1. By changing the word "conduction" appearing in the third sentence of paragraph III (e) of Appendix A to Part 61 to read: "conjunction."

2. By changing the word "checks" appearing in § 121.400(c)(6) to read: "functions."

3. By changing the language in the amendatory introduction of Item 14 to read: "By amending paragraph (a) of § 121.463 to read as follows:"

Issued in Washington, D.C., on February 5, 1970.

D. D. THOMAS,
Acting Administrator.

[F.R. Doc. 70-1700; Filed, Feb. 10, 1970; 8:46 a.m.]

[Airspace Docket No. 69-SO-96]

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

Alteration of Control Zone and Transition Area

On December 9, 1969, a notice of proposed rule making was published in the FEDERAL REGISTER (34 F.R. 19470) stating that the Federal Aviation Administration was considering amendments to Part 71 of the Federal Aviation Regulations that would alter the Christiansted, St. Croix, V.I., control zone and transition area.

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

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 2, 1970, as hereinafter set forth.

1. In § 71.171 (35 F.R. 2054) the Christiansted, St. Croix, V.I., control zone is amended to read as follows:

CHRISTIANSTED, ST. CROIX, V.I.

Within a 5-mile radius of Alexander Hamilton Airport (lat. 17°42'15" N., long. 64°47' 55" W.); within 3 miles each side of the St. Croix VOR 068° and 248° radials, extending from the 5-mile radius zone to 8.5 miles east of the VOR; within 3 miles each side of the 207° bearing from the St. Croix RBN, extending from the 5-mile radius zone to 8.5 miles southwest of the RBN. This control zone is effective during specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the FAA publication, International NOTAMs.

2. In § 71.181 (35 F.R. 2134) the Christiansted, St. Croix, V.I., transition area is amended to read as follows:

CHRISTIANSTED, ST. CROIX, V.I.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of Alexander Hamilton Airport (lat. 17°42'15" N., long. 64°47'55" W.); within 3 miles each side of the 207° bearing from the St. Croix RBN, extending from the 8.5-mile radius area to 8.5 miles southwest of the RBN; and that airspace extending upward from 1,200 feet above the surface within a 15-mile radius of the Alexander Hamilton Airport; within 9.5 miles north and 4.5 miles south of the St. Croix VOR 068° radial, extending from the 15-mile radius area to 18.5 miles east of the VOR; within 9.5 miles southeast and 4.5 miles northwest of the 207° bearing from the St. Croix RBN, extending from the 15-mile radius area to 18.5 miles southwest of the RBN.

(Sec. 307(a) and 1110, Federal Aviation Act of 1958, 49 U.S.C. 1348 and 1510; Executive Order 10854 (24 F.R. 9565), sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(c))

Issued in Washington, D.C., on February 4, 1970.

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

[F.R. Doc. 70-1702; Filed, Feb. 10, 1970; 8:46 a.m.]

[Airspace Docket No. 70-WA-5]

PART 75—ESTABLISHMENT OF JET ROUTES

Alteration of Jet Route Segment

The purpose of this amendment to Part 75 of the Federal Aviation Regulations is to redesignate the segment of Jet Route No. 16 between Milwaukee, Wis., and Peck, Mich.

The realignment of J-16 segment from Milwaukee direct to Peck is necessary in order for J-16 to overlie the centerline of a portion of Jet Route No. 36 segment designated between Milwaukee and Flint, Mich.

Since the maximum deviation of the new alignment from the present designation is approximately 2° to the south and the entire new designation is within airspace that is presently controlled, this alteration is minor in nature and no substantive change in the regulation is effected; notice and public procedure thereon are unnecessary.

In consideration of the foregoing, Part 75 of the Federal Aviation Regulations is amended, effective 0901 G.m.t., April 30, 1970, as hereinafter set forth.

