

Room 340, Page Building 1, 2001 Wisconsin Avenue NW., Washington, D.C. 20235.

(ii) *New England Regional Commission.* New England Regional Commission Field Office, Room 1802, U.S. Post Office and Courthouse Building, Boston, Mass. 02109; Federal Cochairman, New England Regional Commission, Suite 804, 1140 Connecticut Avenue NW., Washington, D.C. 20036.

(iii) *Upper Great Lakes Regional Commission.* Federal Cochairman, Upper Great Lakes Regional Commission, Room 424, Page Building 1, 2001 Wisconsin Avenue NW., Washington, D.C. 20235.

(iv) *Four Corners Regional Commission.* Four Corners Regional Commission, Post Office Box 1200, Shell Building, Farmington, N. Mex. 87401; Federal Cochairman, Four Corners Regional Commission, Room 406, Page Building 1, 2001 Wisconsin Avenue NW., Washington, D.C. 20235.

(v) *Coastal Plains Regional Commission.* Coastal Plains Regional Commission Field Office, Room 322 Fulton Federal Building, Atlanta, Ga. 30303; Coastal Plains Regional Commission Field Office, Room 611, Barringer Building, 1338 Main Street, Columbia, S.C. 29201; Coastal Plains Regional Commission Field Office, Room B-41, Administration Building, 116 West Jones Street or Post Office Box 1351, Raleigh, N.C. 27602; Federal Cochairman, Coastal Plains Regional Commission, Room 414, 2000 L Street NW., Washington, D.C. 20036.

Dated: April 30, 1968.

ROSS D. DAVIS,
Assistant Secretary for
Economic Development.

[F.R. Doc. 68-5392; Filed, May 6, 1968;
8:45 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 8857; Amdt. 39-594]

PART 39—AIRWORTHINESS DIRECTIVES

Avions Marcel Dassault Fan Jet Falcon Airplanes

Pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), an airworthiness directive was adopted on March 22, 1968, and made effective immediately as to all known U.S. operators of Avions Marcel Dassault Fan Jet Falcon Airplanes. The AD requires pre-flight inspection for cracked internal cores of the Janitrol Fuel Heater P/N B 19D84 and replacement of the fuel heater when cracks are found.

Since it was found that immediate corrective action was required, notice and public procedure thereon was imprac-

ticable and contrary to the public interest and good cause existed for making the airworthiness directive effective immediately as to all known U.S. operators of Avions Marcel Dassault Fan Jet Falcon Airplanes by individual telegrams dated March 22, 1968. These conditions still exist and the airworthiness directive is hereby published in the FEDERAL REGISTER as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons.

In view of the foregoing, § 39.13 of Part 39 is amended by adding the following airworthiness directive:

AVIONS MARCEL DASSAULT. Applies to Fan Jet Falcon Airplanes.

Compliance required as indicated unless already accomplished.

To detect fuel leakage resulting from a rupture of the internal cores of the Janitrol Fuel Heater, P/N B 19D84, located in the engine pylons accomplish the following:

(a) Before the next flight and thereafter before each flight where the outside ambient temperature at ground level is 40° F. or less, remove the access plate on the underside of each engine pylon, remove the plugs labeled "condensate drain", and check to insure that the temperature of the fuel heater is above 40° F. If the temperature of the fuel heater is 40° or less, raise the temperature above 40° for sufficient time to melt any ice which may be in the internal cores of the Janitrol Fuel Heater. If any water discharges from the condensate drain, the fuel heater drain should be wiped dry with a clean cloth. With the fuel shut-off valves open and throttles in off position, operate the aircraft fuel booster pumps for fifteen minutes and inspect the drain outlets for indications of fuel leakage. If fuel leakage is evidence, the fuel heater must be replaced before further flight with a fuel heater of the same part number. The replacement fuel heater must have been inspected and marked with a capital letter "I" and the date of inspection on the left side of the fuel heater nameplate above the words "Janitrol Aero Division" as directed in Avions Marcel Dassault Service Bulletin 358.

