER:							
DETACHED AND SEMIDETACHED	11,050	13,200	16,450	19,550	23,450	26,150	27,250
ROW DWELLINGS	10,200	12,350	15,250	18,150	21,750	24,250	25,350
WALKUP	7,800	9,750	12,250	14,550	16,850	18,550	19,450
ELEVATOR-STRUCTURE	13,150	15,300	19,350				
MUSKOGEE:							
DETACHED AND SEMIDETACHED	11,150	13,400	16,650	19,750	23,750	26,450	27,600
ROW DWELLINGS	10,550	12,800	15,900	18,850	22,600	25,250	26,350
WALKUP	8,000	9,950	12,500	14,800	17,200	18,950	19,850
ELEVATOR-STRUCTURE	13,950	16,150	20,500				
TEXAS							
DALLAS:							
DETACHED AND SEMIDETACHED	10,350	12,500	15,450	18,400	22,100	24,700	25,700
ROW DWELLINGS	8,900	10,600	13,200	15,750	18,950	21,050	22,000
WALKUP	8,100	10,150	12,800	15,150	17,600	19,300	20,300
ELEVATOR-STRUCTURE	14,000	16,250	20,600				
SHERMAN:							
DETACHED AND SEMIDETACHED	10,500	12,650	15,650	18,650	22,500	24,950	26,150
ROW DWELLINGS	8,800	10,600	13,150	15,700	18,800	20,950	21,950
WALKUP	8,100	10,150	12,750	15,150	17,600	19,250	20,250
ELEVATOR-STRUCTURE	14,250	16,600	20,950				
TYLER:							
DETACHED AND SEMIDETACHED	10,000	12,100	14,950	17,850	21,450	23,850	24,900
ROW DWELLINGS	8,650	10,400	12,950	15,350	18,500	20,550	21,500
WALKUP	7,650	9,550	12,050	14,250	16,500	18,150	19,150
ELEVATOR-STRUCTURE	14,500	16,900	21,400				
WACO:							
DETACHED AND SEMIDETACHED	9,950	12,000	14,900	17,700	21,350	23,700	24,850
ROW DWELLINGS	8,600	10,350	12,800	15,300	18,400	20,450	21,400
WALKUP	7,650	9,600	12,050	14,250	16,600	18,150	19,100
ELEVATOR-STRUCTURE	14,550	16,450	20,800				
FORT WORTH:							
DETACHED AND SEMIDETACHED	10,150	12,150	15,100	18,000	21,600	24,100	25,150
ROW DWELLINGS	9,600	11,500	14,300	17,050	20,400	22,800	23,850
WALKUP	8,050	10,000	12,650	15,000	17,350	19,150	20,000
ELEVATOR-STRUCTURE	15,100	17,500	22,250				

RULES AND REGULATIONS

24861

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION VI--CONTINUED

TEXAS--CONTINUED

ARILEME:

DETACHED AND SEMIDETACHED	10,500	12,650	15,700	18,700	22,450	25,100	26,150
ROW DWELLINGS	9,900	11,850	14,750	17,550	21,100	23,600	24,550
WALKUP	7,600	9,450	11,950	14,150	16,350	18,050	18,850
ELEVATOR-STRUCTURE	15,650	18,100	22,950				

SAN ANGELO:

DETACHED AND SEMIDETACHED	10,350	12,500	15,550	18,550	22,250	24,900	25,950
ROW DWELLINGS	10,000	11,950	14,800	17,650	21,250	23,700	24,800
WALKUP	7,900	9,850	12,400	14,750	17,150	18,800	19,650
ELEVATOR-STRUCTURE	15,750	18,300	23,150				

MICHITA FALLS:

DETACHED AND SEMIDETACHED	10,500	12,600	15,750	18,700	22,400	25,100	26,150
ROW DWELLINGS	10,000	11,950	14,800	17,650	21,250	23,700	24,800
WALKUP	8,800	11,000	13,650	16,450	19,150	21,000	22,000
ELEVATOR-STRUCTURE	15,750	18,300	23,150				

HOUSTON:

DETACHED AND SEMIDETACHED	8,100	9,800	12,050	14,350	17,300	19,300	20,100
ROW DWELLINGS	7,700	9,350	11,550	13,750	16,500	18,350	19,200
WALKUP	7,150	8,950	11,250	13,350	15,400	17,000	17,850
ELEVATOR-STRUCTURE	13,100	15,250	19,250				

BEAUMONT:

DETACHED AND SEMIDETACHED	8,300	10,050	12,400	14,700	17,800	19,800	20,650
ROW DWELLINGS	7,900	9,550	11,800	14,050	16,900	18,750	19,650
WALKUP	7,250	9,100	11,450	13,550	15,700	17,350	18,150
ELEVATOR-STRUCTURE	13,450	15,650	19,750				

RYAN:

DETACHED AND SEMIDETACHED	9,600	11,600	14,300	17,000	20,550	22,900	23,800
ROW DWELLINGS	8,300	10,100	12,450	14,750	17,750	19,750	20,650
WALKUP	6,550	8,200	10,350	12,300	14,200	15,700	16,450
ELEVATOR-STRUCTURE	12,900	15,000	18,950				

EL CAMPO:

DETACHED AND SEMIDETACHED	8,900	10,700	13,150	15,650	18,900	21,050	21,950
ROW DWELLINGS	7,650	9,300	11,450	13,600	16,350	18,200	19,050
WALKUP	7,350	9,200	11,600	13,750	15,900	17,550	18,450
ELEVATOR-STRUCTURE	13,000	15,100	19,100				

LUFKIN:

ELEVATOR-STRUCTURE	13,100	15,250	19,250				
TEXAS CITY:							
DETACHED AND SEMIDETACHED	8,100	9,800	12,050	14,350	17,300	19,300	20,100
ELEVATOR-STRUCTURE	13,100	15,250	19,250				

TEXAS CITY:

DETACHED AND SEMIDETACHED	8,100	9,800	12,050	14,350	17,300	19,300	20,100
ROW DWELLINGS	7,700	9,350	11,550	13,750	16,500	18,350	19,200
WALKUP	7,450	9,300	11,750	13,900	16,100	17,800	18,700
ELEVATOR-STRUCTURE	13,100	15,250	19,250				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

6

5

4

3

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REGION VI--CONTINUED

TEXAS--CONTINUED

LUBBOCK:

DETACHED AND SEMIDETACHED	10,000	12,000	14,850	17,750	21,400	23,750	24,750
ROW DWELLINGS	8,350	10,050	12,500	14,850	17,800	19,850	20,800
WALKUP	7,550	9,500	11,950	14,100	16,400	17,950	18,850
ELEVATOR-STRUCTURE	14,100	16,350	20,700				

AMARILLO:

DETACHED AND SEMIDETACHED	10,600	12,750	15,850	18,900	22,850	25,350	26,400
ROW DWELLINGS	8,850	10,650	13,200	15,700	18,850	21,000	21,900
WALKUP	7,950	9,950	12,600	14,900	17,300	19,000	19,950
ELEVATOR-STRUCTURE	14,450	16,800	21,250				

EL PASO:

DETACHED AND SEMIDETACHED	10,000	11,950	14,800	17,650	21,250	23,700	24,700
ROW DWELLINGS	9,300	11,050	13,800	16,400	19,650	22,050	22,950
WALKUP	8,400	10,400	13,150	15,500	18,050	19,850	20,750
ELEVATOR-STRUCTURE	13,700	16,000	20,250				

MIDLAND:

DETACHED AND SEMIDETACHED	9,550	11,500	14,250	17,050	20,450	22,800	23,750
ROW DWELLINGS	8,050	9,750	12,050	14,400	17,250	19,250	20,150
WALKUP	7,500	9,450	11,900	14,050	16,350	17,900	18,800
ELEVATOR-STRUCTURE	13,500	15,600	19,800				

ODessa:

DETACHED AND SEMIDETACHED	9,550	11,500	14,250	17,050	20,450	22,800	23,750
ROW DWELLINGS	8,000	9,650	11,950	14,200	17,100	19,050	19,900
WALKUP	7,200	9,000	11,350	13,450	15,550	17,100	17,950
ELEVATOR-STRUCTURE	13,500	15,600	19,800				

SAN ANTONIO:

DETACHED AND SEMIDETACHED	9,200	11,000	13,650	16,300	19,650	21,800	22,750
ROW DWELLINGS	10,900	10,600	13,000	15,550	18,700	20,850	21,650
WALKUP	8,300	10,450	13,100	15,550	18,100	19,850	20,800
ELEVATOR-STRUCTURE	15,550	18,100	23,000				

AUSTIN:

DETACHED AND SEMIDETACHED	9,550	11,450	14,150	16,900	20,350	22,650	23,600
ROW DWELLINGS	9,050	10,950	13,500	16,100	19,350	21,550	22,450
WALKUP	8,150	10,350	12,900	15,450	17,900	19,600	20,550
ELEVATOR-STRUCTURE	15,450	17,950	22,750				

CORPUS CHRISTI:

DETACHED AND SEMIDETACHED	9,950	11,950	14,900	17,750	21,300	23,750	24,700
ROW DWELLINGS	9,550	11,550	14,350	17,050	20,500	22,850	23,750
WALKUP	8,900	11,150	14,100	16,550	19,250	21,150	22,250
ELEVATOR-STRUCTURE	14,450	16,750	21,300				

DEL RIO:

DETACHED AND SEMIDETACHED	9,050	10,800	13,400	16,050	19,250	21,450	22,250
ROW DWELLINGS	8,500	10,300	12,750	15,200	18,250	20,350	21,200
WALKUP	8,300	10,400	13,100	15,550	18,100	19,850	20,850
ELEVATOR-STRUCTURE	16,200	18,850	24,000				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS					
	0	1	2	3	4	5

REGION VI--CONTINUED

TEXAS--CONTINUED							
EAGLE PASS:							
DETACHED AND SEMIDETACHED	10,600	12,650	15,700	18,750	22,550	25,000	26,050
ROW DWELLINGS	8,750	10,600	13,650	15,600	18,750	20,900	21,750
WALKUP	8,550	10,850	13,550	16,150	18,750	20,550	21,600
ELEVATOR-STRUCTURE	16,600	19,350	24,500				
HARLINGEN:							
DETACHED AND SEMIDETACHED	9,950	11,950	14,800	17,750	21,250	23,700	24,700
ROW DWELLINGS	9,050	10,900	13,500	16,150	19,300	21,550	22,450
WALKUP	8,550	10,850	13,600	16,150	18,800	20,650	21,700
ELEVATOR-STRUCTURE	15,400	17,800	22,600				
JUNCTION:							
DETACHED AND SEMIDETACHED	9,850	11,900	14,700	17,500	21,100	23,450	24,400
ROW DWELLINGS	8,850	10,750	13,300	15,800	19,050	21,250	22,100
WALKUP	8,700	10,900	13,700	16,350	18,950	20,850	21,900
ELEVATOR-STRUCTURE	16,900	19,850	24,850				
LAREDO:							
DETACHED AND SEMIDETACHED	9,850	11,850	14,650	17,500	21,000	23,400	24,350
ROW DWELLINGS	9,300	11,300	13,950	16,650	19,950	22,250	23,150
WALKUP	7,550	9,500	11,950	14,150	16,500	18,100	19,050
ELEVATOR-STRUCTURE	16,200	18,850	24,000				
VICTORIA:							
DETACHED AND SEMIDETACHED	9,300	11,200	13,900	16,550	19,850	22,100	23,000
ROW DWELLINGS	8,800	10,700	13,150	15,700	18,900	21,100	21,950
WALKUP	8,850	11,100	13,950	16,550	19,300	21,150	22,250
ELEVATOR-STRUCTURE	16,800	19,500	24,750				

