

eligible shellers 1967-crop peanuts which meet the specifications contained in this section. The peanuts will be purchased on the basis of the net weight determined at the time of delivery and the prices specified in paragraphs (b), (c), and (d) of this section. CCC will also pay a carrying charge for farmers stock and U.S. grade shelled peanuts which are delivered to CCC after November 1967 in the southwestern area, and December 1967 in the southwestern and Virginia-Carolina areas. The carrying charge will commence on December 1, 1967, in the southwestern area, and January 1, 1968, in the southwestern and Virginia-Carolina areas, and will accrue at the rate of (1) \$1.40 per ton net weight per calendar month or fraction thereof for U.S. grade shelled peanuts, but shall not exceed a total of \$7 per ton net weight, and (2) \$1 per ton net weight per calendar month or fraction thereof for farmers stock peanuts but shall not exceed a total of \$5 per ton net weight.

(d) *Farmers stock peanuts.* Farmers stock—support price, outweight-outgrade basis, plus \$6 per net ton.

(Secs. 4 and 5, 62 Stat. 1070, as amended; 15 U.S.C. 714 b and c. Interpret or apply secs. 101, 401, 63 Stat. 1051, as amended, 7 U.S.C. 1441, 1421)

Effective date: This subpart shall be effective on the date of its publication in the FEDERAL REGISTER.

Signed at Washington, D.C., on September 20, 1967.

H. D. GODFREY,
Executive Vice President,
Commodity Credit Corporation.

[F.R. Doc. 67-11298; Filed, Sept. 26, 1967; 8:46 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 7831; Amdts. 23-6, 25-12, 43-7, 91-40]

PART 23—AIRWORTHINESS STANDARDS: NORMAL, UTILITY, AND ACROBATIC CATEGORY AIRPLANES

Static Pressure System

Correction

In F.R. Doc. 67-5739, appearing at page 7585 of the issue for Wednesday, May 24, 1967, the first sentence of subdivision (ii) of § 23.1325(b) (2) is corrected to read as follows:

(ii) *Pressurized airplanes.* Evacuate the static pressure system until a pressure differential equivalent to the maximum cabin pressure differential for

which the airplane is type certified is achieved.

[Docket No. 8423; Amdt. 47-5; Amdt. 49-4]

PART 47—AIRCRAFT REGISTRATION

PART 49—RECORDING OF AIRCRAFT TITLES AND SECURITY DOCUMENTS

Technical Amendments

The purpose of these amendments is to update the address of the FAA Aircraft Registry and to correct a technical error in Amendment 47-4 which was printed in the FEDERAL REGISTER on August 30, 1967 (32 F.R. 12555).

The address of the FAA Aircraft Registry contained in § 47.19 of Part 47 and § 49.11 of Part 49 is amended by addition of a reference to the Department of Transportation to reflect the position of the Federal Aviation Administration as a component of the Department. Section 47.15(a) is being restated in its correct form.

The procedural requirements of 5 U.S.C. section 553 do not apply to this amendment because it merely makes editorial changes and corrects an inadvertent error.

In consideration of the foregoing, Parts 47 and 49 are amended, effective September 29, 1967, as follows:

1. The introductory text preceding subparagraph (1) of § 47.15(a) of Part 47 is amended to read as follows:

§ 47.15 Identification number.

(a) *Number required.* Except when he applies under § 47.37, an applicant for Aircraft Registration must place a U.S. identification number ("registration mark") on his Application for Aircraft Registration, FAA Form 8050-1, and on any evidence submitted with the application. There is no charge for the assignment of numbers provided in this paragraph. This paragraph does not apply to an aircraft manufacturer who applies for a group of U.S. identification numbers under paragraph (c) of this section; a person who applies for a special identification number under paragraphs (d) through (g) of this section; or a holder of a Dealer's Aircraft Registration Certificate who applies for a temporary registration number under § 47.16.

2. Sections 47.19 of Part 47 and 49.11 of Part 49 are amended, respectively, by inserting the phrase "Department of Transportation," between the phrase "FAA Aircraft Registry," and the phrase "Post Office Box 25082,".

(Sec. 3(e) of the Department of Transportation Act; 49 U.S.C. 1652(e) and section 313(a) of the Federal Aviation Act of 1958; 49 U.S.C. 1354(a))

Issued in Washington, D.C., on September 21, 1967.

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 67-11294; Filed, Sept. 26, 1967; 8:46 a.m.]