(b) Within the next 100 hours' time in service unless already accomplished, remove the Janitrol Fuel Heater P/N B 19D84 and inspect in accordance with Avions Marcel Dassault Service Bulletin 358, or later SGAC-approved issue, or an FAA-approved equivalent. Defective fuel heaters must be replaced before further flight with a fuel heater of the same part number, inspected and marked in accordance with Service Bulletin 358.

(c) The repetitive inspections required by paragraph (a) of this AD may be discontinued as to a particular engine pylon after paragraph (b) has been complied with, or after installation of a fuel heater, inspected and marked in accordance with Service Bulletin 358.

This amendment becomes effective upon publication in the FEDERAL REGISTER for all persons except those to whom it was made effective immediately by telegram dated March 22, 1968.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on April 26, 1968.

JAMES F. RUDOLPH,
Director, Flight Standards Service.

[F.R. Doc. 68-5405; Filed, May 6, 1968;
8:46 a.m.]

[Airworthiness Docket No. 67-WE-14-AD;
Amdt. 39-592]

PART 39—AIRWORTHINESS DIRECTIVES

Douglas Model DC-6 and DC-7 Series Airplanes

Amendment 39-402 (32 F.R. 6343), AD 67-13-2, requires repetitive external and internal inspections of fuselage structure in the area of the crew door on Douglas DC-6 and DC-7 Series airplanes. After issuing Amendment 39-402, the FAA has determined that the repetitive inspections may be discontinued upon completion of modifications described in McDonnell Douglas Service Bulletin No. 417 or 685.

Since this amendment provides an alternative means of compliance and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective in less than thirty (30) days.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.81), § 39.13 of Part 39 of the Federal Aviation Regulations, Amendment 39-402 (32 F.R. 6343), AD 67-13-2, is amended by deleting present paragraph (h) and substituting a new paragraph (h) as follows:

(h) The repetitive inspections required by paragraph (c) may be discontinued:

(1) on DC-6 Series airplanes when the modifications described in McDonnell Douglas Service Bulletin No. 865, dated March 1, 1968 (or later FAA-approved revision), have been accomplished; and

(2) on DC-7 Series airplanes when the modifications described in McDonnell Douglas Service Bulletin No. 417, dated March 1, 1968 (or later FAA-approved revision), have been accomplished.

This amendment becomes effective on May 8, 1968.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958, as amended; (49 U.S.C. 1354(a), 1421, 1423)

Issued in Los Angeles, California, on April 26, 1968.

LEE E. WARREN,
Regional Director,
FAA Western Region.

[F.R. Doc. 68-5406; Filed, May 6, 1968;
8:46 a.m.]

[Docket No. 68-SO-31; Amdt. 39-593]

PART 39—AIRWORTHINESS DIRECTIVES

Lockheed Model 1329 Series Airplanes

There have been stress corrosion cracks in the wing-skin risers at the riser-skin intersection on Lockheed Model 1329 and Military C-140 series airplanes that could result in a degradation of the strength of the wing assembly. Since this condition is likely to exist or develop in other airplanes of the same type design, an airworthiness directive is being issued to require inspection of the risers for cracks and repair as

necessary on Lockheed Model 1329 airplanes.

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

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

LOCKHEED. Applies to Model 1329 airplanes, serial numbers 5001 through 5029 and 5031 through 5055.

Compliance required as indicated.

Lockheed Model 1329 and military C-140 series airplanes have experienced a number of stress corrosion cracks in the wing skin risers at the riser-skin intersection. To detect cracking of risers on these airplanes, accomplish the following:

(a) Within 15 days after the effective date of this AD, inspect all aircraft in accordance with the instructions contained in Lockheed-Georgia Co. Service Bulletin No. 329-257, dated April 11, 1968, and Service Bulletin Supplement No. 329-257A, dated April 26, 1968, or later FAA-approved revision, or in an equivalent manner approved by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region.