In § 75.100 (35 F.R. 2359) Jet Route No. 16 text is amended by deleting "INT of the Milwaukee 088° and the Peck, Mich., 269° radials; Peck;" and substituting "Peck, Mich.;" therefor.

(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 Washington, D.C., on February 4, 1970.

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

[F.R. Doc. 70-1701; Filed, Feb. 10, 1970; 8:46 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. ER-604, Amdt. 27]

PART 241—UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS

Redefinition of "Operations, Domestic" and Other Revisions With Respect to Entity Reporting

Adopted by the Civil Aeronautics Board at its office in Wasington, D.C., on the 22d day of January 1970.

In a notice of proposed rule making issued September 11, 1969, EDR-169, Docket 21420, and published at 34 F.R. 14479, the Board proposed an amendment to Part 241 which would redefine the term "Operations, domestic" to include all of the 50 States rather than the 48 contingguous States, as presently defined. In addition, it was proposed that the presently required three general reporting entities [1] be simplified as follows: Domestic; Altantic; Pacific; and Latin America. Finally, the proposed rule called for the submission of supplemental revenue, traffic and capacity data for certain markets to be reported on a quarterly basis on a newly established Schedule P-2(a) of CAB Form 41. (The markets listed herein in the final rule are the same as those which were proposed in EDR-169.) [2]

* * * * *

Interested persons have been afforded an opportunity to participate in the proposal and due consideration has been given to all relevant matter presented. Comments were received from the State of Alaska, Division of Aviation, Department of Public Work; Northwest Airlines, Inc.; Pan American World Airways, Inc.; American Airlines, Inc.; and United Air Lines, Inc.

The State of Alaska agrees with the principal features of the proposed amendment in regard to the classification of Alaskan air carriers and a discussion of its comments are unnecessary. However, comments of the other four respondents warrant discussion as set forth below.

Northwest objects to the proposed rule and advocates retention of the present concept of reporting entities. The carrier asserts that for more than 20 years it has followed a consistent reporting procedure in which services to Alaska and Hawaii have been included in its International Form 41 and to classify all "flight stages" or "operations" to Alaska and Hawaii in its domestic entity would create a severe dislodging of present reporting content and no useful purpose would be served by this break in consistency and continuity of entity reporting. Northwest also alleges, in support of its position, that operations to Hawaii and Alaska are far more closely aligned to transpacific services than to domestic services since they have (1) unique fare structures that represent the character of such long-haul services; (2) a vacation type of traffic, particularly to Hawaii; (3) pronounced traffic seasonality; and (4) prevalence of "group" traffic. In light of the foregoing, Northwest requests a permanent waiver to

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[1] (1) Domestic or combined domestic and Canadian transborder operations;
(2) Territorial or combined territorial and domestic operations; and
(3) International and territorial operations. With respect to the latter two general classifications, separate reporting entities were established for operations via the Atlantic or Pacific Oceans and within the Alaskan or Latin American areas.

[2] For a list of the markets, see section 24, instructions for Schedule P-2(a), and section 25, instructions for Schedule T-7, pp. 13-14, infra.

permit it to continue to report Hawaii/Alaska operations in the "Pacific" entity.

Pan American states that, for most carriers, the proposal would reduce confusion and in some instances eliminate entity reports presently required. In its own case, however, it believes that the opposite would be true in that reporting would be further complicated and confused and an additional reporting entity would be established for it. As Pan American sees it, its new domestic entity would be limited to West Coast/Hawaii flights and Portland/Seattle/Fairbanks flights. A domestic entity consisting of the foregoing sectors, it claims, would generate the following problems: For years Pan American has been reporting operations under three entities and has built up historical records whereby the Board and management can evaluate the results of operations by entity over an extended period; the establishment of a domestic sector covering a relatively small portion of the carrier's operations would tend to destroy this continuity and make comparability of reports with prior periods less meaningful. In addition, Pan American asserts that its traffic is preponderantly international in character, i.e., on many flights which traverse the Mainland/Hawaii domestic sector the carrier has substantial volumes of traffic which are truly international, and thus the domestic character of this sector loses a great deal of significance when viewed in this light. Finally, Pan American claims that the establishment of a fourth entity would require a considerable number of cost and revenue allocations which would be time consuming and costly, without providing any meaningful results or management tools for controlling operations. For the reasons outlined above, Pan American requests a waiver similar to Northwest in the event the proposal is adopted, which will exempt it from reporting that part of EDR-169 calling for domestic reporting.