REGION VII

IOWA							
DES MOINES:							
DETACHED AND SEMIDETACHED	11,050	13,350	16,450	19,650	23,650	26,250	27,500
ROW DWELLINGS	10,600	12,750	15,700	18,700	22,500	25,000	26,150
WALKUP	9,700	12,200	15,400	18,250	21,150	23,200	24,400
ELEVATOR-STRUCTURE	16,450	19,050	24,150				
HETFORD:							
DETACHED AND SEMIDETACHED	11,550	13,900	17,150	20,450	24,700	27,400	28,700
ROW DWELLINGS	11,000	13,250	16,300	19,400	23,450	26,100	27,250
WALKUP	10,200	12,700	16,100	18,950	22,000	24,200	25,450
ELEVATOR-STRUCTURE	17,000	19,650	24,900				
CEDAR RAPIDS:							
DETACHED AND SEMIDETACHED	11,450	13,800	17,050	20,250	24,400	27,150	28,350
ROW DWELLINGS	11,300	13,600	16,750	19,950	24,000	26,750	27,950
WALKUP	10,150	12,600	16,000	19,650	22,750	24,050	25,250
ELEVATOR-STRUCTURE	16,850	19,550	24,800				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

6

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REGION VII--CONTINUED

IONA--CONTINUED

COUNCIL BLUFFS:

DETACHED AND SEMI-DETACHED	12,100	14,900	17,800	21,450	23,750	24,900
ROW DWELLINGS	11,500	14,150	17,000	20,350	22,700	23,700
WALKUP	9,350	11,700	14,800	20,300	22,350	23,450
ELEVATOR-STRUCTURE	15,150	17,600	22,200	---	---	---

DAVEPORT:

DETACHED AND SEMI-DETACHED	13,800	17,050	20,250	24,400	27,150	28,350
ROW DWELLINGS	13,200	16,200	19,300	23,200	25,900	27,000
WALKUP	12,600	16,000	19,650	22,750	24,050	25,250
ELEVATOR-STRUCTURE	19,650	24,900	---	---	---	---

QUINCY:

DETACHED AND SEMI-DETACHED	13,800	17,050	20,250	24,400	27,150	28,350
ROW DWELLINGS	13,200	16,200	19,300	23,200	25,900	27,000
WALKUP	12,600	16,000	19,650	22,750	24,050	25,250
ELEVATOR-STRUCTURE	19,400	24,550	---	---	---	---

MASON CITY:

DETACHED AND SEMI-DETACHED	13,800	17,050	20,250	24,400	27,150	28,350
ROW DWELLINGS	13,200	16,200	19,300	23,200	25,900	27,000
WALKUP	11,950	15,150	18,700	21,600	22,850	24,000
ELEVATOR-STRUCTURE	19,400	24,550	---	---	---	---

STOUX CITY:

DETACHED AND SEMI-DETACHED	13,800	17,050	20,250	24,400	27,150	28,350
ROW DWELLINGS	13,050	16,100	19,200	23,100	25,750	26,850
WALKUP	9,650	11,950	18,750	21,650	22,900	24,050
ELEVATOR-STRUCTURE	19,400	24,550	---	---	---	---

WATERLOO:

DETACHED AND SEMI-DETACHED	13,800	17,050	20,250	24,400	27,150	28,350
ROW DWELLINGS	13,200	16,200	19,300	23,200	25,900	27,000
WALKUP	12,600	16,000	19,650	22,750	24,050	25,250
ELEVATOR-STRUCTURE	19,400	24,550	---	---	---	---

KANSAS

KANSAS CITY:

DETACHED AND SEMI-DETACHED	15,100	18,600	22,100	26,650	29,600	31,000
ROW DWELLINGS	14,000	17,350	20,600	24,850	27,650	28,850
WALKUP	12,950	16,500	19,450	22,500	24,850	26,100
ELEVATOR-STRUCTURE	20,500	25,950	---	---	---	---

TOPEKA:

DETACHED AND SEMI-DETACHED	14,300	17,700	21,000	25,300	28,150	29,500
ROW DWELLINGS	13,500	16,800	19,950	24,050	26,850	28,000
WALKUP	11,900	15,100	17,750	20,600	22,800	23,900
ELEVATOR-STRUCTURE	18,700	23,650	---	---	---	---

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS					
	0	1	2	3	4	5

REGION VII--CONTINUED

KANSAS--CONTINUED

GARDEN CITY:

DETACHED AND SEMIDETACHED	11,100	13,350	16,550	19,700	23,700	26,350	27,550
ROW DWELLINGS	10,600	12,700	15,700	18,700	22,500	25,150	26,200
WALKUP	8,950	11,100	14,050	16,700	19,300	21,300	22,350
ELEVATOR-STRUCTURE	15,150	17,550	22,100				

PITTSBURG:

DETACHED AND SEMIDETACHED	10,900	13,150	16,250	19,300	23,300	25,900	27,100
ROW DWELLINGS	10,400	12,450	15,450	18,300	22,100	24,700	25,750
WALKUP	8,700	10,950	13,850	16,300	18,950	20,950	21,900
ELEVATOR-STRUCTURE	14,800	17,150	21,650				

SALINA:

DETACHED AND SEMIDETACHED	10,900	13,150	16,250	19,400	23,400	25,950	27,200
ROW DWELLINGS	10,450	12,500	15,550	18,400	22,150	24,750	25,850
WALKUP	8,800	11,000	13,900	16,350	19,050	20,950	21,950
ELEVATOR-STRUCTURE	14,950	17,250	21,750				

WICHITA:

DETACHED AND SEMIDETACHED	11,450	13,850	17,150	20,350	24,500	27,250	28,550
ROW DWELLINGS	10,900	13,050	16,250	19,250	23,250	25,900	27,050
WALKUP	9,150	11,500	14,600	17,150	19,950	21,950	23,050
ELEVATOR-STRUCTURE	14,800	17,150	21,650				

MISSOURI

KANSAS CITY:

DETACHED AND SEMIDETACHED	12,450	15,100	18,600	22,100	26,650	29,600	31,000
ROW DWELLINGS	11,650	14,000	17,350	20,600	24,850	27,650	28,850
WALKUP	10,450	12,950	16,500	19,450	22,500	24,850	26,100
ELEVATOR-STRUCTURE	17,700	20,500	25,950				

JOPLIN:

DETACHED AND SEMIDETACHED	11,550	14,000	17,300	20,550	24,800	27,600	28,850
ROW DWELLINGS	10,900	13,050	16,200	19,250	23,200	25,750	26,900
WALKUP	9,750	12,050	15,350	18,150	21,000	23,100	24,300
ELEVATOR-STRUCTURE	16,550	19,200	24,250				

ST. JOSEPH:

DETACHED AND SEMIDETACHED	12,000	14,400	17,800	21,200	25,600	28,500	29,800
ROW DWELLINGS	11,250	13,450	16,650	19,750	23,800	26,550	27,700
WALKUP	10,050	12,500	15,850	18,700	21,750	23,900	25,150
ELEVATOR-STRUCTURE	16,950	19,700	24,950				

SFDALIA:

DETACHED AND SEMIDETACHED	12,000	14,400	17,800	21,200	25,600	28,500	29,800
ROW DWELLINGS	11,250	13,450	16,650	19,750	23,800	26,550	27,700
WALKUP	10,050	12,500	15,850	18,700	21,750	23,900	25,150
ELEVATOR-STRUCTURE	16,950	19,700	24,950				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

	0	1	2	3	4	5	6
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REGION VII--CONTINUED

MISSOURI--CONTINUED							
SPRINGFIELD:							
DETACHED AND SEMIDETACHED	12,050	14,500	17,950	21,350	25,750	28,700	30,000
ROW DWELLINGS	11,300	13,550	16,750	19,900	24,000	26,750	27,950
WALKUP	9,550	11,850	15,000	17,700	20,550	22,700	23,750
ELEVATOR-STRUCTURE	16,850	19,550	24,750				
ST. LOUIS:							
DETACHED AND SEMIDETACHED	12,100	14,550	17,950	21,650	25,800	28,700	30,050
ROW DWELLINGS	11,250	13,400	16,650	19,850	23,800	26,600	27,750
WALKUP	9,100	11,350	14,350	16,950	19,750	21,650	22,700
ELEVATOR-STRUCTURE	17,100	19,850	25,100				
CAPE GIRARDEAU:							
DETACHED AND SEMIDETACHED	11,450	13,800	17,100	20,400	24,550	27,400	28,650
ROW DWELLINGS	10,750	12,850	15,850	18,900	22,650	25,250	26,400
WALKUP	8,650	10,800	13,600	16,150	18,800	20,550	21,650
ELEVATOR-STRUCTURE	16,350	19,000	24,000				
COLLINGS:							
DETACHED AND SEMIDETACHED	11,900	14,300	17,700	21,150	25,450	28,250	29,600
ROW DWELLINGS	11,050	13,200	16,350	19,500	23,450	26,100	27,300
WALKUP	9,000	11,200	14,100	16,750	19,450	21,300	22,350
ELEVATOR-STRUCTURE	16,350	19,000	24,050				
KIRKSVILLE:							
DETACHED AND SEMIDETACHED	11,900	14,300	17,700	21,150	25,450	28,250	29,600
ROW DWELLINGS	11,050	13,200	16,350	19,500	23,450	26,100	27,300
WALKUP	9,050	11,250	14,200	16,850	19,550	21,500	22,550
ELEVATOR-STRUCTURE	16,350	19,000	24,050				
ROLLA:							
DETACHED AND SEMIDETACHED	10,800	13,000	16,100	19,200	23,100	25,650	26,850
ROW DWELLINGS	10,050	12,050	14,950	17,750	21,350	23,800	24,850
WALKUP	8,150	10,150	12,850	15,200	17,700	19,400	20,350
ELEVATOR-STRUCTURE	15,050	17,450	22,050				
NEBRASKA							
OMAHA:							
DETACHED AND SEMIDETACHED	11,300	13,600	16,750	19,950	24,100	26,750	27,950
ROW DWELLINGS	10,750	12,950	15,950	19,050	22,950	25,500	26,600
WALKUP	9,450	11,750	14,850	17,600	20,400	22,500	23,550
ELEVATOR-STRUCTURE	14,800	17,150	21,750				
GRAND ISLAND:							
DETACHED AND SEMIDETACHED	11,800	14,150	17,400	20,800	25,050	27,800	29,150
ROW DWELLINGS	11,400	13,700	16,950	20,250	24,350	27,050	28,250
WALKUP	9,800	12,250	15,550	18,350	21,300	23,450	24,600
ELEVATOR-STRUCTURE	15,300	17,750	22,350				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

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REGION VII--CONTINUED

NEBRASKA--CONTINUED

LINCOLN:

DETACHED AND SEMIDETACHED	11,200	13,550	16,600	19,850	23,900	26,550	27,800
ROW DWELLINGS	10,850	13,050	16,000	19,150	23,100	25,600	26,750
WALKUP	9,000	11,200	14,100	16,750	19,450	21,400	22,450
ELEVATOR-STRUCTURE	14,850	16,950	21,300				

MORFOLK:

DETACHED AND SEMIDETACHED	11,450	13,750	16,950	20,300	24,400	27,250	28,500
ROW DWELLINGS	10,950	13,150	16,300	19,400	23,300	25,950	27,050
WALKUP	9,300	11,550	14,650	17,300	20,100	22,250	23,250
ELEVATOR-STRUCTURE	15,500	17,900	22,700				

NORTH PLATTE:

DETACHED AND SEMIDETACHED	10,350	12,450	15,350	18,400	22,100	24,650	25,800
ROW DWELLINGS	9,800	11,750	14,550	17,350	20,800	23,150	24,200
WALKUP	9,150	11,350	14,450	17,100	19,800	21,950	23,000
ELEVATOR-STRUCTURE	14,900	17,300	21,900				

SCOTTSBLUFF:

DETACHED AND SEMIDETACHED	11,650	14,050	17,200	20,550	24,700	27,500	28,750
ROW DWELLINGS	11,050	13,250	16,400	19,550	23,500	26,150	27,300
WALKUP	9,700	12,000	15,300	18,100	20,900	23,100	24,250
ELEVATOR-STRUCTURE	15,050	17,450	20,850				

REGION VIII

COLORADO

DENVER:

DETACHED AND SEMIDETACHED	10,400	12,500	15,350	18,300	22,050	24,600	25,700
ROW DWELLINGS	9,900	11,900	14,700	17,450	21,050	23,450	24,550
WALKUP	8,800	11,000	13,900	16,450	18,950	20,950	21,950
ELEVATOR-STRUCTURE	15,250	17,850	22,450				

COLORADO SPRINGS:

DETACHED AND SEMIDETACHED	10,400	12,500	15,350	18,300	22,050	24,600	25,700
ROW DWELLINGS	9,900	11,900	14,700	17,450	21,050	23,450	24,550
WALKUP	8,800	11,000	13,900	16,450	18,950	20,950	21,950
ELEVATOR-STRUCTURE	15,250	17,850	22,450				

DURANGO:

DETACHED AND SEMIDETACHED	10,950	13,200	16,300	19,350	23,350	26,050	27,200
ROW DWELLINGS	10,400	12,500	15,350	18,350	22,100	24,600	25,750
WALKUP	9,200	11,500	14,550	17,200	19,950	21,950	23,100
ELEVATOR-STRUCTURE	16,000	18,650	23,600				

GRAND JUNCTION:

DETACHED AND SEMIDETACHED	10,600	13,000	16,050	19,150	23,000	25,650	26,800
ROW DWELLINGS	10,350	12,350	15,250	18,200	21,950	24,300	25,550
WALKUP	9,150	11,400	14,450	17,100	19,750	21,800	22,850
ELEVATOR-STRUCTURE	15,900	18,500	23,350				

RULES AND REGULATIONS

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

6

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REGION VIII--CONTINUED

COLORADO--CONTINUED

GREELEY:

DETACHED AND SEMIDETACHED	10,800	13,050	16,100	19,200	23,100	25,750	26,900
ROW DWELLINGS	10,400	12,500	15,350	18,350	22,100	24,600	25,750
WALKUP	9,200	11,500	14,550	17,200	19,950	21,950	23,100
ELEVATOR-STRUCTURE	14,500	17,100	21,500				
PUERI O:							
DETACHED AND SEMIDETACHED	10,100	12,150	15,050	17,950	21,550	24,000	25,100
ROW DWELLINGS	9,700	11,650	14,300	17,100	20,550	22,800	23,950
WALKUP	6,500	10,650	13,550	16,000	18,400	20,400	21,350
ELEVATOR-STRUCTURE	14,900	17,350	19,700				

MONTANA

HELENS:

DETACHED AND SEMIDETACHED	10,300	12,400	15,300	18,250	22,000	24,500	25,600
ROW DWELLINGS	9,850	11,750	14,650	17,400	21,050	23,350	24,450
WALKUP	9,400	11,850	15,000	17,700	20,450	22,650	23,600
ELEVATOR-STRUCTURE	17,100	19,850	25,200				
HILLINGS:							
DETACHED AND SEMIDETACHED	10,050	12,100	14,950	17,750	21,400	23,750	24,900
ROW DWELLINGS	9,550	11,350	14,100	16,750	20,200	22,450	23,550
WALKUP	8,950	11,350	14,450	17,000	19,600	21,750	22,700
ELEVATOR-STRUCTURE	16,650	19,200	24,400				
ROZEMAN:							
DETACHED AND SEMIDETACHED	10,500	12,600	15,600	18,600	22,350	24,900	26,050
ROW DWELLINGS	10,100	12,000	14,900	17,750	21,400	23,700	24,850
WALKUP	9,550	12,050	15,250	18,050	20,750	22,950	24,100
ELEVATOR-STRUCTURE	17,350	20,150	25,600				
RUJTE:							
DETACHED AND SEMIDETACHED	10,700	12,900	15,900	18,900	22,750	25,350	26,550
ROW DWELLINGS	10,250	12,250	15,100	18,000	21,750	24,100	25,300
WALKUP	9,600	12,200	15,350	18,100	20,950	23,200	24,200
ELEVATOR-STRUCTURE	17,700	20,500	26,100				

GLASGOW:

DETACHED AND SEMIDETACHED	10,500	12,600	15,600	18,600	22,350	24,900	26,050
ROW DWELLINGS	10,100	12,000	14,900	17,750	21,400	23,700	24,850
WALKUP	9,550	12,050	15,250	18,050	20,750	22,950	24,100
ELEVATOR-STRUCTURE	17,350	20,150	25,600				
GREAT FALLS:							
DETACHED AND SEMIDETACHED	10,800	12,950	16,000	19,100	22,900	25,550	26,700
ROW DWELLINGS	10,350	12,350	15,250	18,300	22,000	24,350	25,750
WALKUP	9,850	12,400	15,650	18,400	21,300	23,600	24,650
ELEVATOR-STRUCTURE	17,950	20,700	26,350				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION VIII--CONTINUED

MONTANA--CONTINUED

HAVRE:

DETACHED AND SEMIDETACHED	10,500	12,600	15,600	18,600	22,350	24,900	26,050
ROW DWELLINGS	10,100	12,000	14,900	17,750	21,400	23,700	24,850
WALKUP	9,550	12,050	15,250	18,050	20,750	22,950	24,100
ELEVATOR-STRUCTURE	17,350	20,150	25,600				

KALISPEL:

DETACHED AND SEMIDETACHED	10,100	12,200	15,050	17,900	21,500	23,950	25,100
ROW DWELLINGS	9,650	11,550	14,300	17,100	20,550	22,800	23,900
WALKUP	9,250	11,700	14,750	17,400	20,050	22,200	23,250
ELEVATOR-STRUCTURE	16,750	19,450	24,700				

MILES CITY:

DETACHED AND SEMIDETACHED	10,500	12,600	15,600	18,600	22,350	24,900	26,050
ROW DWELLINGS	10,100	12,000	14,900	17,750	21,400	23,700	24,850
WALKUP	9,550	12,050	15,250	18,050	20,750	22,950	24,100
ELEVATOR-STRUCTURE	17,350	20,150	25,600				

MISSOULA:

DETACHED AND SEMIDETACHED	10,050	12,100	14,950	17,750	21,400	23,750	24,900
ROW DWELLINGS	9,550	11,350	14,100	16,750	20,200	22,450	23,550
WALKUP	8,950	11,350	14,450	17,000	19,600	21,750	22,700
ELEVATOR-STRUCTURE	16,650	19,200	24,400				

ROMAN:

DETACHED AND SEMIDETACHED	14,650	17,600	21,750	25,850	31,100	34,750	36,350
ROW DWELLINGS	11,000	13,100	16,250	19,350	23,400	25,950	27,150
WALKUP	10,400	13,250	16,650	19,700	22,750	25,100	26,250
ELEVATOR-STRUCTURE	19,000	21,950	27,950				

BROWNING:

DETACHED AND SEMIDETACHED	14,650	17,600	21,750	25,850	31,100	34,750	36,350
ROW DWELLINGS	11,000	13,100	16,250	19,350	23,400	25,950	27,150
WALKUP	10,400	13,250	16,650	19,700	22,750	25,100	26,250
ELEVATOR-STRUCTURE	19,000	21,950	27,950				

HAPLEM:

DETACHED AND SEMIDETACHED	14,650	17,600	21,750	25,850	31,100	34,750	36,350
ROW DWELLINGS	11,000	13,100	16,250	19,350	23,400	25,950	27,150
WALKUP	10,400	13,250	16,650	19,700	22,750	25,100	26,250
ELEVATOR-STRUCTURE	19,000	21,950	27,950				

WOLF POINT:

DETACHED AND SEMIDETACHED	14,700	17,700	21,750	26,000	31,150	34,800	36,450
ROW DWELLINGS	11,000	13,100	16,250	19,350	23,400	25,950	27,150
WALKUP	10,400	13,250	16,650	19,700	22,750	25,100	26,250
ELEVATOR-STRUCTURE	19,000	21,950	27,950				

LOGGIE GRASS:

DETACHED AND SEMIDETACHED	14,650	17,600	21,700	25,850	31,100	34,650	36,250
ROW DWELLINGS	11,000	13,100	16,250	19,350	23,400	25,950	27,150
WALKUP	10,400	13,250	16,650	19,700	22,750	25,100	26,250
ELEVATOR-STRUCTURE	19,000	21,950	27,950				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION VIII--CONTINUED

NORTH DAKOTA

FARGO:

DETACHED AND SEMI-DETACHED	10,550	12,600	15,600	18,750	22,550	24,950	26,200
ROW DWELLINGS	10,000	12,150	14,900	17,700	21,400	23,700	24,850
WALKUP	10,150	12,700	15,800	18,750	21,950	24,150	25,400
ELEVATOR-STRUCTURE	16,100	18,750	23,700				

BISMARCK:

DETACHED AND SEMI-DETACHED	10,650	13,000	15,950	19,150	23,100	25,600	26,850
ROW DWELLINGS	10,250	12,400	15,250	18,200	22,000	24,350	25,500
WALKUP	10,400	13,000	16,050	19,150	22,500	24,650	25,950
ELEVATOR-STRUCTURE	16,500	19,150	24,200				

DICKINSON:

DETACHED AND SEMI-DETACHED	10,350	12,450	15,400	18,400	22,150	24,600	25,800
ROW DWELLINGS	9,800	11,900	14,700	17,450	21,050	23,350	24,400
WALKUP	9,950	12,500	15,450	18,350	21,600	23,750	24,900
ELEVATOR-STRUCTURE	15,800	18,450	23,250				

GRAND FORKS:

DETACHED AND SEMI-DETACHED	10,200	12,250	15,100	18,150	21,800	24,150	25,350
ROW DWELLINGS	9,800	11,900	14,700	17,450	21,050	23,350	24,400
WALKUP	9,800	12,250	15,200	18,050	21,300	23,350	24,500
ELEVATOR-STRUCTURE	15,800	18,450	23,250				

MINOT:

DETACHED AND SEMI-DETACHED	10,300	12,350	15,200	18,250	22,000	24,350	25,550
ROW DWELLINGS	9,750	11,800	14,550	17,350	20,900	23,200	24,250
WALKUP	9,800	12,300	15,350	18,300	21,350	23,550	24,750
ELEVATOR-STRUCTURE	15,750	18,300	23,050				

SOUTH DAKOTA

SIOUX FALLS:

DETACHED AND SEMI-DETACHED	10,850	13,000	16,050	19,150	23,000	25,650	26,800
ROW DWELLINGS	10,200	12,350	15,300	18,250	22,000	24,250	25,500
WALKUP	9,250	11,500	14,600	17,250	20,000	22,050	23,200
ELEVATOR-STRUCTURE	13,300	15,500	19,550				