NOTE: Aircraft which have been inspected by representatives of Lockheed-Georgia Co. are considered to comply with paragraph (a) above.

(b) If cracks are detected in the riser-skin intersections, reinspect at intervals not to exceed 90 days in accordance with the instructions contained in Lockheed-Georgia Co. Service Bulletin No. 329-257, dated April 11, 1968, and Service Bulletin Supplement No. 329-257A dated April 26, 1968, or later FAA-approved revision, or in an equivalent manner approved by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region.

(c) If, as a result of the initial inspection or any subsequent inspections, it is determined that more frequent inspections are required, individual airplane owners will be so notified by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region.

(d) If no cracks are found, or if cracks are repaired in a manner approved by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region, the repetitive inspections required by paragraphs (b) and (c), above, may be discontinued.

(e) Repeat the inspection required by paragraph (a), above, at each annual inspection, or each 12 months. These inspections need only consist of Phase I and Phase II inspections as explained in Lockheed-Georgia Co. Service Bulletin No. 329-257, dated April 11, 1968, and Service Bulletin Supplement No. 329-257A dated April 26, 1968, or later FAA-approved revision, or in an equivalent manner approved by the Chief, Engineering and Manufacturing Branch, FAA, Southern Region.

This amendment becomes effective May 7, 1968.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354(a), 1421, 1423)

Issued in East Point, Ga., on April 26, 1968.

JAMES G. ROGERS,
Director, Southern Region.

[F.R. Doc. 68-5407; Filed, May 6, 1968; 8:46 a.m.]

[Docket No. 7461, Amdt. 21-21, 91-53]

PART 21—CERTIFICATION PROCEDURES FOR PRODUCTS AND PARTS

PART 91—GENERAL OPERATING AND FLIGHT RULES

Special Airworthiness Certificates

The purpose of these amendments is to provide for a classification of special airworthiness certificates that includes restricted, limited, provisional, and experimental certificates, and special flight permits; to expand the purposes for which experimental certificates may be issued to include market surveys, sales demonstrations and customer crew training operations; and to expand the purposes for which special flight permits may be issued. The general operating and flight rules are also amended to include operating limitations applicable to aircraft having experimental certificates.

These amendments are based on a notice of proposed rule making (31 F.R. 9131, July 2, 1966), circulated as Notice No. 66-24, dated June 27, 1966.

Numerous comments were received in response to Notice 66-24. Based upon these comments and upon further consideration by the FAA, a number of substantive changes have been made to the proposed rules. The comments received and the changes in the proposal resulting therefrom are discussed below.

In addition to the proposed regulations concerning special airworthiness certificates, Notice 66-24 contained detailed proposals setting forth comprehensive airworthiness standards for amateur-built aircraft. However, the comments received in response to the amateur-built aircraft rules were consistently opposed to the proposal. In the light of these comments and after further study by the FAA, it is apparent that detailed substantive changes to the proposed standards will be necessary in order to provide meaningful airworthiness standards for amateur-built aircraft. Therefore, the FAA intends to issue a new notice of proposed rule making proposing airworthiness standards for amateur-built aircraft taking into consideration the comments received on Notice 66-24. For this reason, those portions of Notice 66-24 dealing with the issuance of special type and airworthiness certificates for amateur-built aircraft and proposing new airworthiness standards for such aircraft are withdrawn.

The proposal would also have changed the present requirements concerning provisional airworthiness certificates to delete the provisions covering the issuance of Class I provisional type and airworthiness certificates. At the same time,

it was proposed to permit market surveys and sales demonstrations under an experimental certificate. Comments received concerning this proposal indicate, however, that there are situations in which manufacturers would not want to conduct such operations in aircraft having experimental certificates. The comments suggest that the requirements for Class I provisional certificates should be retained and the manufacturer permitted to use either an experimentally certificated aircraft or a Class I provisionally certificated aircraft in conducting these operations. The FAA sees merit in this suggestion and the proposal has been changed accordingly. The comments also pointed out that customer crew training is permitted under a Class I provisional certificate and that this should also be permitted under an experimental certificate. The FAA intended to extend to manufacturers the same privileges under the experimental certificate as they have under the Class I provisional certificate. This privilege has been extended to manufacturers through numerous exemptions without any adverse effect on safety. The proposal has therefore, been changed to expressly permit customer crew training by manufacturers under an experimental certificate.