Upon consideration, the Board has decided to adopt the proposal with modification. As modified the tentative findings made in EDR-169 are incorporated by reference and made final.

The principal benefit to the Board and the public from this change in reporting is related to the rate making functions of the Board. Under the present rules, the Mainland-Hawaii and Mainland-Alaska operations of Pan American and Northwest are included in their reports for international operations. The transpacific reports of these two carriers contain such a large element of Mainland-Hawaii data that it is difficult to evaluate their purely international operations. Because the Board regulates international rates and fares largely through its approval or disapproval of IATA agreements, and since these agreements do not cover interstate air transportation, it is important that the carriers' financial reports segregate international operations from interstate to the maximum practicable extent. The attached rule will thus significantly improve the usefulness of the carriers' international entity reports by screening out domestic results.

It is the Board's view that the contentions of Northwest and Pan American are not persuasive and the reasons submitted by the carriers do not justify differential treatment for them. To grant a waiver to permit continued reporting of Hawaii/Alaska operations in a Pacific entity report would largely defeat the very purpose of the rule. Moreover, Northwest presently files a domestic entity report and its situation would be like those of American and TWA who also file domestic entity reports and will include therein their new Mainland-Hawaii operations.

While Pan American does not presently file a domestic entity report, its West Coast/Hawaii and Portland/Seattle/Fairbanks operations are purely domestic in character. Therefore, the Board finds that Pan American should establish a domestic entity for such operations so that they can be consistently classified with the operations of all other carriers. The Board does, however, recognize classification problems related to Pan American's operations between domestic points where only international service may be provided.[3] These are matters not lending themselves to incorporation in the rule, but rather should be resolved under the Board's procedure of a showing of peculiarities or unusual circumstances wherein each can be treated on its merits in detail.

United generally favors the proposed rule but points out that the data already reported to the Board under the old definitions will not be suitable for forecasting purposes under the definitions. It asserts that the carrier domestic market shares, as determined under the new definitions, will be significantly different, and it will take several years to accumulate a significant data base for accurate forecasting. Accordingly, in order to ease the transition to the new reporting requirements United recommends that the Board require the carriers to provide monthly traffic data under the new definitions for the calendar years 1967, 1968, and 1969 in order to provide a suitable overlap for linking the old and new base statistics. Such report, the carrier feels, should include schedule RPM's, ASM's, cargo RPM's by category, total RPM's and ATM's.[4]

This suggestion by United will not be adopted since the Board can produce adjusted data mentioned by the carrier for prior periods through the use of existing entity reports for Alaska Airlines, United and Western plus Schedule T-1(a) data (supplemented by special requests to carriers where necessary) for Northwest and Pan American.

United also recommends that Schedule P-2(a) be revised to require the reporting of "revenue passengers transported" in lieu of "revenue passenger enplanements." The carrier suggests this change since passengers boarded at up line domestic points would not be included as "passengers explaned" for the particular market for which the report is prepared and, therefore, the data would not reflect true market conditions.[5] American suggests that the traffic and capacity data on Schedule P-2(a) be reported monthly (rather than quarterly) similar to Schedule T-1 reporting. It is believed that monthly reporting would assist the carriers and the Board in obtaining industry data comparable with past periods for forecasting and traffic analysis. These two modifications have been made in the final rule.[6]

The above two modifications from the proposed rule are within the scope of the rule making proceeding and we believe that they will not impose a substantial burden on any carrier. However, since they were not set forth in the rule as proposed, we shall provide for the filing of petitions for reconsideration with respect to them. Twelve (12) copies of such petitions shall be filed with the Docket Section, Civil Aeronautics Board, Room 712 Universal Building, Washington, D.C. 20428, on or before March 3, 1970. Copies of any petition filed will be available for examination by interested persons in the Docket Section. The filing of petitions shall not operate to stay the effective date of the rule.