[Docket No. 8009 Amdts. 65-11; 121-31]

PART 65—CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

PART 121—CERTIFICATION AND OPERATIONS DOMESTIC, FLAG, AND SUPPLEMENTAL AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Employment of Repairmen by Commercial Operators To Perform Maintenance

The purpose of these amendments to Parts 65 and 121 of the Federal Aviation Regulations is to permit a commercial operator certificated under Part 121 of the Federal Aviation Regulations to (1) employ a repairman to perform or supervise maintenance, preventive maintenance, and alterations on aircraft or components thereof, and (2) perform maintenance for, and have maintenance performed by other Part 121 certificate holders. This amendment was proposed as a notice of proposed rule making (Notice 67-8) issued on March 6, 1967, and published in the FEDERAL REGISTER on March 19, 1967 (32 F.R. 3946).

Consideration was given and an evaluation made of each of the six comments that were received in response to the notice. Two of the comments generally favored the proposal while four were opposed to it. Those comments in opposition expressed concern principally in two areas. First, that the adoption of the amendment, by permitting repairmen to be used by commercial operators, would lower maintenance standards. Secondly, that the extension of the privilege for use of repairmen to commercial operators would have a deteriorating effect by lowering the standards for persons to obtain repairman or A and P mechanic certificates.

The repairman certificate is issued by the FAA for specific duties requested and then only after substantiation of individual technical ability and background. The maintenance requirements in the regulations are the same for the air carrier and commercial operator, and both the air carrier and the commercial operator must comply with these maintenance requirements in order to retain their operating certificate. Permitting the commercial operator to use repairmen will enable the performance of maintenance for which the commercial operator is primarily responsible but which it has been precluded from doing. As the requirements for maintenance and compliance are unchanged, the standard of maintenance should not be lowered.

A misunderstanding of the effect of the amendment is evidenced by those comments that express concern that the use of repairmen by commercial operators will lower the standards of a repairman certificate or an A and P mechanic certificate. The same qualifications will be required of a repairman for a commercial operator as are now required to certificate a repairman for

a repair station or air carrier. Furthermore, past experience with the repairman certificate does not support the contention that extending the use of repairman to commercial operators will tend to have the repairman used in lieu of the A and P certificated mechanic. The repairman certificate was initiated for the purpose of enabling repair stations and air carriers to have certificated coverage in facilities engaged in the maintenance of components and appliances where it is not necessary or practical to utilize the services of persons holding an A and P certificate. A further purpose was to enable the performance of major repairs or alterations of propellers and any repairs or alterations of instruments that Part 65 prohibits an A and P mechanic from performing. The amendment will extend to the commercial operator as well as the repair station and air carrier the privilege of using repairmen but with the purpose and standards for certificating repairmen remaining unchanged.

As stated in the notice, the commercial operator is required under Part 121 to perform maintenance under the same standards as the air carrier. The amendment will permit the commercial operator to carry out, in the same manner as the air carrier, its primary responsibility for maintenance, including all methods, techniques and practices, and for the competency of the airman doing that work.

In consideration of the foregoing and for the reasons stated in Notice 67-8, Part 65 and Part 121 of the Federal Aviation Regulations are amended, effective October 27, 1967 as follows:

1. Paragraphs (c) and (f) of § 65.101 are amended to read as follows:

§ 65.101 Eligibility requirements: general.

(c) Be employed for a specific job requiring those special qualifications by a certificated repair station, or by a certificated commercial operator or certificated air carrier, that is required by its operating certificate or approved operations specifications to provide a continuous airworthiness maintenance program according to its maintenance manuals;

(f) Be able to read, write, speak, and understand the English language, or, in the case of an applicant who does not meet this requirement and who is employed outside the United States by a certificated repair station, a certificated U.S. commercial operator, or a certificated U.S. air carrier, described in paragraph (c) of this section, have his certificate endorsed "Valid only outside the United States."

2. Section 65.103 is amended to read as follows:

§ 65.103 Repairman certificate: privileges and limitations.

(a) A certificated repairman may perform or supervise the maintenance of

aircraft or components thereof, appropriate to the job for which he was employed and certificated, but only in connection with duties for the repair station, commercial operator, or air carrier, by whom he was employed and recommended.

(b) A certificated repairman may not perform or supervise duties under his certificate unless he understands the current instructions of the air carrier, commercial operator, or manufacturer of the article on which he is to perform or supervise those duties and the maintenance manuals relating to the specific operations concerned.

3. Paragraph (a) of § 121.379 is amended to read as follows:

§ 121.379 Authority to perform and approve maintenance, preventive maintenance, and alterations.

(a) A certificate holder may perform maintenance, preventive maintenance, and alterations as provided in its continuous airworthiness maintenance program and its maintenance manual. In addition, a certificate holder may perform these functions for another certificate holder as provided in the continuous airworthiness maintenance program and maintenance manual of the other certificate holder.