As previously indicated, one of the objectives of Notice 66-24 was to provide for the classification of airworthiness certificates as either standard or special. In this connection, detailed amendments were proposed to the airworthiness certification provisions in Part 21 primarily for the purpose of classifying restricted and limited category airworthiness certificates, provisional and experimental airworthiness certificates, and special flight permits, as special airworthiness certificates. The detailed changes, particularly with respect to format, proposed in Notice 66-24 to accommodate the new classification were considered appropriate in view of the extensive revisions to the regulations that were being made to implement the proposed new certification standards for amateur-built aircraft and to accommodate the proposed new provisional certification requirements. However, in view of the decision concerning these two matters as referred to above, and in the light of the numerous comments received in response to this notice, the FAA does not consider that an amendment of the regulations to the extent proposed is necessary in order to accomplish the objective of the proposal with respect to special airworthiness certificates. In this connection, § 21.175 covering the classification of airworthiness certificates has been amended. These amendments include airworthiness certificates are classified as either standard or special and that special airworthiness certificates include airworthiness certificates issued for restricted, limited, and provisionally certificated aircraft, experimental certificates, and special flight permits. Part 21 concerning the issue of airworthiness permits. Thus, contrary to the proposal,

the final rules do not contain amendments to the sections of Subpart H of Part 21 concerning the issue of airworthiness certificates for normal, utility, acrobatic, and transport category aircraft; the issue of airworthiness certificates for restricted and limited category aircraft and the issue of multiple airworthiness certificates. Moreover, no changes are being made to the provisional airworthiness certification requirements. The only changes being made concern the issue of experimental certificates and special flight permits.

In Notice 66-24, the FAA proposed to change the requirement in § 21.179 to provide that experimental certificates and special flight permits are not transferred with an aircraft. Several comments concerning this proposal pointed out the disadvantages in making such a restriction applicable generally to all experimentally certificated aircraft. The comments were particularly concerned with amateur-built aircraft. The proposed change was initiated in the belief that because of the operations covered by experimental certificates and special flight permits and the aircraft involved, each owner of the aircraft should identify his need for the certificate and show that the aircraft can be operated safely. However, it has subsequently been determined that the safety of operations in aircraft having experimental certificates and special flight permits is adequately covered by the limitations imposed under the current regulations, including the limitation on the duration of such certificates and permits and that the proposed restriction is unnecessary in the interest of safety.

In order to consolidate the provisions governing the duration of airworthiness certificates the duration provisions applicable to experimental certificates presently set forth in § 21.195 have been incorporated into § 21.181. Finally, the purposes for which experimental certificates are issued as set forth in § 21.191, have been expanded consistent with the proposal to permit market surveys, sales demonstrations and customer crew training as well as training of the applicant's flight crews to be conducted in experimentally certificated aircraft. However, while the proposal would have required the applicant for an experimental certificate for an aircraft to be used in market surveys, sales demonstrations and customer crew training operations to, among other things, show that the aircraft had been flown for at least 50 hours, in response to comments received the proposal has been changed to require that the aircraft need have been flown for only 5 hours if it is a type certificated aircraft which has been modified.