Unless the rule is made effective as of January 1, 1970, substantial problems may be encountered with respect to the reporting practices of the carriers newly certificated to serve Hawaii. At the present time separate reporting entities

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[3] In this connection, the definition of technical stops (which do not change the classification of the flight) has been clarified to specifically embrace those points on international routes where carriers may offer stop-over privileges to passengers. E.g., with respect to a New York/Los Angeles segment of a PAA international flight beyond Honolulu, a passenger thereon who avails himself of a stop-over privilege at Los Angeles would not be considered a domestic passenger.

[4] Revenue plane miles (RPM); available seat miles (ASM); available ton miles (ATM).

[5] Under the existing definitions, the 48 States and Mainland-Hawaii are two reporting entities. Accordingly, a passenger leaving Baltimore, Md., for Hawaii through the Los Anegels gateway would be counted twice, once as a domestic enplanement at Baltimore and once as a Mainland-Hawaii enplanement at Los Angeles. However, under the redefinition finalized herein, the 48 States and Hawaii are one entity. Thus, this same passenger who boarded at Baltimore destined for Hawaii via Los Angels would be counted once as a domestic enplanement at Baltimore and accordingly lost as a Mainland-Hawaii passenger provided he had no stopover, did not change planes or did not change carriers at Los Angeles, if the term "revenue passenger enplanement" in the proposed rule is used. The use of "revenue passengers transported" which is a count of passengers on-board for each flight segment would overcome this problem.

[6] In addition, for administrative convenience we have separated the revenue and traffic reporting sections of proposed Schedule P-2(a) so as to provide for two separate schedules—Schedule P-2(a) entitled Revenue Market Report and Schedule T-7, Statistical Market Report. The former will be filed quarterly and the latter, monthly, as suggested by American.

are established for operations via the Pacific Ocean. For example, United now serves between the Mainland and Hawaii and such operations are reported under a present reporting entity for operations via the Pacific Ocean under the broad reporting category "territorial or combined territorial and domestic operations." Under the new rule, however, United would report its Mainland-Hawaii service under the broad reporting category, "domestic operations." Unless the rule becomes effective on January 1, 1970, there will be confusion and uncertainty among many carriers as to the proper entity for reporting purposes after such date. In addition, the commencement of the calendar year is a logical time for implementation of the new reporting provisions. For these reasons, the Board finds that good cause exists for making the rule effective on less than 30 days' notice.

In consideration of the foregoing, the Board hereby amends Part 241 of the Economic Regulations (14 CFR Part 241), effective January 1, 1970, as follows:

1. By amending the definitions of "domestic" and "territorial" operations, "flight stage" and "stops, technical" in § 03 to read:

Section 03—Definitions for Purposes of This System of Accounts and Reports

* * * * *

Flight stage. The operation of an aircraft from take-off to landing. For purposes of classifying flight stages as between "domestic", "territorial", and "international", technical stops are disregarded. (See tops, technical.)

* * * * *

Operations. (For purposes of reporting on Schedule T-1(a));

Domestic. Flight stages with both terminals within the 50 States of the United States and the District of Columbia.

Territorial. Flight stages with both terminals within territory under U.S. jurisdiction where at least one of the terminals is not within a State or the District of Columbia.

International. Flight stages with one or both terminals outside of territory under U.S. jurisdiction.

