

program to Cuba, the Soviet bloc or Communist-controlled areas of the Far East including Communist China, North Korea, and the Communist-controlled area of Vietnam, except under validated license issued by the U.S. Department of Commerce, Bureau of International Commerce.

For all exportations, one of the destination control statements specified in Commerce Department regulations (Comprehensive Export Schedule § 379.10(c)) is required to be placed on all copies of the Shipper's Export Declaration, all copies of the bill of lading, and all copies of the commercial invoices. For additional information as to which destination control statement to use, the exporter should communicate with the Bureau of International Commerce or one of the field offices of the Department of Commerce.

Exporters should consult the applicable Commerce Department regulations for more detailed information if desired and for any changes that may be made therein.

[F.R. Doc. 69-9965; Filed, Aug. 19, 1969; 9:32 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Administration, Department of Transportation

[Docket No. 9502; Amdt. 39-822]

PART 39—AIRWORTHINESS DIRECTIVES

Pilatus Model PC-6 Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring the installation of a new pivot bolt at the hatch door operating bellcrank on certain Pilatus Model PC-6 airplanes was published in 34 F.R. 5952.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

PILATUS. Applies to Model PC-6 Airplanes, Serial Nos. 1 through 701, 2001 through 2018, 2023, 2025 through 2029, 2040 and 2041.

Compliance required within the next 300 hours' time in service after the effective date of this AD, unless already accomplished.

To prevent rotation of pivot bolt P/N 6203.25 located at the hatch door operating bellcrank, replace with a new pivot bolt P/N 112.40.06.120 in accordance with Pilatus Service Bulletin No. 88, dated December 1968, or later Swiss Federal Air Office-approved issue, or an FAA-approved equivalent.

This amendment becomes effective September 20, 1969.

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

and 1423, and of section 6(c) of the Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C., on August 14, 1969.

EDWARD C. HODSON,
Acting Director,
Flight Standards Service.

[F.R. Doc. 69-9940; Filed, Aug. 20, 1969; 8:49 a.m.]

[Docket No. 9568; Amdt. 39-823]

PART 39—AIRWORTHINESS DIRECTIVES

Viscount Models 744 and 745D Series Airplanes

A proposal to amend Part 39 of the Federal Aviation Regulations to include an airworthiness directive requiring replacement of the existing engine starter selector relay locking nut, bolt and washers on certain Vickers Viscount Models 744 and 745D Series airplanes was published in 34 F.R. 7249.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (14 CFR 11.89), § 39.13 of the Federal Aviation Regulations is amended by adding the following new airworthiness directive:

VICKERS. Applies to Viscount Models 744 and 745D Series Airplanes equipped with aluminum heavy duty cable lugs connected to the engine starter selector relay.

Compliance required within the next 1,500 hours' time in service after the effective date of this AD, unless already accomplished. To prevent the overheating of the aluminum heavy duty cable lugs during engine starting replace the existing engine starting selector relay locking nut, bolt, and washers with a captive locking nut P/N 80236 Sht. 893, revised securing bolt P/N 72436-2749 and washers 74736-287, in accordance with British Aircraft Corp., Viscount Modification Bulletin No. D.3219 Issue 1, dated September 9, 1968, or later ARB-approved issue or an FAA-approved equivalent. The aluminum cable lug connections to engine starter selector relays are located in the main landing gear wheel bay at Nose Rib Station 131, LH and RH wings.

This amendment becomes effective September 20, 1969.

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

Issued in Washington, D.C., on August 14, 1969.

EDWARD C. HODSON,
Acting Director,
Flight Standards Service.

[F.R. Doc. 69-9941; Filed, Aug. 20, 1969; 8:49 a.m.]

[Airspace Docket No. 69-AL-4]

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

PART 75—ESTABLISHMENT OF JET ROUTES

Alteration of Federal Airway and Jet Route

On June 28, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 9999) stating that the Federal Aviation Administration was considering amendments to Parts 71 and 75 of the Federal Aviation Regulations that would designate a Federal airway and jet route from Anchorage, Alaska, via Talkeetna, Alaska, Nenana, Alaska, to the Chandalar Lake, Alaska, RBN.

Interested persons were afforded an opportunity to participate in the proposed rule making by the submission of comments. No comments were received.

In consideration of the foregoing, Parts 71 and 75 of the Federal Aviation Regulations are amended, effective 0901 G.m.t., October 16, 1969, as hereinafter set forth.

1. Section 71.125 (34 F.R. 4543) is amended as follows:

a. In V-436 "12 AGL Anchorage, Alaska," is deleted and "Anchorage, Alaska; Talkeetna, Alaska; Nenana, Alaska; Chandalar Lake, Alaska RBN," is substituted therefor.