AERDEN:

DETACHED AND SEMI-DETACHED	10,900	13,100	16,150	19,200	23,050	25,850	26,900
ROW DWELLINGS	10,250	12,450	15,400	18,300	22,050	24,450	25,650
WALKUP	9,400	11,750	14,850	17,600	20,350	22,400	23,700
ELEVATOR-STRUCTURE	13,350	15,550	19,700				

PIERRE:

DETACHED AND SEMI-DETACHED	11,450	13,850	17,000	20,200	2,450	27,200	28,300
ROW DWELLINGS	10,700	12,900	15,900	18,950	22,900	25,350	26,550
WALKUP	9,300	11,650	14,650	17,400	20,150	22,150	23,350
ELEVATOR-STRUCTURE	14,400	16,750	21,200				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

	0	1	2	3	4	5	6
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REGION VIII--CONTINUED

SOUTH DAKOTA--CONTINUED							
RAPID CITY:							
DETACHED AND SEMI-DETACHED	10,950	13,250	16,300	19,350	23,250	26,000	27,100
ROW DWELLINGS	10,300	12,600	15,500	18,550	22,200	24,600	25,900
WALKUP	9,650	12,100	15,300	18,050	20,900	23,100	24,350
ELEVATOR-STRUCTURE	13,350	15,550	19,650				
PINE RINGS:							
DETACHED AND SEMI-DETACHED	12,800	15,400	18,950	22,550	27,200	30,300	31,600
ROW DWELLINGS	12,050	14,600	18,000	21,550	25,950	28,700	30,150
WALKUP	10,850	13,600	17,200	20,400	23,650	25,950	27,450
ELEVATOR-STRUCTURE	17,850	20,850	26,300				
MISSION:							
DETACHED AND SEMI-DETACHED	14,950	18,000	22,200	26,400	31,800	35,450	36,950
ROW DWELLINGS	14,100	17,150	21,100	25,200	30,350	33,550	35,250
WALKUP	12,700	15,950	20,150	23,850	27,650	30,350	32,150
ELEVATOR-STRUCTURE	18,300	21,350	27,000				
FORT THOMPSON:							
DETACHED AND SEMI-DETACHED	14,950	18,000	22,200	26,400	31,800	35,450	36,950
ROW DWELLINGS	14,100	17,150	21,100	25,200	30,350	33,550	35,250
WALKUP	12,700	15,950	20,150	23,850	27,650	30,350	32,150
ELEVATOR-STRUCTURE	18,300	21,350	27,000				
MCLAUGHLIN:							
DETACHED AND SEMI-DETACHED	14,700	17,700	21,850	25,950	31,250	34,900	36,400
ROW DWELLINGS	14,100	17,150	21,100	25,200	30,350	33,550	35,250
WALKUP	12,700	15,950	20,150	23,850	27,650	30,350	32,150
ELEVATOR-STRUCTURE	18,300	21,350	27,000				
EAGLE BUTTE:							
DETACHED AND SEMI-DETACHED	14,700	17,700	21,850	25,950	31,250	34,900	36,400
ROW DWELLINGS	14,100	17,150	21,100	25,200	30,350	33,550	35,250
WALKUP	12,700	15,950	20,150	23,850	27,650	30,350	32,150
ELEVATOR-STRUCTURE	18,300	21,350	27,000				
WAGNER:							
DETACHED AND SEMI-DETACHED	14,700	17,700	21,850	25,950	31,250	34,900	36,400
ROW DWELLINGS	14,100	17,150	21,100	25,200	30,350	33,550	35,250
WALKUP	12,700	15,950	20,150	23,850	27,650	30,350	32,150
ELEVATOR-STRUCTURE	18,300	21,350	27,000				
STISSTON:							
DETACHED AND SEMI-DETACHED	14,700	17,700	21,850	25,950	31,250	34,900	36,400
ROW DWELLINGS	14,100	17,150	21,100	25,200	30,350	33,550	35,250
WALKUP	12,700	15,950	20,150	23,850	27,650	30,350	32,150
ELEVATOR-STRUCTURE	18,300	21,350	27,000				

RULES AND REGULATIONS

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

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6

REGION VIII---CONTINUED

UTAH

SALT LAKE CITY:

DETACHED AND SEMIDETACHED	10,700	12,900	15,950	19,050	22,950	25,450	26,700
ROW DWELLINGS	9,500	11,400	14,100	16,850	20,200	22,450	23,500
WALKUP	8,600	10,750	13,700	16,150	18,750	20,650	21,700
ELEVATOR-STRUCTURE	13,750	16,050	20,300	---	---	---	---

CEDAR CITY:

DETACHED AND SEMIDETACHED	11,050	13,300	16,400	19,550	23,550	26,250	27,450
ROW DWELLINGS	9,750	11,750	14,450	17,300	20,750	23,150	24,150
WALKUP	8,850	11,100	14,150	16,600	19,300	21,250	22,350
ELEVATOR-STRUCTURE	14,250	16,600	21,000	---	---	---	---

LOGAN:

DETACHED AND SEMIDETACHED	10,950	13,100	16,200	19,300	23,250	25,900	27,100
ROW DWELLINGS	9,650	11,600	14,300	17,100	20,550	22,850	23,900
WALKUP	8,800	10,950	14,000	16,400	19,100	20,950	22,100
ELEVATOR-STRUCTURE	14,000	16,350	20,600	---	---	---	---

MOAB:

DETACHED AND SEMIDETACHED	11,100	13,400	16,500	19,650	23,700	26,450	27,650
ROW DWELLINGS	9,800	11,800	14,550	17,350	20,900	23,200	24,350
WALKUP	8,900	11,150	14,200	16,700	19,400	21,350	22,500
ELEVATOR-STRUCTURE	14,300	16,650	21,050	---	---	---	---

PROVO:

DETACHED AND SEMIDETACHED	10,700	12,900	15,950	19,050	22,950	25,450	26,700
ROW DWELLINGS	9,500	11,400	14,100	16,850	20,200	22,450	23,500
WALKUP	8,600	10,750	13,700	16,150	18,750	20,650	21,700
ELEVATOR-STRUCTURE	13,750	16,050	20,300	---	---	---	---

VERNAL:

DETACHED AND SEMIDETACHED	11,100	13,350	16,450	19,600	23,650	26,300	27,550
ROW DWELLINGS	9,800	11,800	14,550	17,350	20,900	23,200	24,350
WALKUP	8,900	11,150	14,200	16,700	19,400	21,350	22,500
ELEVATOR-STRUCTURE	14,250	16,600	21,000	---	---	---	---

WYOMING

CASPER:

DETACHED AND SEMIDETACHED	10,150	12,300	15,150	18,050	21,700	24,150	25,350
ROW DWELLINGS	9,700	11,650	14,500	17,200	20,650	23,050	24,050
WALKUP	9,550	12,000	15,250	17,900	20,800	22,900	24,000
ELEVATOR-STRUCTURE	14,600	17,000	21,550	---	---	---	---

CHEYENNE:

DETACHED AND SEMIDETACHED	9,600	11,650	14,300	17,050	20,550	22,900	24,000
ROW DWELLINGS	9,150	11,050	13,750	17,050	19,650	21,800	22,750
WALKUP	9,050	11,350	14,450	16,950	19,650	21,750	22,700
ELEVATOR-STRUCTURE	13,850	16,150	20,400	---	---	---	---

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

6

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REGION VIII--CONTINUED

WYOMING--CONTINUED

CODY:

DETACHED AND SEMIDETACHED	9,750	11,850	14,600	17,500	21,050	23,350	24,500
ROW DWELLINGS	9,400	11,200	13,950	16,650	19,950	22,150	23,250
WALKUP	9,250	11,600	14,700	17,350	20,000	22,100	23,050
ELEVATOR-STRUCTURE	14,100	16,400	20,750				

GILLETTE:

DETACHED AND SEMIDETACHED	10,500	12,700	15,650	18,600	22,500	25,000	26,200
ROW DWELLINGS	10,100	12,050	15,000	17,800	21,350	23,850	24,850
WALKUP	9,850	12,450	15,750	18,550	21,550	23,750	24,850
ELEVATOR-STRUCTURE	15,100	17,500	22,250				

JACKSON:

DETACHED AND SEMIDETACHED	10,100	12,200	15,000	17,850	21,550	24,000	25,100
ROW DWELLINGS	9,650	11,550	14,400	17,050	20,500	22,900	23,800
WALKUP	9,500	11,850	15,150	17,750	20,650	22,700	23,800
ELEVATOR-STRUCTURE	14,450	16,900	21,350				

LARAMIE:

DETACHED AND SEMIDETACHED	9,700	11,750	14,500	17,250	20,850	23,150	24,300
ROW DWELLINGS	9,350	11,150	13,900	16,500	19,850	22,100	23,100
WALKUP	9,150	11,550	14,650	17,300	19,950	22,000	23,000
ELEVATOR-STRUCTURE	14,000	16,300	20,600				

POWELL:

DETACHED AND SEMIDETACHED	9,750	11,850	14,600	17,500	21,050	23,350	24,500
ROW DWELLINGS	9,400	11,200	13,950	16,650	19,950	22,150	23,250
WALKUP	9,250	11,600	14,700	17,350	20,000	22,100	23,050
ELEVATOR-STRUCTURE	14,100	16,400	20,750				

RIVERTON:

DETACHED AND SEMIDETACHED	11,150	13,450	16,550	19,700	23,750	26,400	27,700
ROW DWELLINGS	10,650	12,750	15,850	18,850	22,600	25,250	26,250
WALKUP	9,850	12,450	15,750	18,550	21,550	23,750	24,850
ELEVATOR-STRUCTURE	15,100	17,500	22,250				

ROCK SPRIINGS:

DETACHED AND SEMIDETACHED	9,750	11,850	14,600	17,500	21,050	23,350	24,500
ROW DWELLINGS	9,400	11,200	13,950	16,650	19,950	22,150	23,250
WALKUP	9,250	11,600	14,700	17,350	20,000	22,100	23,050
ELEVATOR-STRUCTURE	14,100	16,400	20,750				

ARIZONA

REGION IX

PHOENIX:

DETACHED AND SEMIDETACHED	11,350	13,650	16,850	20,050	24,150	26,900	28,200
ROW DWELLINGS	10,550	12,750	15,750	18,800	22,550	25,200	26,300
WALKUP	9,800	12,250	15,550	18,350	21,200	23,400	24,550
ELEVATOR-STRUCTURE	16,050	18,650	23,650				

RULES AND REGULATIONS

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION IX--CONTINUED

ARIZONA--CONTINUED

CASA GRANDE:

DETACHED AND SEMI-DETACHED	11,750	14,200	17,500	20,850	25,150	27,900	29,300
ROW DWELLINGS	11,000	12,750	16,350	19,500	23,450	26,150	27,250
WALKUP	9,450	11,850	15,050	17,800	20,550	22,650	23,750
ELEVATOR-STRUCTURE	16,400	19,000	24,100				

DUGLAS:

DETACHED AND SEMI-DETACHED	11,700	14,050	17,400	20,650	24,850	27,750	29,150
ROW DWELLINGS	10,900	13,150	16,250	19,350	23,200	25,950	27,100
WALKUP	10,150	12,650	16,050	19,000	21,850	24,150	25,350
ELEVATOR-STRUCTURE	16,300	18,850	23,900				

FLAGSTAFF:

DETACHED AND SEMI-DETACHED	11,600	14,000	17,350	20,600	24,200	27,600	28,950
ROW DWELLINGS	10,900	13,150	16,250	19,350	23,200	25,950	27,100
WALKUP	10,100	12,600	16,000	18,850	21,800	24,100	25,200
ELEVATOR-STRUCTURE	17,250	19,950	25,200				

KAIBAB:

DETACHED AND SEMI-DETACHED	13,550	16,300	20,100	24,000	28,850	32,200	33,650
ROW DWELLINGS	11,950	14,400	17,750	21,250	25,450	28,400	29,650
WALKUP	11,050	13,850	17,700	20,800	24,150	26,550	27,950
ELEVATOR-STRUCTURE	17,600	20,500	25,950				

KINGMAN:

DETACHED AND SEMI-DETACHED	11,750	14,200	17,500	20,850	25,150	27,900	29,300
ROW DWELLINGS	11,000	12,750	16,350	19,500	23,450	26,150	27,250
WALKUP	10,200	12,800	16,150	19,150	22,100	24,350	25,500
ELEVATOR-STRUCTURE	16,400	19,000	24,100				

SACATON:

DETACHED AND SEMI-DETACHED	13,300	16,100	19,800	23,600	28,450	31,600	33,150
ROW DWELLINGS	12,450	15,050	18,550	22,100	26,550	29,650	30,950
WALKUP	11,000	13,850	17,450	20,650	23,800	26,300	27,550
ELEVATOR-STRUCTURE	18,450	21,400	27,150				

SAN CARLOS:

DETACHED AND SEMI-DETACHED	13,400	16,150	20,000	23,700	28,600	31,850	33,400
ROW DWELLINGS	12,500	15,150	18,700	22,300	26,800	29,850	31,150
WALKUP	11,100	13,900	17,500	20,850	24,000	26,500	27,800
ELEVATOR-STRUCTURE	18,500	21,550	27,300				

SELLS:

DETACHED AND SEMI-DETACHED	13,700	16,550	20,400	24,300	29,300	32,600	34,150
ROW DWELLINGS	12,850	15,550	19,100	22,800	27,350	30,550	31,900
WALKUP	11,350	14,250	17,950	21,250	24,550	27,100	28,400
ELEVATOR-STRUCTURE	19,000	22,050	27,950				

WHITE RIVER:

DETACHED AND SEMI-DETACHED	13,800	16,550	20,500	24,400	29,350	32,650	34,300
ROW DWELLINGS	12,900	15,550	19,200	22,850	27,450	30,700	32,000
WALKUP	11,350	14,250	17,950	21,300	24,600	27,150	28,450
ELEVATOR-STRUCTURE	19,100	22,150	28,000				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION IX--CONTINUED							
ARIZONA--CONTINUED							
SAFFORD:							
DETACHED AND SEMIDETACHED	11,950	14,300	17,750	21,100	25,350	28,300	29,700
ROW DWELLINGS	11,100	13,450	16,650	19,800	23,600	26,600	27,750
WALKUP	10,300	12,900	16,400	19,400	22,400	24,700	25,900
ELEVATOR-STRUCTURE	16,500	19,150	24,200				
CAMP VERDE:							
DETACHED AND SEMIDETACHED	12,950	15,600	19,250	22,850	27,600	30,700	32,200
ROW DWELLINGS	12,050	14,650	18,000	21,450	25,800	28,800	30,050
WALKUP	10,750	13,400	16,950	20,100	23,150	25,500	26,750
ELEVATOR-STRUCTURE	17,950	20,850	26,350				
KEAMS CANYON:							
DETACHED AND SEMIDETACHED	15,150	18,250	22,600	26,900	32,400	36,000	37,750
ROW DWELLINGS	14,150	17,100	21,200	25,200	30,200	33,750	35,150
WALKUP	12,550	15,700	19,800	23,500	27,100	29,850	31,400
ELEVATOR-STRUCTURE	20,100	23,250	29,400				
FORT MCCOY:							
DETACHED AND SEMIDETACHED	12,800	15,400	19,100	22,650	27,250	30,400	31,900
ROW DWELLINGS	11,950	14,450	17,850	21,200	25,450	28,550	29,750
WALKUP	10,550	13,200	16,750	19,800	22,850	25,300	26,550
ELEVATOR-STRUCTURE	17,700	20,550	26,050				
PARKER:							
DETACHED AND SEMIDETACHED	13,250	16,050	19,750	23,500	28,350	31,550	33,050
ROW DWELLINGS	12,450	15,050	18,500	22,050	26,450	29,600	30,900
WALKUP	11,150	13,950	17,650	20,850	24,100	26,650	27,900
ELEVATOR-STRUCTURE	18,400	21,350	27,050				
PEACH SPRINGS:							
DETACHED AND SEMIDETACHED	13,500	16,300	20,200	23,950	28,950	32,200	33,700
ROW DWELLINGS	12,650	15,300	18,850	22,500	27,050	30,100	31,450
WALKUP	11,200	14,000	17,750	20,950	24,200	26,750	28,050
ELEVATOR-STRUCTURE	18,800	21,800	27,500				
TUCSON:							
DETACHED AND SEMIDETACHED	13,200	15,900	19,650	23,300	28,100	31,350	32,850
ROW DWELLINGS	12,300	14,850	18,350	21,850	26,300	29,350	30,650
WALKUP	10,600	13,250	16,750	19,800	22,850	25,200	26,400
ELEVATOR-STRUCTURE	17,700	20,550	26,000				
YUMA:							
DETACHED AND SEMIDETACHED	12,000	14,450	17,850	21,200	25,550	28,450	29,850
ROW DWELLINGS	11,150	13,500	16,700	19,850	23,950	26,650	27,800
WALKUP	10,450	13,000	16,450	19,500	22,500	24,800	26,000
ELEVATOR-STRUCTURE	16,400	19,100	24,100				
SAWMILL:							
DETACHED AND SEMIDETACHED	15,150	18,250	22,600	26,900	32,400	36,000	37,750
ROW DWELLINGS	14,150	17,100	21,200	25,200	30,200	33,750	35,150
WALKUP	12,550	15,700	19,800	23,500	27,100	29,850	31,400
ELEVATOR-STRUCTURE	20,100	23,250	29,400				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

	0	1	2	3	4	5	6
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REGION IX--CONTINUED

ARIZONA--CONTINUED

NOGALES:

DETACHED AND SEMIDETACHED	13,800	16,600	20,550	24,350	29,400	32,800	34,350
ROW DWELLINGS	12,850	15,550	19,200	22,900	27,550	30,650	31,950
WALKUP	12,000	14,900	18,850	22,400	25,850	28,500	
ELEVATOR-STRUCTURE	18,500	21,550	27,250				

CALIFORNIA

LOS ANGELES:

DETACHED AND SEMIDETACHED	10,250	12,250	15,250	18,150	21,850	24,400	25,550
ROW DWELLINGS	9,550	11,550	14,250	16,950	20,450	22,750	23,750
WALKUP	8,800	11,050	13,850	16,450	19,000	20,950	22,000
ELEVATOR-STRUCTURE	17,850	20,750	26,200				

BAKERSFIELD:

DETACHED AND SEMIDETACHED	10,250	12,250	15,250	18,150	21,850	24,400	25,550
ROW DWELLINGS	9,550	11,550	14,250	16,950	20,450	22,750	23,750
WALKUP	8,800	11,050	13,850	16,450	19,000	20,950	22,000
ELEVATOR-STRUCTURE	17,850	20,750	26,200				

BISHOP:

DETACHED AND SEMIDETACHED	10,700	12,750	15,850	18,850	22,750	25,400	26,550
ROW DWELLINGS	9,900	12,050	14,800	17,600	21,200	23,600	24,650
WALKUP	9,200	11,450	14,450	17,100	19,800	21,850	22,950
ELEVATOR-STRUCTURE	18,500	21,500	27,200				

INYOKERN:

DETACHED AND SEMIDETACHED	10,650	12,700	15,800	18,800	22,650	25,350	26,500
ROW DWELLINGS	9,900	12,000	14,700	17,550	21,150	23,500	24,600
WALKUP	9,150	11,450	14,400	17,050	19,700	21,650	22,750
ELEVATOR-STRUCTURE	18,400	21,450	27,100				

LANCASTER:

DETACHED AND SEMIDETACHED	10,300	12,400	15,350	18,250	22,000	24,600	25,750
ROW DWELLINGS	9,600	11,700	14,400	17,150	20,600	22,900	23,950
WALKUP	8,900	11,150	13,950	16,550	19,200	21,100	22,150
ELEVATOR-STRUCTURE	17,950	20,950	26,500				

LONE PINE:

DETACHED AND SEMIDETACHED	13,200	15,700	19,500	23,250	28,000	31,300	32,700
ROW DWELLINGS	12,200	14,850	18,250	21,700	26,100	29,100	30,350
WALKUP	11,100	13,850	17,500	20,700	23,950	26,400	27,750
ELEVATOR-STRUCTURE	21,950	25,500	32,300				

MOJAVE:

DETACHED AND SEMIDETACHED	10,600	12,650	15,700	18,700	22,500	25,100	26,250
ROW DWELLINGS	9,850	11,950	14,650	17,500	21,050	23,450	24,450
WALKUP	9,100	11,350	14,300	16,850	19,450	21,500	22,600
ELEVATOR-STRUCTURE	18,300	21,350	27,000				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION IX--CONTINUED

CALIFORNIA--CONTINUED

OJAI:

DETACHED AND SEMIDETACHED	9,100	10,900	13,550	16,100	19,400	21,650	22,650
ROW DWELLINGS	8,450	10,250	12,650	15,050	18,100	20,150	21,050
WALKUP	8,400	10,500	13,250	15,700	18,150	19,900	21,000
ELEVATOR-STRUCTURE	17,000	19,800	24,900				

OXNARD:

DETACHED AND SEMIDETACHED	9,500	11,400	14,150	16,850	20,250	22,650	23,750
ROW DWELLINGS	8,850	10,750	13,250	15,800	18,950	21,150	22,050
WALKUP	8,700	10,900	13,650	16,150	18,700	20,700	21,650
ELEVATOR-STRUCTURE	17,850	20,750	26,200				

PASO ROBLES:

DETACHED AND SEMIDETACHED	9,850	11,750	14,550	17,350	20,850	23,300	24,400
ROW DWELLINGS	9,150	11,100	13,600	16,250	19,500	21,800	22,700
WALKUP	9,100	11,350	14,300	16,850	19,450	21,500	22,600
ELEVATOR-STRUCTURE	18,300	21,350	27,000				

PIRU:

DETACHED AND SEMIDETACHED	9,100	10,900	13,550	16,100	19,400	21,650	22,650
ROW DWELLINGS	8,450	10,250	12,650	15,050	18,100	20,150	21,050
WALKUP	8,400	10,500	13,250	15,700	18,150	19,900	21,000
ELEVATOR-STRUCTURE	17,000	19,800	24,900				

RIDGECREST:

DETACHED AND SEMIDETACHED	9,900	11,800	14,650	17,450	21,050	23,500	24,600
ROW DWELLINGS	9,200	11,150	13,700	16,300	19,600	21,850	22,800
WALKUP	9,150	11,450	14,400	17,050	19,700	21,650	22,750
ELEVATOR-STRUCTURE	18,400	21,450	27,100				

SAN RENAFOUNO:

DETACHED AND SEMIDETACHED	9,500	11,400	14,150	16,850	20,250	22,650	23,750
ROW DWELLINGS	8,850	10,750	13,250	15,800	18,950	21,150	22,050
WALKUP	8,800	11,050	13,850	16,450	19,000	20,950	22,000
ELEVATOR-STRUCTURE	17,850	20,750	26,200				

SANTA RAPHAEL:

DETACHED AND SEMIDETACHED	9,550	11,500	14,250	16,950	20,450	22,800	23,900
ROW DWELLINGS	8,900	10,850	13,350	15,900	19,150	21,300	22,200
WALKUP	8,950	11,200	14,100	16,650	19,350	21,300	22,400
ELEVATOR-STRUCTURE	17,950	20,950	26,500				

SANTA MARTA:

DETACHED AND SEMIDETACHED	9,850	11,750	14,550	17,350	20,850	23,300	24,400
ROW DWELLINGS	9,150	11,100	13,600	16,250	19,500	21,800	22,700
WALKUP	9,100	11,350	14,300	16,850	19,450	21,500	22,600
ELEVATOR-STRUCTURE	18,300	21,350	27,000				

TEHACHAPI:

DETACHED AND SEMIDETACHED	9,850	11,750	14,550	17,350	20,850	23,300	24,400
ROW DWELLINGS	9,150	11,100	13,600	16,250	19,500	21,800	22,700
WALKUP	9,100	11,350	14,300	16,850	19,450	21,500	22,600
ELEVATOR-STRUCTURE	18,300	21,350	27,000				

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
CALIFORNIA--CONTINUED							
REGION IX--CONTINUED							
VENTURA:							
DETACHED AND SEMIDETACHED	9,500	11,400	14,150	16,850	20,250	22,650	23,750
ROW DWELLINGS	8,850	10,750	13,250	15,800	18,950	21,150	22,050
WALKUP	8,800	11,050	13,850	16,450	19,000	20,950	22,000
ELEVATOR-STRUCTURE	17,850	20,750	26,200				
SANTA ANA:							
DETACHED AND SEMIDETACHED	9,850	11,800	14,600	17,400	20,950	23,300	24,450
ROW DWELLINGS	9,200	11,100	13,600	16,250	19,550	21,800	22,750
WALKUP	9,150	11,350	14,350	16,900	19,600	21,550	22,650
ELEVATOR-STRUCTURE	18,700	21,650	27,450				
SACRAMENTO:							
DETACHED AND SEMIDETACHED	10,050	12,050	14,900	17,700	21,350	23,750	24,850
ROW DWELLINGS	9,550	11,500	14,200	16,900	20,350	22,650	23,650
WALKUP	8,800	11,050	14,000	16,450	19,100	21,050	22,050
ELEVATOR-STRUCTURE	15,700	18,250	23,050				
CHICO:							
DETACHED AND SEMIDETACHED	10,150	12,200	15,100	17,900	21,550	24,050	25,100
ROW DWELLINGS	9,650	11,600	14,400	17,050	20,550	22,850	23,950
WALKUP	8,300	10,400	13,200	15,500	17,950	19,850	20,800
ELEVATOR-STRUCTURE	15,900	18,400	23,250				
DAVIS:							
DETACHED AND SEMIDETACHED	10,200	12,300	15,200	18,100	21,750	24,200	25,250
ROW DWELLINGS	9,700	11,750	14,500	17,150	20,650	23,000	24,100
WALKUP	9,100	11,300	14,350	16,950	19,650	21,650	22,650
ELEVATOR-STRUCTURE	16,000	18,500	23,500				
FT BROWN:							
DETACHED AND SEMIDETACHED	15,450	18,000	23,050	25,200	27,900	29,600	30,300
ROW DWELLINGS	14,700	17,700	21,950	24,000	26,550	27,600	28,650
WALKUP	13,350	15,050	19,900	21,700	24,050	25,000	26,000
ELEVATOR-STRUCTURE	17,400	20,100	25,400				
PLACERVILLE:							
DETACHED AND SEMIDETACHED	10,050	12,050	15,000	17,800	21,450	23,850	24,950
ROW DWELLINGS	9,550	11,550	14,250	17,000	20,400	22,750	23,750
WALKUP	9,100	11,300	14,400	16,950	19,650	21,650	22,650
ELEVATOR-STRUCTURE	16,100	18,800	23,700				
REDDING:							
DETACHED AND SEMIDETACHED	10,300	12,400	15,350	18,250	21,950	24,450	25,550
ROW DWELLINGS	9,800	11,850	14,600	17,400	20,850	23,300	24,350
WALKUP	9,100	11,300	14,400	16,950	19,650	21,650	22,650
ELEVATOR-STRUCTURE	16,100	18,800	23,700				
STOCKTON:							
DETACHED AND SEMIDETACHED	10,050	12,050	14,900	17,700	21,350	23,750	24,850
ROW DWELLINGS	9,550	11,500	14,200	16,900	20,350	22,650	23,650
WALKUP	8,800	11,050	13,950	16,450	19,100	21,050	22,050
ELEVATOR-STRUCTURE	15,700	18,250	23,050				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

	0	1	2	3	4	5	6
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REGION IX--CONTINUED

CALIFORNIA--CONTINUED

SUSANVILLE:

DETACHED AND SEMIDETACHED	13,650	16,450	20,400	23,050	25,750	27,450	28,700
ROW DWELLINGS	13,000	15,650	19,400	21,950	24,500	26,150	27,300
WALKUP	11,750	14,200	17,600	19,900	22,200	23,700	24,800
ELEVATOR-STRUCTURE	15,900	18,400	23,250				

YREKA:

DETACHED AND SEMIDETACHED	10,350	12,500	15,400	18,350	22,100	24,650	25,700
ROW DWELLINGS	9,850	11,900	14,700	17,500	21,050	23,400	24,500
WALKUP	9,150	11,400	14,450	17,050	19,750	21,750	22,800
ELEVATOR-STRUCTURE	16,200	18,900	23,850				

SAN FRANCISCO:

DETACHED AND SEMIDETACHED	15,600	18,800	23,250	27,700	33,350	37,100	38,800
ROW DWELLINGS	14,900	18,000	22,150	26,450	31,700	35,350	36,950
WALKUP	12,850	16,000	20,250	23,900	27,750	30,550	32,000
ELEVATOR-STRUCTURE	19,850	23,050	29,100				

FRESNO:

DETACHED AND SEMIDETACHED	10,700	12,800	15,850	18,850	22,750	25,300	26,450
ROW DWELLINGS	10,150	12,250	15,150	18,050	21,650	24,150	25,250
WALKUP	8,650	10,700	13,600	16,000	18,600	20,500	21,500
ELEVATOR-STRUCTURE	17,650	20,550	26,000				

GRINDSTONE:

DETACHED AND SEMIDETACHED	13,850	16,750	20,700	23,450	26,150	27,900	29,150
ROW DWELLINGS	13,200	15,900	19,750	22,300	24,900	26,550	27,750
WALKUP	11,600	14,000	17,350	19,600	21,850	23,300	24,400
ELEVATOR-STRUCTURE	15,900	18,400	23,250				

HOOPA:

DETACHED AND SEMIDETACHED	15,170	18,900	23,450	25,600	28,350	29,450	30,800
ROW DWELLINGS	14,950	18,000	22,300	24,350	27,000	28,000	29,100
WALKUP	13,150	15,800	19,600	21,400	23,700	24,600	25,600
ELEVATOR-STRUCTURE	17,400	20,100	25,400				

MODESTO:

DETACHED AND SEMIDETACHED	11,250	13,650	16,800	19,950	24,050	26,750	28,000
ROW DWELLINGS	10,700	12,950	15,950	19,000	22,800	25,400	26,650
WALKUP	8,800	10,950	13,850	16,250	18,850	20,850	21,750
ELEVATOR-STRUCTURE	15,900	18,400	23,250				

OAKLAND-MARIN:

DETACHED AND SEMIDETACHED	12,850	15,500	19,150	22,800	27,400	30,550	31,900
ROW DWELLINGS	12,250	14,750	18,200	21,700	26,050	29,050	30,350
WALKUP	10,400	12,900	16,350	19,300	22,400	24,650	25,800
ELEVATOR-STRUCTURE	17,850	20,750	26,200				

SAN JOSE:

DETACHED AND SEMIDETACHED	11,900	14,350	17,700	21,100	25,400	28,300	29,550
ROW DWELLINGS	11,350	13,700	16,850	20,100	24,150	26,900	28,100
WALKUP	9,650	11,950	15,150	17,900	20,750	22,850	23,900
ELEVATOR-STRUCTURE	16,550	19,200	24,250				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

	0	1	2	3	4	5	6
REGION IX--CONTINUED							
CALIFORNIA--CONTINUED							
SAN RAFAEL:							
DETACHED AND SEMIDETACHED	11,300	13,650	16,800	20,000	24,050	26,800	28,000
ROW DWELLINGS	10,800	12,950	15,950	19,100	22,900	25,550	26,700
WALKUP	10,700	13,250	16,750	19,750	23,000	25,250	26,550
ELEVATOR-STRUCTURE	16,250	18,900	23,800				
SAN DIEGO:							
DETACHED AND SEMIDETACHED	10,750	12,900	16,000	19,000	22,850	25,500	26,600
ROW DWELLINGS	10,250	12,350	15,250	18,100	21,750	24,300	25,450
WALKUP	8,750	10,900	13,850	16,300	18,900	20,800	21,800
ELEVATOR-STRUCTURE	17,900	20,800	26,300				
FLORIDA:							
DETACHED AND SEMIDETACHED	10,750	12,900	16,000	19,000	22,850	25,500	26,600
ROW DWELLINGS	10,250	12,350	15,250	18,100	21,750	24,300	25,450
WALKUP	8,950	11,200	14,250	16,800	19,450	21,350	22,400
ELEVATOR-STRUCTURE	17,900	20,800	26,300				
ARIZONA:							
DETACHED AND SEMIDETACHED	11,350	13,650	16,900	20,200	24,300	27,050	28,300
ROW DWELLINGS	10,650	12,900	15,800	18,900	22,750	25,250	26,400
WALKUP	9,300	11,600	14,650	17,350	20,150	22,100	23,250
ELEVATOR-STRUCTURE	19,200	22,550	28,650				
ARIZONA:							
DETACHED AND SEMIDETACHED	11,200	13,400	16,550	19,850	23,800	26,550	27,750
ROW DWELLINGS	10,450	12,600	15,450	18,550	22,250	24,850	25,850
WALKUP	9,150	11,350	14,350	16,950	19,600	21,600	22,750
ELEVATOR-STRUCTURE	19,050	22,150	28,100				
BIG BEAR:							
DETACHED AND SEMIDETACHED	11,350	13,650	16,900	20,200	24,300	27,050	28,300
ROW DWELLINGS	10,650	12,900	15,800	18,900	22,750	25,250	26,400
WALKUP	9,300	11,600	14,650	17,350	20,150	22,100	23,250
ELEVATOR-STRUCTURE	19,400	22,550	28,650				
DESERT CENTER:							
DETACHED AND SEMIDETACHED	11,050	13,250	16,450	19,600	23,600	26,300	27,600
ROW DWELLINGS	10,350	12,500	15,350	18,350	22,100	24,550	25,700
WALKUP	9,100	11,250	14,200	16,850	19,500	21,400	22,500
ELEVATOR-STRUCTURE	18,900	22,050	27,850				
NEEDLES:							
DETACHED AND SEMIDETACHED	11,200	13,400	16,550	19,850	23,800	26,550	27,750
ROW DWELLINGS	10,450	12,600	15,450	18,550	22,250	24,850	25,850
WALKUP	9,150	11,350	14,350	16,950	19,600	21,600	22,750
ELEVATOR-STRUCTURE	19,050	22,150	28,100				
VICTORVILLE:							
DETACHED AND SEMIDETACHED	11,200	13,400	16,550	19,850	23,800	26,550	27,750
ROW DWELLINGS	10,450	12,600	15,450	18,550	22,250	24,850	25,850
WALKUP	9,150	11,350	14,350	16,950	19,600	21,600	22,750
ELEVATOR-STRUCTURE	19,050	22,150	28,100				