* * * * *

Stops, technical. Aircraft landings made for purposes other than enplaning or deplaning traffic. For purposes of identifying reporting entities, landings made for stopover passengers are regarded as technical stops.

* * * * *

2. By deleting § 05 in its entirety.

3. By amending § 21(i) to read:

Section 21—Introduction to System of Reports

* * * * *

(i) Four separate entities shall be established for the purpose of submitting the reports hereinafter prescribed. They are as follows: (1) Domestic operations; (2) operations via the Atlantic Ocean; (3) operations via the Pacific Ocean; and (4) operations within the Latin American areas. With respect to the first classification, the domestic entity shall embrace all operations within the 50 States of the United States and the District of Columbia, and shall also include Canadian transborder operations. The reports to be submitted by each entity shall be comparable to those required of a distinct legal entity whether the reporting entity constitutes such an entity, a semiautonomous physically separated operating division of the air carrier, or an entity established for reporting purposes only.

The entities for which separate reports shall be made by the different air carriers are set forth below in the list entitled Route Air Carrier Reporting Entities.

ROUTE AIR CARRIER REPORTING ENTITIES

Air carriers	*Entities*
Airlift International, Inc.	Domestic, Latin America.
Air West, Inc	Domestic.
Alaska Airlines, Inc	Domestic.
Allegheny Airlines, Inc	Domestic.
Aloha Airlines, Inc	Domestic.
American Airlines, Inc	Domestic, Pacific, Latin America.
Aspen Airways, Inc	Domestic.
Braniff Airways, Inc	Domestic, Latin America.
Caribbean-Atlantic Airlines, Inc.	Latin America.
Chicago Helicopter Airways, Inc.	Domestic.
Continental Air Lines, Inc.	Domestic.
Delta Air Lines, Inc	Domestic, Latin America.
Eastern Air Lines, Inc	Domestic, Latin America.
The Flying Tiger Line Inc.	Domestic, Pacific.
Frontier Airlines, Inc	Domestic.
Hawaiian Airlines, Inc	Domestic.
Kodiak Airways, Inc	Domestic.
Los Angeles Airways, Inc.	Domestic.
Mohawk Airlines, Inc	Domestic.
National Airlines, Inc	Domestic, Atlantic, Latin America.
New York Airways, Inc	Domestic.
North Central Airlines, Inc.	Domestic.
Northeast Airlines, Inc	Domestic.
Northwest Airlines, Inc	Domestic, Pacific.
Ozark Air Lines, Inc	Domestic.
Pan American World Airways, Inc.	Domestic, Atlantic, Latin America, Pacific.
Piedmont Aviation, Inc	Domestic.
Reeve Aleutian Airways, Inc.	Domestic.
San Francisco & Oakland Helicopter Airlines, Inc.	Domestic.
Seaboard World Airlines, Inc.	Atlantic.
Southern Airways, Inc	Domestic.
TAG Airlines, Inc	Domestic.
Texas International Airlines, Inc.	Domestic.
Trans Caribbean Airways, Inc.	Latin America.
Trans World Airlines, Inc.	Domestic, Atlantic, Pacific.
United Air Lines, Inc	Domestic.
Western Air Lines, Inc	Domestic, Latin America.
Western Alaska Airlines, Inc.	Domestic.
Wien Consolidated Airlines, Inc.	Domestic.

4. By amending the list of schedules in paragraph (a) of Section 22—General Reporting Instructions by adding new Schedule P-2(a) and new Schedule T-7 so that the list in pertinent part reads:

Section 22—General Reporting Instructions

Schedule No.		Filing: Frequency	Filing: Postmark interval (days)
* * *	* * *	* * *	* * *
P-2	Notes to Income Statement	Quarterly	40
P-2(a)	Revenue Market Report	Quarterly	40
P-3	Transport revenues; depreciation and amortization; nonoperating income and expense (net).	Quarterly	40
* * *	* * *	* * *	* * *
T-6	Summary of Civil Aircraft Charters	Quarterly	40
T-7	Statistical Market Report	Monthly	30
* * *	* * *	* * *	* * *

5. By amending Section 24—Profit and Loss Elements by adding instructions for new Schedule P-2(a)—Revenue Market Report to read:

Section 24—Profit and Loss Elements

* * * * *

Schedule P-2(a)—Revenue Market Report

(a) This schedule shall be filed by all route air carriers conducting operations set forth in paragraph (c) below.