2. Section 75.100 (34 F.R. 4856) is amended as follows:

a. The title and text of Jet Route No. 125 is amended to read as follows:

Jet Route No. 125 (Kodiak, Alaska, to Chandalar Lake, Alaska). From Kodiak, Alaska, via Anchorage, Alaska; Talkeetna, Alaska; Nenana, Alaska; to Chandalar Lake, Alaska.

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

Issued in Washington, D.C., on August 15, 1969.

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

[F.R. Doc. 69-9938; Filed, Aug. 20, 1969; 8:49 a.m.]

[Docket No. 9742; Amdt. 91-85]

PART 91—GENERAL OPERATING AND FLIGHT RULES

Use of Parachutes in Aerobatic Flight Correction

In F.R. Doc. 69-9356, appearing at page 12882 of the issue of Friday, August 8, 1969, the amendment relating to § 91.71 should be corrected by adding the following after item 1 of the amendatory language:

In § 91.71, delete the figure "(a)" from the beginning of paragraph (a) and re-

designate subparagraphs "(1)" through "(5)" thereof, respectively, as (a), (b), (c), (d), and (e).

[Docket No. 9763; Amdt. 121-49]

PART 121—CERTIFICATION AND OPERATIONS: AIR CARRIERS AND COMMERCIAL OPERATORS OF LARGE AIRCRAFT

Clarification of Proving Tests Requirements

The purpose of this amendment of § 121.163 of the Federal Aviation Regulations is to clarify the requirement that proving tests be performed under the observation of the Administrator.

Section 121.163 now states that in addition to aircraft certification tests, an aircraft must have a set minimum number of proving test hours under the observation of the Administrator before an air carrier or commercial operator may operate the aircraft. The present wording of this section, read in light of the preamble to Amendment 121-42, published July 19, 1968, indicates that an FAA inspector must be on board the aircraft before the flight hours can be credited toward the proving test requirement. However, prior to Amendment 121-42, the FAA did not actually observe every flight. The usual proving test procedure is that an operator proposing to conduct a proving test submits a program detailing the tests and procedures to be demonstrated. The inspector then reviews the program for compliance with appropriate requirements and meets with the operator's personnel to discuss establishment of a proving test program.

The nature of the factors to be evaluated will govern the demonstrations comprising each program. In the case of an aircraft not before proven, the tests are primarily required to demonstrate aircraft reliability, while in the case of an aircraft having substantial air carrier service, but new to the operator concerned, the proving tests are essentially a demonstration of the operator's competence to handle the aircraft. In either event, the tests are conducted in accordance with a program submitted by the air carrier and acceptable to the Administrator. Under this procedure an FAA inspector determines which tests require his presence on board the aircraft as an observer in order for them to be acceptable to the Administrator, as well as those tests which are acceptable without being observed by the FAA. Therefore, § 121.163 is being amended to delete the requirement that all proving flights must be observed by the Administrator, thereby making it possible for the FAA to administer the rule in a manner consistent with established administrative procedures. To accomplish this, the words "acceptable to the Administrator" have been substituted for the words "under the Administrator's observation" in all places where they appear in the rule.

Since this amendment is clarifying in nature and does not impose a burden on the public, I find that notice and public procedure thereon are unnecessary and

that the amendment may be made effective on less than 30 days notice.

In consideration of the foregoing, § 121.163 of the Federal Aviation Regulations is amended, effective September 20, 1969, as follows:

1. By striking out the words "under the Administrator's observation" in paragraph (a) and inserting the words "acceptable to the Administrator" in place thereof.

2. By striking out the words "as determined by the Administrator" in paragraph (a).

3. By amending paragraph (b) (1) to read as follows:

(1) The aircraft has had at least 50 hours of tests acceptable to the Administrator, including a representative number of flights into enroute airports; or

(Secs. 313(a), 601, and 604 of the Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1421, and 1924, and of sec. 5(c) of the Department of Transportation Act; 49 U.S.C. 1655(c))

Issued in Washington, D.C. on August 14, 1969.

J. H. SHAFFER,
Administrator.

[F.R. Doc. 69-9939; Filed, Aug. 20, 1969; 8:49 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

PART 247—GUIDES FOR THE LADIES' HANDBAG INDUSTRY

Notice of Extension of Effective Date

The Commission announced that the effective date of its Guides for the Ladies' Handbag Industry has been extended in one area to December 31, 1969. The extension applies to labeling requirements of in-stock handbags which were manufactured prior to the promulgation of the Guides on June 27, 1969. All other provisions of the Guides become effective on August 26, 1969, as previously announced.

Issued: August 20, 1969.

By direction of the Commission.

[SEAL] JOSEPH W. SHEA,
Secretary.