With respect to special flight permits, Notice 66-24 contained a proposal providing for the issue of special airworthiness certificates for those operations currently authorized under special flight permits. In this connection, production flight tests would have been authorized as an experimental purpose under a special airworthiness certificate and the

other operations presently covered by special flight permits would have been authorized under a special airworthiness certificate for aircraft involved in ferry flights. Various comments were received concerning this proposal, particularly with respect to the fact that as proposed, production flight testing would have been identified as an experimental operation. This, of course, is not appropriate. Therefore, in the light of these comments and after further consideration, the FAA has determined that these changes are not necessary. However, as proposed, the requirements governing special flight permits now provide for the issuance of special flight permits for the purpose of evacuating aircraft from areas of impending danger and incorporate the proposed changes to the information required to be submitted by the applicant for a special flight permit.

A comment was also received concerning the provision in the notice prohibiting the carriage of persons or property for compensation or hire in aircraft having a special airworthiness certificate. The comment stated that there is no justification, on the basis of safety, for prohibiting the carriage of property for compensation or hire. As set forth in Notice 66-24, the special airworthiness certificate classification covers restricted and limited category certificates, experimental certificates and special flight permits. In this connection, the notice did not propose a new requirement but merely restated the current limitation on the carriage of persons or property for compensation or hire applicable to aircraft having such certificates. A general authorization to carry property for compensation or hire on aircraft certificated in the limited or restricted category or on aircraft having experimental certificates and special flight permits would be inconsistent with the limitations set forth in the special purpose for which those certificates may be issued and would require regulatory changes beyond the scope of Notice 66-24.

With reference to airworthiness certificates in general, various comments objected to the proposed requirement that applications for an airworthiness certificate be submitted to the local FAA office. As the comments indicated, the FAA is aware that in some instances the "local" FAA office may not be as accessible to an applicant as the District Office of another Region. Therefore, to prevent unnecessary inconvenience in the submittal of applications, the FAA agrees with one of the comments that applications should be permitted to any FAA office and the rule has been changed accordingly. In addition, in response to comments, the proposal has been revised to take into consideration the current practice of accepting telephone and telegraphic applications for special flight permits in emergency situations.

A proposal to change the requirements of § 45.23 to require that aircraft having special airworthiness certificates display the word "special" near each entrance to the cabin or cockpit was also included in Notice 66-24. However, based on the

numerous comments on this proposal and after further consideration, the FAA has determined that the proposed change would not accomplish the objective sought and could create confusion as to the nature of the aircraft. Therefore, § 45.23 remains unchanged and limited, restricted, experimental, or provisionally certificated aircraft must still display the words "limited," "restricted," "experimental," or "provisional airworthiness," as the case may be.

In light of the determinations concerning the proposed changes to Part 21, the only amendment to Part 91 now considered necessary is the proposed amendment setting forth operating limitations applicable to aircraft having experimental certificates. These operating limitations are set forth in new § 91.42. In this connection, several comments were received objecting to the area restrictions proposed for aircraft having experimental certificates. The comments pointed out that the FAA recently amended Part 91 to delete the requirements concerning "approved" flight test areas and that there appears to be no reason for requiring operation in "approved" areas under the proposed rule. The operating limitations set forth herein are applicable to all aircraft having experimental certificates and not just aircraft involved in flight tests. The FAA considers that all aircraft having experimental certificates must, in the interest of safety, be operated in an area assigned by the Administrator until it is shown that the aircraft is controllable throughout its normal range of speeds and throughout all the maneuvers to be executed and it is shown that the aircraft has no hazardous operating characteristics or design features. After the required showing has been made, if the aircraft is to be flight tested it would be governed by the flight test requirement of § 91.93 or if the aircraft is to be used for any of the other purposes for which an aircraft having an experimental certificate may be used, it would be governed by any area limitations particularly related to that purpose imposed by the FAA. The area restriction set forth herein has for a number of years been included in each experimental certificate issued by the FAA.