(b) Data reflected on this schedule shall be supplements to the related entity report in which the data are included.

(c) Markets to be reported are:

Mainland-Hawaii.
Mainland-Alaska.
Mainland-Puerto Rico.
Mainland-Bermuda.
Mainland-Bahamas.
Mainland-Mexico.
Hawaii-Alaska.

and such other markets as may be designated by the Board.

6. By amending Section 25—Traffic and Capacity Elements by adding instructions for new Schedule T-7—Statistical Market Report to read:

Section 25—Traffic and Capacity Elements

* * * * *

Schedule T-7—Statistical Market Report

(a) This schedule shall be filed by all route air carriers conducting operations set forth in paragraph (c) below.

(b) Data reflected on this schedule shall be supplements to the related entity report in which the data are included.

(c) Markets to be reported are:

Mainland-Hawaii.
Mainland-Alaska.
Mainland-Puerto Rico.
Mainland-Bermuda.
Mainland-Bahamas.
Mainland-Mexico.
Hawaii-Alaska.

and such other markets as may be designated by the Board.

7. By amending CAB Form 41 by adding new Schedule P-2(a)—Revenue Market Report and new Schedule T-7—Statistical Market Report as shown in Exhibit A attached hereto[1] and incorporated herein by reference.

(Secs. 204(a) and 407 of the Federal Aviation Act of 1958, as amended, 72 Stat. 743, 766; 49 U.S.C. 1324, 1377)

NOTE: The reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

By the Civil Aeronautics Board.

[SEAL] HARRY J. ZINK,
Secretary.

[F.R. Doc. 70-1707; Filed, Feb. 10, 1970; 8:47 a.m.]

Title 19—CUSTOMS DUTIES

Chapter I—Bureau of Customs

[T.D. 70.47]

PART 10—ARTICLES CONDITIONALLY FREE, SUBJECT TO A REDUCED RATE, ETC.

Customs Exemptions Accorded Public International Organizations and Certain Aliens Connected Therewith

FEBRUARY 4, 1970.

By Executive Order 11484 the President has designated the United International Bureaux for the Protection of Intellectual Property (BIRPI) as a public international organization entitled to the free entry privileges, exemptions, and immunities conferred by the International Organizations Immunities Act of December 29, 1945 (22 U.S.C. 288).

The list of public international organizations currently entitled to free entry privileges in § 10.30a(a) of the Customs Regulations is amended by inserting, in proper alphabetical order, the following:

Organization	Executive order	Date
United International Bureaux for the Protection of Intellectual Property	11484	Sept. 29, 1969

(Secs. 498, 624, 46 Stat. 728, as amended, 759, sec. 3, 59 Stat. 669; 19 U.S.C. 1498, 1624, 22 U.S.C. 288b)

[SEAL] MYLES J. AMBROSE,
Commissioner of Customs.

Approved: January 28, 1970.

EUGENE T. ROSSIDES,
Assistant Secretary of the Treasury.

[F.R. Doc. 70-1704; Filed, Feb. 10, 1970; 8:46 a.m.]

Title 29—LABOR

Chapter XIII—Bureau of Labor Standards, Department of Labor

PART 1500—CHILD LABOR REGULATIONS, ORDERS, AND STATEMENTS OF INTERPRETATION

Hazardous Occupations in Agriculture

In F.R. Doc. 70-189 appearing at page 221, in the issue for Wednesday, January 7, 1970, in the fourth to last line of § 1500.70(a) following the word "parent" should be inserted the phrase "or by a person standing in the place of his parent." As changed, § 1500.70(a) reads as follows:

§ 1500.70 Purpose and scope.