(Sec. 313(a), 601, and 604 of the Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, and 1422)

Issued in Washington, D.C., on September 20, 1967.

WILLIAM F. MCKEE,
Administrator.

[F.R. Doc. 67-11293; Filed, Sept. 26, 1967; 8:46 a.m.]

[Airspace Docket No. 67-SO-74]

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

Alteration of Control Zone and Transition Area

On August 11, 1967, a notice of proposed rule making was published in the FEDERAL REGISTER (32 F.R. 11643), stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would alter the Spartanburg, S.C., control zone and transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001 e.s.t., December 7, 1967, as hereinafter set forth.

1. In § 71.171 (32 F.R. 2071) the Spartanburg, S.C., control zone is amended as follows: " * * * Spartanburg Memorial Downtown Airport * * *" is deleted and " * * * Spartanburg Downtown Memorial Airport * * *" is substituted therefor.

2. In § 71.181 (32 F.R. 2148) the Spartanburg, S.C., transition is amended to read:

SPARTANBURG, S.C.

That airspace extending upward from 700 feet above the surface within an 8-mile radius of Spartanburg Downtown Memorial Airport (lat 34°54'55" N., long. 81°57'32" W.); within 2 miles each side of a 237° bearing from the Spartanburg RBN, extending from the 8-mile radius area to 8 miles southwest of the RBN; within 2 miles each side of the Spartanburg VORTAC 194° and 014° radials, extending from the 8-mile radius area to 8 miles north of the VORTAC, excluding that portion which coincides with the Greenville, S.C., transition area.

(Sec. 307(a) of the Federal Aviation Act of 1958 (49 U.S.C. 1348(a)))

Issued in East Point, Ga., on September 19, 1967.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 67-11333; Filed, Sept. 26, 1967; 8:49 a.m.]

[Airspace Docket No. 67-SO-13]

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

Alteration of Federal Airways

On August 23, 1967, F.R. Doc. No. 67-9913, published in the FEDERAL REGISTER (32 F.R. 12113) in part altered Federal airways predicated on the Tallahassee, Fla., VORTAC, and will become effective October 12, 1967. A segment of V-35 was realigned from Cross City, Fla., via Greenville, Fla., to Albany, Ga., including a west alternate via Tallahassee. Subsequent to publication of the document, a question has arisen as to the intended alignment of V-35W, whether it should be between Cross City and Albany or between Greenville and Albany.

It is intended that V-35W be aligned from Cross City to Albany via Tallahassee. Accordingly, action is taken herein to clarify the description of this west alternate in the description of V-35.

Since this amendment is editorial in nature, the Administrator has determined that notice and public procedure thereon is unnecessary and that it may be made effective immediately.

In consideration of the foregoing, effective immediately, F.R. Doc. No. 67-9913, Item 1, e., is amended as follows:

In V-35 "including a 12 AGL west alternate via Tallahassee, Fla.;" is deleted and "including a 12 AGL west alternate from Cross City to Albany via Tallahassee, Fla.;" is substituted therefor.

(Sec. 307(a) of the Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on September 22, 1967.

T. McCORMACK,
Acting Chief, Airspace and
Air Traffic Rules Division.

[F.R. Doc. 67-11346; Filed, Sept. 26, 1967; 8:50 a.m.]

[Airspace Docket No. 67-WA-27]

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

PART 75—ESTABLISHMENT OF JET ROUTES

Alteration of Jet Route Segment Designation of Reporting Point

The purpose of these amendments to Part 71 and Part 75 of the Federal Aviation Regulations is to realign the segment of Jet Route No. 111 between Nome, Alaska, and McGrath, Alaska, and to designate Unalakleet, Alaska, as a high altitude reporting point.

Jet Route No. 111 segment is presently designated from Nome direct to McGrath with a minimum en route altitude (MEA) for this segment established at 22,000 feet MSL. Action is being taken herein to realign this segment from Nome via Unalakleet, Alaska, to McGrath. The utilization of the Unalakleet VOR for the alignment of this jet route will permit the MEA to be lowered to 18,000 feet, thereby providing additional altitudes for the movement of air traffic. The designation of Unalakleet as a high altitude reporting point will assist air traffic control by providing a position report of aircraft operating in the jet route structure between Nome and McGrath.

Since these amendments are minor in nature and do not alter the extent of controlled airspace, notice and public procedure hereon are unnecessary. However, since it is necessary that sufficient time be allowed to permit appropriate changes to be made on aeronautical charts, these amendments will become effective more than 30 days after publication.