[F.R. Doc. 69-9953; Filed, Aug. 20, 1969; 8:50 a.m.]

Title 18—CONSERVATION OF POWER AND WATER RESOURCES

Chapter II—Tennessee Valley Authority

PART 301—PROCEDURES

Obtaining of Approval for Construction in the Tennessee River System

On July 24, 1969, the Board of Directors of the Tennessee Valley Authority

authorized a change in the delegation of certain duties with respect to administration of section 26a of the Tennessee Valley Authority Act of 1933, as amended (16 U.S.C. 831y-1). The Board has also restricted the means of flotation acceptable on structures requiring approval under section 26a. To carry out the authorized change in delegation and to give notice of the restriction, § 301.2 is amended by revising paragraphs (e), (f), and (h) thereof and by adding to it a new paragraph (i), as follows:

§ 301.2 Obtaining of approval for construction in the Tennessee River System.

(e) *Determination of request.* Subject to the necessity for Board approval of structures coming within the terms of section 26a, administration of the handling of applications has been delegated to TVA's Division of Reservoir Properties. This division conducts preliminary investigations and conducts hearings when requested by the applicant or when the Board or the director of the division feels that a hearing is necessary in determining the issues presented by the application. Upon completion of the investigation and hearing, if any, the director makes a report to the Board and recommends approval or disapproval of the project. The Board then makes a final determination based upon the application and supporting papers, the report of investigation, the transcript of the hearing, if any be held, and the recommendation of the director.

(f) *Hearings.* (1) If the applicant requests a hearing or if the Board or director deems a hearing necessary, the director gives notice of the hearing to the applicant and to all known interested parties. The notice indicates the place and time of hearing, customarily 30 days after notice, and so far as feasible indicates the particular issues to which the hearing will pertain.

(2) Hearings may be conducted by the director and/or such other person or persons as he may designate for that purpose. Hearings are public and are conducted in an informal manner. All persons or parties having any direct interest in the construction of the project are invited to attend and participate in the hearing. They may be represented by counsel or other persons of their choosing. Technical rules of evidence are not observed although reasonable bounds are maintained as to relevancy, materiality, and competency. Evidence may be presented orally or by written statement and need not be under oath. After the hearing has been completed, additional evidence will not be received unless it presents new and material matter that could not be presented at the hearing.

(3) Where construction of the project also requires the approval of another agency of the Government before whom a hearing is to be held, the director may arrange with such agency to hold a joint hearing.

(h) *Structures within the flowage easement areas of Fort Loudoun and*

Douglas Reservoirs. The Board of Directors has established the following special provisions relating to the approval of structures to be constructed on land which is subject to flowage easements acquired by the United States and which lies above elevation 815 (expressed in feet above mean sea level) in the Fort Loudoun Reservoir on the Tennessee River and above elevation 1,002 in the Douglas Reservoir on the French Broad River, a tributary of the Tennessee River:

(2) Structures or groups of structures proposed for construction on such land, which are not designed for human habitation and are to be constructed at a cost in excess of \$1,000, and which the Director of the Division of Reservoir Properties finds will not be damaged seriously when flooded, will not require approval by the Board of Directors and may be constructed after receipt of notice from the Division of Reservoir Properties that, in the opinion of the director, the property will not be seriously damaged when flooded.

(i) **Flotation Material for Floating Structures.** Because of the hazard to navigation from metal drums that become partially filled with water and escape from docks, boathouses, houseboats, floats, and other water-use facilities on which they are used for flotation, the Board of Directors has prohibited use of metal drums for flotation of any new facilities requiring approval under section 26a of the TVA Act before being constructed or placed on any TVA reservoir. Metal drums in use on January 1, 1968, for flotation of existing facilities on TVA reservoirs must be replaced not later than January 1, 1972, with some type of permanent flotation device or material, for example, pontoons made of steel, aluminum, fibre glass, or plastic foam. Metal drums filled with plastic foam or other approved flotation material and securely fastened in place are acceptable both for flotation of new facilities and for replacement of metal drums on existing facilities.

(Sec. 26a, 49 Stat. 1079; 16 U.S.C. 831y-1)

Effective date. This amendment shall become effective upon publication in the FEDERAL REGISTER.

Dated: August 14, 1969.

TENNESSEE VALLEY AUTHORITY,
L. J. VAN MOL,
General Manager.

[F.R. Doc. 68-9936; Filed, Aug. 20, 1969;
8:49 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER C—DRUGS

PART 148n—OXYTETRACYCLINE

Sterility Requirement

No comments were received in response to the notice published in the FEDERAL

REGISTER of June 14, 1969 (34 F.R. 9394), proposing that § 148n.23 of the antibiotic drug regulations be revised to make sterility a certification requirement for the subject drug. The Commissioner of Food and Drugs concludes that the proposal should be adopted as set forth below.

Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357) and under authority delegated to the Commissioner (21 CFR 2.120), § 148n.23 is revised to read as follows:

§ 148n.23 **Oxytetracycline hydrochloride-hydrocortisone acetate ophthalmic and otic suspension.**

(a) **Requirements for certification—**
(1) **Standards of identity, strength, quality, and purity.** Oxytetracycline hydrochloride-hydrocortisone acetate ophthalmic and otic suspension is oxytetracycline hydrochloride and hydrocortisone acetate in a suitable and harmless oil base containing aluminum tristearate. Its potency is 5 milligrams of oxytetracycline per milliliter. It contains 15 milligrams of hydrocortisone acetate per milliliter. It is sterile. Its moisture content is not more than 1 percent. The oxytetracycline hydrochloride used conforms to the standards prescribed by § 148n.2(a) (1) (i), (iii), (vi), (vii), (viii), and (ix). Each other ingredient used, if its name is recognized in the U.S.P. or N.F., conforms to the standards prescribed therefor by such official compendium.

(2) **Labeling.** It shall be labeled in accordance with the requirements of § 148.3 of this chapter. Its expiration date is 12 months.

(3) **Requests for certification.** In addition to the requirements of § 146.2 of this chapter, each such request shall contain:

(i) Results of tests and assays on:
(a) Oxytetracycline hydrochloride used in making the batch for potency, toxicity, moisture, pH, absorptivity, crystallinity, and identity.

(b) The batch for potency, sterility, and moisture.

(ii) Samples required:

(a) Oxytetracycline hydrochloride used in making the batch: 10 packages, each containing approximately 300 milligrams.

(b) The batch:

(1) For all tests except sterility: A minimum of 5 immediate containers.

(2) For sterility testing: 20 immediate containers collected at regular intervals throughout each filling operation.

(c) In case of an initial request for certification, each other ingredient used in making the batch: One package of each containing approximately 5 grams.

(b) **Tests and methods of assay—**(1) **Potency.** Proceed as directed in § 148n.1 (b) (1) (i) or (ii), except prepare the sample as follows: Place a representative portion of the sample (usually 1.0 milliliter, accurately measured) in a glass blending jar containing 1.0 milliliter of polysorbate 80 and 199 milliliters of 0.1N hydrochloric acid. Using a high-speed blender, blend the mixture for approximately 3 minutes and make proper estimated dilutions to the prescribed reference concentration in 0.1M

potassium phosphate buffer, pH 4.5. The potency is satisfactory if it is not less than 90 percent and not more than 115 percent of the number of milligrams of oxytetracycline that the suspension is represented to contain.

(2) **Sterility.** Proceed as directed in § 141.2 of this chapter, using the method described in paragraph (e) (2) of that section, except use 0.25 milliliter of the sample in lieu of 1 milliliter.

(3) **Moisture.** Proceed as directed in § 141a.8(b) of this chapter.

Effective date. This order shall become effective 30 days after its date of publication in the FEDERAL REGISTER.

(Sec. 507, 59 Stat. 463, as amended; 21 U.S.C. 357)

Dated: August 14, 1969.

J. K. KIRK,
Associate Commissioner
for Compliance.

[F.R. Doc. 69-0903; Filed, Aug. 20, 1969;
8:46 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter II—Federal Housing Administration, Department of Housing and Urban Development

SUBCHAPTER A—GENERAL

PART 200—INTRODUCTION

Subpart D—Delegations of Basic Authority and Functions

In Part 200 in the Table of Contents § 200.83a is amended as follows:

Sec.
200.83a Assistant Commissioner for Property Disposition and Deputy; and Director, Albuquerque, New Mexico Insuring Office and Deputy.

In § 200.83a the heading and paragraph (a) and the introductory text of paragraph (b) are amended to read as follows:

§ 200.83a Assistant Commissioner for Property Disposition and Deputy; and Director, Albuquerque, New Mexico Insuring Office and Deputy.

(a) To the positions of Assistant Commissioner for Property Disposition and Deputy there is hereby delegated the authority to execute the functions, powers, and duties delegated to the Assistant Secretary for Mortgage Credit and Federal Housing Commissioner with respect to community disposition activities under delegation of the Secretary of Housing and Urban Development effective June 5, 1966 (31 F.R. 6839).

(b) To the positions of Director, Albuquerque, N. Mex., Insuring Office and Deputy there are delegated the following authorities with respect to the functions referred to in paragraph (a) of this section:

- (1) * * *
- (2) * * *
- (3) * * *

(Sec. 2, 48 Stat. 1246, as amended; sec. 211, 52 Stat. 23, as amended; sec. 607, 55 Stat. 61,