With reference to experimental certificates and special flight permits, one of the comments pointed out that the notice made no provision for the renewal of expired certificates. The commentator recommended that the regulations either be changed to provide that experimental certificates remain in effect as long as maintenance is performed in accordance with Parts 43 and 91 of the Federal Aviation Regulations or to specify requirements applicable to the renewal of such certificates. In this connection, it was recommended that an experimental certificate should be renewed when the applicant has submitted (1) a statement that the aircraft is to be operated for one or more of the experimental purposes and, (2) upon inspection of the aircraft by the Administrator, any other information necessary for the purpose of prescribing operating limitations. In most

cases, Part 43 of the Federal Aviation Regulations is not applicable to aircraft having experimental certificates and this is pointed out in the applicability section of that part. Therefore, the duration of experimental certificates cannot be predicated on compliance with the maintenance requirements of Part 43. However, since under the current regulations, experimental certificates remain in effect for no longer than 1 year, there appears to be merit in the recommendation for regulations covering the renewal of such certificates and the FAA plans to give the commentators recommendation further consideration with a view to appropriate regulatory action.

In Notice 66-24, it was proposed to change the current regulations by restricting the issuance of experimental certificates for aircraft to be used for air racing to those air races which are officially sanctioned. However, in the light of the comments on this proposal and after further consideration, the FAA does not consider that the proposed requirement is necessary in the interest of safety. Any participant in an air race must comply with the air traffic and general operating rules set forth in Part 91 of the FARs regardless of whether that air race is sanctioned by the organizations referred to in the notice. Moreover, the FAA is not aware that operations conducted under the current requirements have had any adverse effect on safety. For this reason the proposed restriction has not been adopted.

A number of comments were received concerning the absolute prohibition on the operation of aircraft having experimental certificates with respect to populated areas and congested airways. The comments pointed out that the proposed operating limitations would severely curtail current operations with aircraft having experimental certificates since the base of operations may be an airport in a populated area used for private and commercial operations. The FAA considers that the comment has merit and that an appropriate revision of the proposed requirement may be made without any adverse effect on safety. In this connection, the proposal has been changed to prohibit aircraft having experimental certificates from being operated over densely populated areas and in congested airways, except for takeoffs and landings conducted in accordance with special operating limitations issued by the Administrator. This provides the necessary relief and parallels the limitation on the operation of restricted category aircraft currently set forth in the regulations. In addition, the proposed operating limitations have been revised to make it clear that notice of the experimental nature of the aircraft is required only when operating into and out of airports with operating control towers. While there were comments objecting to this limitation, the FAA believes that the traffic controller should be made aware of the experimental status of an aircraft so that special instructions with regard to the usage of runways or approach pat-

terns can be applied if necessary in the interest of safety.

Interested persons have been afforded an opportunity to participate in the making of these amendments. All relevant material submitted has been fully considered.

In consideration of the foregoing, Parts 21 and 91 of the Federal Aviation Regulations (14 CFR Parts 21 and 91) are amended, effective June 6, 1968, as follows:

1. Section 21.173 is amended to read as follows:

§ 21.173 Eligibility.

Any registered owner of an aircraft who is a U.S. citizen (or the agent of the owner) may apply for an airworthiness certificate for that aircraft. An application for an airworthiness certificate except a special flight permit must be made on an FAA Form 305 and may be submitted to any FAA office. An application for a special flight permit may be made to any FAA office and may be made on an FAA Form 1779 or in any manner acceptable to the Administrator.

2. Section 21.175 is amended to read as follows:

§ 21.175 Airworthiness certificates: classification.

(a) Standard airworthiness certificates are airworthiness certificates issued for aircraft type certificated in the normal, utility, acrobatic, or transport category.

(b) Special airworthiness certificates are restricted, limited, and provisional airworthiness certificates, special flight permits, and experimental certificates.

3. Section 21.181 is amended to read as follows:

§ 21.181 Duration.

(a) Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, airworthiness certificates are effective as follows:

(1) Standard airworthiness certificates and airworthiness certificates issued for restricted or limited category aircraft are effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 43 and 91 of this chapter and the aircraft are registered in the United States.

(2) A special flight permit is effective for the period of time specified in the permit.

(3) An experimental certificate is effective for 1 year after the date of issue or renewal unless a shorter period is prescribed by the Administrator.