(a) *Purpose.* Section 13(c)(2) of the Fair Labor Standards Act of 1938, as amended (29 U.S.C. 213(c)(2)) states that the "provisions of section 12 [of the Act] relating to child labor shall apply to an employee below the age of 16 employed in agriculture in an occupation that the Secretary of Labor finds and declares to be particularly hazardous for the employment of children below the age of 16, except where such employee is employed by his parent or by a person standing in the place of his parent on a farm owned or operated by such parent or person." The purpose of this subpart is to apply this statutory provision.

(29 U.S.C. 212, 213, 218)

Signed at Washington, D.C., this 5th day of February 1970.

GEORGE P. SHULTZ,
Secretary of Labor.

[F.R. Doc. 70-1690; Filed, Feb. 10, 1970; 8:45 a.m.]

Title 21—FOOD AND DRUGS

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

SUBCHAPTER B—FOOD AND FOOD PRODUCTS

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

CLOSURES WITH SEALING GASKETS FOR FOOD CONTAINERS

The Commissioner of Food and Drugs, having evaluated data in a petition (FAP 9B2384) filed by Consolidated Cork Corp., Post Office Box 7, Piscataway, N.J. 08854, and other relevant material, concludes that the food additive regulations should be amended to provide for the safe use of resorcinol as an optional adjuvant substance in the formulation of closure-sealing gaskets for food containers. Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under authority delegated to the Commissioner (21 CFR 2.120), § 121.2550(b)(5) is amended by alphabetically inserting in the list of substances in table 1 a new item, as follows:

§ 121.2550 Closures with sealing gaskets for food containers.

* * * * *

(b) * * *

(5) * * *

TABLE 1

List of substances	*Limitations (expressed as percent by weight of closure-sealing gasket composition)*
* * *	* * *
Resorcinol	0.24 percent; for use only as a reactive adjuvant substance employed in the production of gelatin-bonded cork compositions for use in lining crown closures. The gelatin so used shall be technical grade or better.
* * *	* * *

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

[1] Filed as part of the original document.

Effective date. This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: February 3, 1970.

R. E. DUGGAN,
Acting Associate Commissioner for Compliance.

[F.R. Doc. 70-1685; Filed, Feb. 10, 1970; 8:45 a.m.]

PART 121—FOOD ADDITIVES

Subpart F—Food Additives Resulting From Contact With Containers or Equipment and Food Additives Otherwise Affecting Food

MINERAL OIL

The Commissioner of Food and Drugs, having evaluated data in a petition (FAP 9B2415) filed by Indian Jute Industries' Research Association, c/o Esso Research & Engineering Co., Post Office Box 121 Linden, N.J. 07036, and other relevant material, concludes that the food additive regulations should be amended to add shelled nuts (including peanuts) to the list of foods that may be used in contact with textile bags prepared from jute fiber processed with mineral oil. Therefore, pursuant to provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)) and under authority delegated to the Commissioner (21 CFR 2.120), § 121.2589(d)(2) is revised to read as follows:

§ 121.2589 Mineral oil.

* * * * *

(d) * * *

(2) The mineral oil may be used only in the processing of jute fiber employed in the production of textile bags intended for use in contact with the following types of food: Dry grains and dry seeds (for example, beans, peas, rice, and lentils); whole root crop vegetables of the types identified in § 120.34(f) of this chapter; unshelled and shelled nuts (including peanuts); and dry animal feed. The finished processed jute fiber shall contain no more than 6 percent by weight of residual mineral oil.

* * * * *

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington, D.C. 20201, written objections thereto, preferably in quintuplicate. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof.

Effective date. This order shall become effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: February 3, 1970.