PROTOTYPE PER UNIT COST SCHEDULE

		NUMBER OF BEDROOMS						
		0	1	2	3	4	5	6
REGION IX--CONTINUED								
HAWAII								
HONOLULU:								
DETACHED AND SEMIDETACHED	14,100	17,100	21,100	25,050	32,550	33,600	35,150	
ROW DWELLINGS	13,500	16,200	20,050	23,800	28,700	32,000	33,450	
WALKUP	12,300	15,300	19,400	22,950	26,550	29,250	30,700	
ELEVATOR-STRUCTURE	16,200	18,900	23,900					
HILO:								
DETACHED AND SEMIDETACHED	15,600	18,800	23,200	27,600	33,200	36,900	38,750	
ROW DWELLINGS	14,750	17,850	22,050	26,200	31,550	35,150	36,750	
WALKUP	13,600	16,550	21,400	25,300	29,250	32,200	33,800	
ELEVATOR-STRUCTURE	17,850	20,450	26,250					
KAUAI:								
DETACHED AND SEMIDETACHED	16,300	19,800	24,300	28,950	35,000	38,800	40,650	
ROW DWELLINGS	15,500	18,750	23,200	27,450	33,150	37,000	38,600	
WALKUP	13,800	17,200	21,800	25,800	29,900	32,900	34,500	
ELEVATOR-STRUCTURE	18,250	21,200	26,850					
KONO:								
DETACHED AND SEMIDETACHED	15,800	19,250	23,650	28,200	34,000	37,750	39,500	
ROW DWELLINGS	15,100	18,200	22,550	26,700	32,250	35,950	37,500	
WALKUP	13,800	17,200	21,800	25,800	29,900	32,900	34,500	
ELEVATOR-STRUCTURE	18,250	21,200	26,850					
MAUI:								
DETACHED AND SEMIDETACHED	15,450	18,700	22,950	27,400	33,000	36,700	38,400	
ROW DWELLINGS	14,700	17,750	21,950	26,000	31,350	35,000	36,600	
WALKUP	13,450	16,750	21,250	25,050	29,000	32,000	33,600	
ELEVATOR-STRUCTURE	17,750	20,650	26,100					
GUAM:								
DETACHED AND SEMIDETACHED	12,950	15,650	19,300	22,950	27,700	30,800	32,250	
ROW DWELLINGS	12,350	14,800	18,350	21,800	26,400	29,250	30,600	
WALKUP	11,250	13,950	17,700	20,950	24,300	26,650	28,050	
ELEVATOR-STRUCTURE	14,850	17,300	21,900					
NEVADA								
RENO:								
DETACHED AND SEMIDETACHED	10,600	12,700	15,750	18,700	22,600	25,100	26,300	
ROW DWELLINGS	9,600	11,600	14,300	17,000	20,450	22,900	23,850	
WALKUP	9,750	12,100	15,450	18,250	21,100	23,300	24,300	
ELEVATOR-STRUCTURE	17,000	19,800	25,000					
LAS VEGAS:								
DETACHED AND SEMIDETACHED	10,950	13,150	16,400	19,500	23,350	26,100	27,300	
ROW DWELLINGS	9,950	12,050	14,800	17,600	21,250	23,750	24,750	
WALKUP	10,100	12,450	15,850	18,700	21,750	23,950	25,050	
ELEVATOR-STRUCTURE	17,550	20,350	25,700					

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0

1

2

3

4

5

6

REGION IX--CONTINUED

NEVADA--CONTINUED

ELKO:

DETACHED AND SEMI-DETACHED				21,150	24,750	29,600	32,800	34,350
ROW DWELLINGS								
WALKUP								
ELEVATOR-STRUCTURE								

FALLON:

DETACHED AND SEMI-DETACHED				21,150	24,750	29,600	32,800	34,350
ROW DWELLINGS								
WALKUP								
ELEVATOR-STRUCTURE								

GARDNERVILLE:

DETACHED AND SEMI-DETACHED				19,500	22,850	27,400	30,250	31,700
ROW DWELLINGS								
WALKUP								
ELEVATOR-STRUCTURE								

REGION X

ALASKA

ANCHORAGE:

DETACHED AND SEMI-DETACHED	16,800	20,300	25,050	29,950	35,900	39,900	41,850
ROW DWELLINGS	16,000	19,350	23,850	28,350	34,300	38,100	39,800
WALKUP	13,700	17,100	21,600	25,650	29,650	32,650	34,350
ELEVATOR-STRUCTURE	20,400	23,800	30,100				

FAIRBANKS:

DETACHED AND SEMI-DETACHED	17,900	21,600	26,650	31,900	38,300	42,550	44,600
ROW DWELLINGS	17,100	20,650	25,400	30,200	36,550	40,600	42,450
WALKUP	14,550	18,200	23,050	27,250	31,600	34,800	36,600
ELEVATOR-STRUCTURE	21,650	25,150	31,800				

JUNEAU:

DETACHED AND SEMI-DETACHED	16,250	19,650	24,150	28,900	34,650	38,600	40,500
ROW DWELLINGS	15,550	18,750	23,150	27,600	33,300	37,000	38,650
WALKUP	13,700	17,100	21,700	25,650	29,650	32,700	34,350
ELEVATOR-STRUCTURE	19,750	23,000	29,050				

KETCHIKAN:

DETACHED AND SEMI-DETACHED	16,150	19,550	24,100	28,800	34,450	38,450	40,250
ROW DWELLINGS	15,350	18,600	22,950	27,250	32,900	36,550	38,250
WALKUP	13,750	17,150	21,750	25,700	29,750	32,800	34,450
ELEVATOR-STRUCTURE	20,000	23,250	29,400				

KODIAK:

DETACHED AND SEMI-DETACHED	16,150	19,550	24,100	28,800	34,550	38,450	40,300
ROW DWELLINGS	15,350	18,600	22,950	27,250	32,900	36,550	38,250
WALKUP	13,750	17,150	21,750	25,750	29,750	32,800	34,450
ELEVATOR-STRUCTURE	20,100	23,350	29,550				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION X--CONTINUED

ALASKA--CONTINUED

SITKA:

DETACHED AND SEMIDETACHED	16,250	19,600	24,200	28,900	34,650	38,600	40,450
ROW DWELLINGS	15,550	18,700	23,050	27,350	33,050	36,750	38,500
WALKUP	13,900	17,400	21,950	26,100	30,150	33,150	34,800
ELEVATOR-STRUCTURE	20,600	24,000	30,300				

KENAI:

DETACHED AND SEMIDETACHED	18,650	22,550	27,850	33,150	39,800	44,500	46,450
ROW DWELLINGS							
WALKUP							
ELEVATOR-STRUCTURE							

YAKUTAI:

DETACHED AND SEMIDETACHED	18,650	22,550	27,850	33,150	39,800	44,500	46,450
ROW DWELLINGS							
WALKUP							
ELEVATOR-STRUCTURE							

FORT YUKON:

DETACHED AND SEMIDETACHED	30,750	37,300	46,100	54,900	66,950		
ROW DWELLINGS							
WALKUP							
ELEVATOR-STRUCTURE							

GALENA:

DETACHED AND SEMIDETACHED	33,000	40,150	49,550	59,000	71,900		
ROW DWELLINGS							
WALKUP							
ELEVATOR-STRUCTURE							

COASTAL AREA, NORTH OF ALEUTIANS:

DETACHED AND SEMIDETACHED	37,200	45,250	55,850	66,450	81,150		
ROW DWELLINGS							
WALKUP							
ELEVATOR-STRUCTURE							

TOK JUNCTION:

DETACHED AND SEMIDETACHED	28,450	34,550	42,600	50,750	61,900		
ROW DWELLINGS							
WALKUP							
ELEVATOR-STRUCTURE							

BARTER ISLAND, NORTH COASTAL AREA:

DETACHED AND SEMIDETACHED	38,300	46,550	57,450	68,400	83,500		
ROW DWELLINGS							
WALKUP							
ELEVATOR-STRUCTURE							

INLAND AREA, NORTH OF ALEUTIANS:

DETACHED AND SEMIDETACHED	42,250	51,650	63,750	76,000	92,600		
ROW DWELLINGS							
WALKUP							
ELEVATOR-STRUCTURE							

PROTOTYPE PER UNIT COST SCHEDULE

	NUMBER OF BEDROOMS						
	0	1	2	3	4	5	6
REGION X--CONTINUED							
IDAHO							
BOISE:							
DETACHED AND SEMIDETACHED	10,400	12,600	15,450	18,500	22,250	24,700	25,950
ROW DWELLINGS	9,900	11,950	14,700	17,550	21,150	23,550	24,650
WALKUP	9,350	11,600	14,750	17,450	20,100	22,250	23,300
ELEVATOR-STRUCTURE	13,450	15,650	19,800				
IDAHO FALLS:							
DETACHED AND SEMIDETACHED	10,750	13,100	16,050	19,200	23,100	25,650	26,850
ROW DWELLINGS	10,250	12,450	15,300	18,200	21,950	24,500	26,100
WALKUP	9,750	12,050	15,300	18,150	20,900	23,150	24,250
ELEVATOR-STRUCTURE	13,950	16,200	20,550				
MCCALL:							
DETACHED AND SEMIDETACHED	10,900	13,200	16,150	19,400	23,250	25,850	27,150
ROW DWELLINGS	10,400	12,550	15,400	18,400	22,150	24,650	25,850
WALKUP	9,850	12,200	15,450	18,250	21,100	23,350	24,450
ELEVATOR-STRUCTURE	14,050	16,300	20,750				
POCATELLO:							
DETACHED AND SEMIDETACHED	11,400	13,900	17,100	20,450	24,600	27,300	28,650
ROW DWELLINGS	10,950	13,250	16,250	19,400	23,300	26,000	27,250
WALKUP	10,250	12,900	16,300	19,300	22,250	24,650	25,850
ELEVATOR-STRUCTURE	14,900	17,300	21,850				
TWIN FALLS:							
DETACHED AND SEMIDETACHED	11,350	13,800	16,950	20,250	24,450	27,150	28,500
ROW DWELLINGS	10,800	13,100	16,150	19,550	23,150	25,800	27,100
WALKUP	10,200	12,750	16,200	19,150	22,100	24,450	25,600
ELEVATOR-STRUCTURE	14,750	17,200	21,700				
LEWISTON:							
DETACHED AND SEMIDETACHED	11,150	13,500	16,700	19,800	23,900	26,600	27,850
ROW DWELLINGS	10,650	12,850	15,900	18,850	22,750	25,300	26,450
WALKUP	9,300	11,500	14,650	17,250	19,950	22,000	23,150
ELEVATOR-STRUCTURE	13,850	16,150	20,350				
OREGON							
PORTLAND:							
DETACHED AND SEMIDETACHED	10,000	12,000	14,800	17,750	21,300	23,650	24,800
ROW DWELLINGS	9,450	11,500	14,200	16,800	20,300	22,550	23,550
WALKUP	8,300	10,400	13,150	15,500	18,050	19,850	20,850
ELEVATOR-STRUCTURE	13,100	15,100	19,150				
ONTARIO:							
DETACHED AND SEMIDETACHED	10,600	12,800	15,700	18,900	22,650	25,200	26,450
ROW DWELLINGS	10,150	12,200	15,000	17,850	21,550	24,050	25,200
WALKUP	8,900	11,100	14,000	16,650	19,150	21,200	22,200
ELEVATOR-STRUCTURE	13,700	15,900	20,250				