(b) The owner, operator, or bailee of the aircraft shall, upon request, make it available for inspection by the Administrator.

(c) Upon suspension, revocation, or termination by order of the Administrator of an airworthiness certificate, the owner, operator, or bailee of an aircraft shall, upon request, surrender the certificate to the Administrator.

4. Section 21.191 is amended to read as follows:

§ 21.191 Experimental certificates.

Experimental certificates are issued for the following purposes:

(a) *Research and development.* Testing new aircraft design concepts, new aircraft equipment, new aircraft installations, new aircraft operating techniques, or new uses for aircraft.

(b) *Showing compliance with regulations.* Conducting flight tests and other operations to show compliance with the airworthiness regulations including flights to show compliance for issuance of type and supplemental type certificates, flights to substantiate major design changes, and flights to show compliance with the function and reliability requirements of the regulations.

(c) *Crew training.* Training of the applicant's flight crews.

(d) *Exhibition.* Exhibiting the aircraft's flight capabilities, performance, or unusual characteristics at air shows, motion picture, television, and similar productions, and the maintenance of exhibition flight proficiency, including (for persons exhibiting aircraft) flying to and from such air shows and productions.

(e) *Air racing.* Participating in air races, including (for such participants) practicing for such air races and flying to and from racing events.

(f) *Market surveys.* Use of aircraft for purposes of conducting market surveys, sales demonstrations, and customer crew training.

(g) *Operating amateur-built aircraft.* Operating an aircraft the major portion of which has been fabricated and assembled by persons who undertook the construction project solely for their own education or recreation.

5. Section 21.195 is amended to read as follows:

§ 21.195 Experimental certificates: Aircraft to be used for market surveys, sales demonstrations, and customer crew training.

(a) A manufacturer of aircraft manufactured within the United States may apply for an experimental certificate for an aircraft that is to be used for market surveys, sales demonstrations, or customer crew training.

(b) A manufacturer of aircraft engines who has altered a type certificated aircraft by installing different type certificated engines, manufactured by him within the United States, may apply for an experimental certificate for aircraft that is to be used for market surveys, sales demonstrations, or customer crew training, if the basic aircraft, before alteration, was type certificated in the normal, acrobatic, or transport category.

(c) An applicant for an experimental certificate under this section is entitled to that certificate if, in addition to meeting the requirements of § 21.193,—

(1) He has established an inspection and maintenance program for the continued airworthiness of the aircraft; and

(2) He shows that the aircraft has been flown for at least 50 hours, or for at least 5 hours if it is a type certificated aircraft which has been modified.

6. Section 21.197(a) is amended to read as follows:

§ 21.197 Special flight permits.

(a) A special flight permit may be issued for an aircraft that may not currently meet applicable airworthiness requirements but is capable of safe flight, for the purpose of—

(1) Flying the aircraft to a base where repairs, alterations, or maintenance are to be performed, or to a point of storage;

(2) Delivering or exporting the aircraft;

(3) Production flight testing new production aircraft; and

(4) Evacuating aircraft from areas of impending danger.

7. Section 21.199(a) is amended to read as follows:

§ 21.199 Issue of special flight permits.

(a) An applicant for a special flight permit must submit the following information:

(1) The purpose of the flight.

(2) The proposed itinerary.

(3) The crew required to operate the aircraft and its equipment, e.g., pilot, copilot, navigator, etc.

(4) The ways, if any, in which the aircraft does not comply with the applicable airworthiness requirements.

(5) Any restriction the applicant considers necessary for safe operation of the aircraft.

(6) Any other information considered necessary by the Administrator for the purpose of prescribing operating limitations.

8. Part 91 is amended by adding a new § 91.42 to read as follows:

§ 91.42 Aircraft having experimental certificates; operating limitations.

(a) No person may operate an aircraft that has an experimental certificate:

(1) For other than the purpose for which the certificate was issued; or

(2) Carrying persons or property for compensation or hire.