In consideration of the foregoing, Part 71 and Part 75 of the Federal Aviation Regulations are amended, effective 0001 e.s.t., December 7, 1967, as hereinafter set forth.

1. In § 71.213 (32 F.R. 2288) the following is added:

Unalakleet, Alaska.

2. In § 75.100 (32 F.R. 2341) Jet Route No. 111 is amended by deleting "From Nome, Alaska, via" and substituting "From Nome, Alaska, via Unalakleet, Alaska;" therefor.

(Sec. 307(a) of the Federal Aviation Act of 1958; 49 U.S.C. 1348)

Issued in Washington, D.C., on September 20, 1967.

H. B. HELSTROM,
Chief, Airspace and Air
Traffic Rules Division.

[F.R. Doc. 67-11334; Filed, Sept. 26, 1967; 8:49 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER E—ORGANIZATION REGULATIONS

[Reg. No. OR-25]

PART 385—DELEGATIONS AND REVIEW OF ACTION UNDER DELEGATION: NONHEARING MATTERS

Delegations of Authority—Postponement of Inauguration of Service, Filing of Pickup and Delivery Tariffs, and Air Taxi Exemptions To Use Small Jet Aircraft

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 22d day of September 1967.

This amendment delegates to the Director, Bureau of Operating Rights, authority to (1) approve and disapprove applications filed under Part 205 to postpone inauguration of new service pursuant to certificate awards, (2) approve applications of air taxi operators for exemption to use small jet aircraft in planeload charter operations in accordance with Board precedent, and (3) approve applications under Part 222 for authority to file pickup and delivery tariffs when such approvals are in accordance with established Board precedents. Section 385.13(n) is revised to incorporate the new delegation of authority with respect to applications filed under Part 205 and new paragraphs (w) and (x) are added to § 385.13 to incorporate the delegation of authority with respect to applications filed under Part 222 and air taxi exemption applications, respectively.

Since this amendment is a rule of agency practice and procedure, notice and public procedure thereon are unnecessary and the rule may be made effective immediately.

Accordingly, the Board hereby amends § 385.13 of the Organization Regulations (14 CFR 385.13) by revising paragraph (n) and adding new paragraphs (w) and (x), effective September 22, 1967, to read as follows:

§ 385.13 Delegation to the Director, Bureau of Operating Rights.

The Board hereby delegates to the Director, Bureau of Operating Rights, the authority to:

(n) With respect to postponement of inauguration of service or temporary suspension of service under Part 205 of this chapter (Economic Regulations):

(1) Approve or disapprove applications for authority to postpone inauguration of new service pursuant to certificate awards; and, upon notice, modify,

¹ A nonsubstantive editorial change deletes duplication of authority to dismiss moot applications and to dismiss applications upon request of the applicant, since such authority is expressly conferred by § 385.3.

condition, or terminate orders authorizing postponement; and

(2) Approve or disapprove applications for authority to temporarily suspend service; and, upon notice, modify, condition, or terminate orders authorizing the temporary suspension of service.

(w) Approve applications for authority to file pickup and delivery tariffs under Part 222 where approval of the application is in accordance with established Board precedent.

(x) Approve applications of air taxi operators for exemptions from section 401 of the Act and Part 298 of the Board's Economic Regulations to the extent necessary to enable them to utilize small jet aircraft in air transportation on a planeload charter basis where such applications are in accordance with established Board precedent.

(Secs. 204(a) and 1001 of the Federal Aviation Act of 1958, as amended, 72 Stat. 743, 788; 49 U.S.C. 1324, 1481, and Reorganization Plan No. 3 of 1961, 75 Stat. 837, 26 F.R. 5989)

Effective: September 22, 1967.

Adopted: September 22, 1967.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 67-11337; Filed, Sept. 26, 1967; 8:49 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

SUBCHAPTER A—GENERAL

PART 8—COLOR ADDITIVES

Subpart D—Listing of Color Additives for Food Use Exempt From Certification

CARROT OIL; CONFIRMATION OF EFFECTIVE DATE

Correction

In F.R. Doc. 67-10617 appearing at page 12943 of the issue for Tuesday, September 12, 1967, the third line of paragraph 2 now reading "F.R. 10980). Accordingly, the regulation" is corrected to read "F.R. 10931) is amended by deleting from".

Title 45—PUBLIC WELFARE

Chapter V—Foreign Claims Settlement Commission of the United States

SUBCHAPTER A—RULES OF PRACTICE

PART 502—EMPLOYEE RESPONSIBILITIES AND CONDUCT

Part 502 of the regulations of the Foreign Claims Settlement Commission of