PROTOTYPE PER UNIT COST SCHEDULE

NUMBER OF BEDROOMS

0 1 2 3 4 5 6

REGION X--CONTINUED

OREGON--CONTINUED

RENO:

DETACHED AND SEMIDETACHED	9,700	11,700	14,400	17,300	20,750	23,000	24,150
ROW DWELLINGS	9,150	11,150	13,850	16,350	19,750	21,950	22,900
WALKUP	7,950	9,900	12,550	14,800	17,250	18,900	19,900
ELEVATOR-STRUCTURE	13,100	15,100	19,150				

COOS BAY:

DETACHED AND SEMIDETACHED	9,750	11,800	14,500	17,450	20,900	23,250	24,300
ROW DWELLINGS	9,250	11,200	13,900	16,400	19,850	22,050	23,000
WALKUP	8,550	10,650	13,500	15,950	18,600	20,400	21,450
ELEVATOR-STRUCTURE	13,400	15,550	19,550				

EUGENE:

DETACHED AND SEMIDETACHED	9,300	11,250	13,850	16,650	19,900	22,150	23,200
ROW DWELLINGS	8,800	10,750	13,300	15,700	18,950	21,100	22,000
WALKUP	7,650	9,100	12,150	14,350	16,700	18,350	19,300
ELEVATOR-STRUCTURE	12,800	14,850	18,800				

MEDFORD:

DETACHED AND SEMIDETACHED	9,450	11,350	14,000	16,800	19,100	22,450	23,450
ROW DWELLINGS	8,950	10,850	13,450	15,900	19,200	21,350	22,250
WALKUP	8,150	10,100	12,850	15,100	17,600	19,400	20,450
ELEVATOR-STRUCTURE	12,950	14,950	18,950				

MESSE SALEM:

DETACHED AND SEMIDETACHED	9,550	11,600	14,200	17,100	20,500	22,750	23,850
ROW DWELLINGS	9,050	11,050	13,700	16,150	19,550	21,700	22,650
WALKUP	7,950	9,900	12,500	14,750	17,200	18,900	19,900
ELEVATOR-STRUCTURE	13,150	15,150	19,250				

WASHINGTON

SEATTLE:

DETACHED AND SEMIDETACHED	10,650	12,900	15,900	19,000	22,800	25,300	26,550
ROW DWELLINGS	10,150	12,250	15,150	18,000	21,650	24,100	25,200
WALKUP	9,950	12,400	15,700	18,550	21,500	23,650	24,850
ELEVATOR-STRUCTURE	15,250	17,700	22,350				

PORT ANGELES:

DETACHED AND SEMIDETACHED	10,950	13,200	16,300	19,450	23,400	26,050	27,250
ROW DWELLINGS	10,400	12,600	15,450	18,450	22,250	24,700	25,900
WALKUP	9,750	12,100	15,350	18,100	21,000	23,100	24,300
ELEVATOR-STRUCTURE	15,600	18,200	23,000				

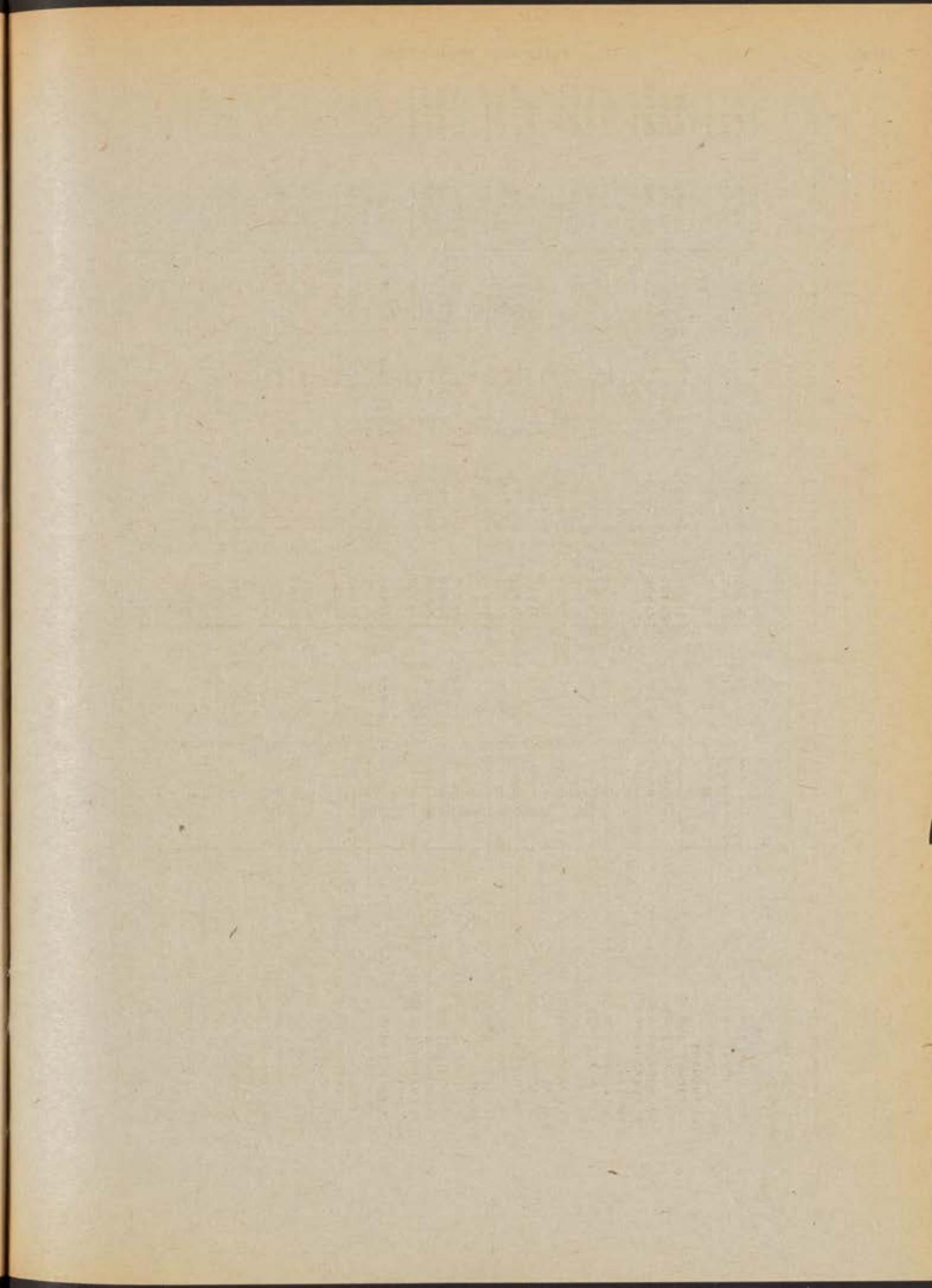
LONGVIEW:

DETACHED AND SEMIDETACHED	11,000	13,300	16,400	19,600	23,600	26,200	27,450
ROW DWELLINGS	10,500	12,750	15,650	18,550	22,450	25,000	26,100
WALKUP	10,300	12,800	16,250	19,200	22,200	24,500	25,650
ELEVATOR-STRUCTURE	15,700	18,350	23,150				

PROTOTYPE PER UNIT COST SCHEDULE

		NUMBER OF BEDROOMS						
		0	1	2	3	4	5	6
REGION X--CONTINUED								
WASHINGTON--CONTINUED								
ABERDEEN:								
	DETACHED AND SEMIDETACHED	10,800	13,000	16,000	19,150	23,100	25,600	26,800
	ROW DWELLINGS	10,200	12,350	15,250	18,200	21,900	24,300	25,500
	WALKUP	10,050	12,500	15,900	18,650	21,650	23,950	25,100
	ELEVATOR-STRUCTURE	15,350	17,800	22,600				
BELLINGHAM:								
	DETACHED AND SEMIDETACHED	10,800	13,000	16,000	19,150	23,100	25,600	26,800
	ROW DWELLINGS	10,200	12,350	15,250	18,200	21,900	24,300	25,500
	WALKUP	10,050	12,500	15,900	18,650	21,650	23,950	25,100
	ELEVATOR-STRUCTURE	15,350	17,800	22,600				
OLYMPIA:								
	DETACHED AND SEMIDETACHED	10,800	13,000	16,000	19,150	23,100	25,600	26,800
	ROW DWELLINGS	10,200	12,350	15,250	18,200	21,900	24,300	25,500
	WALKUP	10,050	12,500	15,900	18,650	21,650	23,950	25,100
	ELEVATOR-STRUCTURE	15,350	17,800	22,600				
YAKIMA:								
	DETACHED AND SEMIDETACHED	11,150	13,550	16,600	19,950	23,950	26,700	28,600
	ROW DWELLINGS	10,850	12,900	15,950	18,950	22,800	25,350	26,450
	WALKUP	9,900	12,350	15,700	18,600	21,500	23,750	24,900
	ELEVATOR-STRUCTURE	16,000	18,650	23,600				
SPOKANE:								
	DETACHED AND SEMIDETACHED	10,950	13,250	16,350	19,400	23,400	26,050	27,300
	ROW DWELLINGS	10,200	12,300	15,200	18,050	21,800	24,200	25,300
	WALKUP	10,200	12,650	16,100	18,950	21,950	24,250	25,450
	ELEVATOR-STRUCTURE	15,000	17,450	22,150				
CHENEY:								
	DETACHED AND SEMIDETACHED	11,050	13,400	16,600	19,700	23,750	26,450	27,650
	ROW DWELLINGS	10,300	12,500	15,400	18,300	22,050	24,500	25,650
	WALKUP	9,350	11,600	14,750	17,350	20,100	22,150	23,250
	ELEVATOR-STRUCTURE	15,200	17,750	22,350				
COEUR D'ALENE:								
	DETACHED AND SEMIDETACHED	11,000	13,300	16,450	19,600	23,600	26,300	27,450
	ROW DWELLINGS	10,250	12,400	15,300	18,150	21,950	24,350	25,500
	WALKUP	9,900	12,250	15,650	18,400	21,300	23,550	24,650
	ELEVATOR-STRUCTURE	15,100	17,650	22,250				
KENNEWICK:								
	DETACHED AND SEMIDETACHED	11,150	13,500	16,650	19,850	23,850	26,550	27,800
	ROW DWELLINGS	10,600	12,800	15,850	18,900	22,700	25,200	26,400
	WALKUP	10,300	12,750	16,250	19,100	22,150	24,400	25,650
	ELEVATOR-STRUCTURE	16,350	19,000	24,100				
PULLMAN:								
	DETACHED AND SEMIDETACHED	11,500	13,850	17,100	20,400	24,500	27,300	28,550
	ROW DWELLINGS	10,950	13,250	16,250	19,350	23,300	25,950	27,150
	WALKUP	10,400	12,900	16,450	19,400	22,500	24,850	25,950
	ELEVATOR-STRUCTURE	16,500	19,300	24,400				

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