R. E. DUGGAN,
Acting Associate Commissioner for Compliance.

[F.R. Doc. 70-1686; Filed, Feb. 10, 1970; 8:45 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

MISCELLANEOUS AMENDMENTS

In Part 200, Subpart D, in the Table of Contents the following sections are revoked: §§ 200.57, 200.61b, 200.61e, 200.65a, 200.83, 200.83a, 200.88, 200.101, 200.102; new §§ 200.52b, 200.53, 200.54, 200.58c, 200.59c, 200.65b, 200.73 are added; and appropriate sections headings are amended as follows: § 200.56 is redesignated as § 200.56a and a new § 200.56 is added, §§ 200.58, 200.58d, 200.59, 200.59a, 200.59b, 200.61, 200.62, 200.63, 200.108:

Sec.	
200.52b	Director of the Mortgage Insurance Programs Support Division and Deputy.
200.53	Director of the Publicly Financed Programs Support Division and Deputy.
200.54	Director of the Administrative Support Division and Deputy.
200.56	Assistant Commissioner for Unsubsidized Insured Housing Programs and Deputy.
200.56a	Director of the Single Family Division and Deputy.
200.58	Director of the Multifamily Division and Deputy.
200.58c	Chief of the Nursing Homes and Related Facilities Branch.
200.58d	Chief of the Group Practices and Nonprofit Hospitals Branch.
200.59	Assistant Commissioner for Subsidized Housing Programs and Deputy.
200.59a	Director of the Publicly Financed Housing Division and Deputy.
200.59b	Chief of the Low Rent Housing Branch.
200.59c	Chief of the College Housing Assistance Branch.
200.61	Director of the Subsidized Mortgage Insurance Division and Deputy.
200.62	Assistant Commissioner for Technical and Credit Standards and Deputy.
200.63	Director of the Architecture and Engineering Division and Deputy.
200.65b	Director of the Economic and Market Analysis Division and Deputy.
200.73	Assistant Commissioner for Rehabilitation and Deputy.
200.108	Director of the Management and Operations Assistance Division and Deputy.

In § 200.52a paragraph (b) is amended to read as follows:

§ 200.52a Assistant Commissioner for Field Operations and Deputy.

* * * * *

(b) To direct all field operations for Housing Production and Mortgage Credit—FHA, including insurance of mortgages and production of low-rent public housing. Expedites housing production by developing production quotas and goals for all stages of processing, maintaining a record of accomplishments related to goals, and arranging for technical assistance to the local offices as needed.

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In Part 200, a new § 200.52b is added to read as follows:

§ 200.52b Director of the Mortgage Insurance Programs Support Division and Deputy.

To the position of Director of the Mortgage Insurance Programs Support Division and under his general supervision to the position of Deputy Director of the Mortgage Insurance Programs Support Division there is delegated the following basic authority and functions:

(a) To expedite housing production by developing production quotas and goals for the mortgage insurance programs through all stages of processing, by maintaining a continuing analysis of accomplishments related to goals, and by arranging for technical assistance to the local offices as needed.

In Part 200, a new § 200.53 is added to read as follows:

§ 200.53 Director of the Publicly Financed Programs Support Division and Deputy.

To the position of Director of the Publicly Financed Programs Support Division and under his general direction to the Deputy Director of the Publicly Financed Programs Support Division there is delegated the following basic authority and functions:

(a) To expedite the production of housing by developing quotas and goals for the publicly-financed programs, including low-rent public housing, college housing, and Alaska housing, by maintaining a continuing analysis of accomplishments related to goals, and by arranging for specialized assistance to the local offices as needed.

In Part 200, a new § 200.54 is added to read as follows:

§ 200.54 Director of the Administrative Support Division and Deputy.

To the position of Director of the Administrative Support Division and under his general supervision to the position of Deputy Director of the Administrative Support Division there is delegated the following basic authority and functions:

(a) To provide administrative support to all Housing Production and Mortgage