(b) No person may operate an aircraft that has an experimental certificate outside of an area assigned by the Administrator until it is shown that:

(1) The aircraft is controllable throughout its normal range of speeds and throughout all the maneuvers to be executed; and

(2) The aircraft has no hazardous operating characteristics or design features.

(c) Except for takeoffs and landings conducted in accordance with the terms and conditions of special operating limitations issued by the Administrator, no person may operate an aircraft that has an experimental certificate over a densely populated area or in a congested airway.

(d) Each person operating an aircraft that has an experimental certificate shall:

(1) Advise each person carried of the experimental nature of the aircraft;

(2) Operate under VFR, day only, unless otherwise specifically authorized by the Administrator; and

(3) Notify the control tower of the experimental nature of the aircraft when operating the aircraft into or out of airports with operating control towers.

(e) The Administrator may prescribe additional limitations that he considers necessary, including limitations on the persons that may be carried in the aircraft.

(Secs. 313(a), 601, 603, Federal Aviation Act of 1958; 49 U.S.C. 1354, 1421, 1423)

Issued in Washington, D.C., on April 30, 1968.

D. D. THOMAS,
Acting Administrator.

[F.R. Doc. 68-5408; Filed, May 6, 1968; 8:46 a.m.]

[Airspace Docket No. 67-SO-116]

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

Designation of Additional Control Area

On February 29, 1968, a notice of proposed rule making was published in the FEDERAL REGISTER (33 F.R. 3571) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate an additional control area from the Greenville, Miss., VOR to the INT of the Greenville VOR 036° and the Memphis, Tenn., VORTAC 205° radials, and extending upward from 2,500 feet MSL.

Interested persons were afforded an opportunity to participate in the proposed 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 0901 G.m.t., June 20, 1968, as hereinafter set forth.

In § 71.163 (33 F.R. 2051) the Greenville, Miss., additional control area is added as follows:

GREENVILLE, MISS.

That airspace extending from the Greenville, Miss., VOR, 25 MSL INT Greenville VOR 036° and Memphis, Tenn., VORTAC 205° radials.

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

Issued in Washington, D.C., on April 30, 1968.

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

[F.R. Doc. 68-5409; Filed, May 6, 1968; 8:46 a.m.]

[Airspace Docket No. 67-EA-125]

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

Designation of Federal Airway

On February 22, 1968, a notice of proposed rule making was published in the FEDERAL REGISTER (33 F.R. 3284) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate VOR Federal airway No. 337 from Akron, Ohio, with a 1,200-foot AGL floor to Windsor, Ontario, Canada, via the intersection of the Akron 328° T (332° M) and the Windsor 116° T (119° M) radials, excluding the portion within Canada.

Interested persons were afforded an opportunity to participate in the proposed 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 0901 G.m.t., June 20, 1968, as hereinafter set forth.

Section 71.123 (33 F.R. 2009) is amended by adding the following:

V-337 from Akron, Ohio, 12 AGL INT Akron 328° and Windsor, Ontario, Canada, 116° radials; 12 AGL Windsor, excluding the portion within Canada.

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

Issued in Washington, D.C., on April 29, 1968.

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

[F.R. Doc. 68-5410; Filed, May 6, 1968; 8:46 a.m.]

[Airspace Docket No. 67-EA-137]

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

Designation of Transition Area

On February 15, 1968, a notice of proposed rule making was published in the FEDERAL REGISTER (33 F.R. 3008) stating that the Federal Aviation Administration was considering an amendment to Part 71 of the Federal Aviation Regulations that would designate a transition area in the vicinity of Logansport, Ky.

Interested persons were afforded an opportunity to participate in the proposed 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 0901 G.m.t., June 20, 1968, as hereinafter set forth.

Section 71.181 (33 F.R. 2137) is amended by adding the following:

LOGANSPORT, KY.

That airspace extending upward from 1,200 feet above the surface northwest of Bowling Green, Ky., VORTAC, bounded by VOR