[Docket No. 14237; Special Federal Aviation Regulation No. 29–1]

LIMITED IFR OPERATIONS OF ROTORCRAFT

FAA Study

The purpose of this Special Federal Aviation Regulation is to extend the expiration date of Special Federal Aviation Regulation No. 29 (SFAR No. 29) to provide for further time for the collection of operational data in connection with an FAA study of limited rotorcraft operations in IFR conditions. SFAR No. 29 was issued for a period of one year to provide for the issue by the Administrator of approvals for limited operations under instrument flight rules (IFR) of certain transport category rotorcraft that are limited by their type certificates to operations under visual flight rules (VFR).

Under the current Federal Aviation Regulations a transport category rotorcraft is certificated for VFR operation only unless it has been shown that the rotorcraft fully complies with all of the airworthiness requirements for IFR operations. The FAA believes that certain IFR operations can safely be conducted over low density routes, in off-airways operations, and in uncontrolled airspace with transport category rotorcraft that do not meet all of the present flight characteristics requirements. As stated in the preamble to SFAR No. 29, the FAA is conducting a study to determine whether a "limited" IFR category should be established for these rotorcraft, including flight characteristics and equipment requirements, operating procedures and limitations, flight crew requirements, and training requirements.

Before the issuance of SFAR No. 29 the FAA had already collected data from an operator of specially equipped Bell Model 212 helicopters that are flown by flight crews trained in operating those rotorcraft in IFR conditions in the Gulf of Mexico. Those operations were conducted under the authority of an exemption from the Federal Aviation Regulations. Based on information and data collected during those operations, the FAA decided the study should be expanded to include operations in other geographic areas. In this connection, the FAA determined that it would be in the public interest and would not compromise safety to allow any operator of transport category rotorcraft to participate in the study, if its aircraft equipment, procedures, and area of operation ensure a level of safety under limited IFR operations equivalent to that provided by the present requirements of Part 29.

Although the FAA expected a number of helicopter operators to participate in the study, during the first six months after the effective date of SFAR No. 29, no additional operators expressed an interest in participating in the study. A number of operators have indicated to the FAA a belief that the one-year effective period of SFAR No. 29 would not enable them to complete the actions necessary for limited helicopter IFR authorization, or to defray the necessary expenses through additional revenues.

Moreover, a number of navigational systems are under development and not yet fully operational that the FAA anticipates would be used in rotorcraft engaged in limited IFR operations. Information on operations using this equipment will be important to the FAA's decision on whether to initiate rulemaking.

In view of the foregoing, the FAA has determined that it is necessary to extend its study for an additional three year period to provide sufficient data upon which to base a decision whether to initiate rulemaking action to amend the Federal Aviation Regulations to permit limited IFR operations with transport category rotorcraft that do not meet all of the present airworthiness requirements of Part 29 for unlimited operation under IFR. Accordingly, this SFAR is being issued for a period of three years.

It should be noted that this SFAR, as did SFAR No. 29, provides as part of the study that the FAA may approve the carriage in IFR operations of less than the 45 minutes of additional fuel reserve required by § 91.23(c). In pertinent part, § 91.23 requires that, in IFR conditions, the rotorcraft must have enough fuel to complete the contemplated flight, to fly from the airport of intended landing to the alternate airport, and fly thereafter for 45 minutes at normal crusing speed. This Special Federal Aviation Regulation permits the approval of less than 45 minutes, but not less than 30 minutes, of additional fuel reserve. A factor considered in granting this approval will be the environment in which the rotorcraft is to be operated.

In view of the fact that this amendment temporarily relieves a restriction in connection with operations conducted as part of an FAA study, and since there is an immediate need for the data to be derived from the study, I find that notice and public procedure thereon are impractical and unnecessary, and good cause exists for making this amendment effective in less than 30 days.

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

In consideration of the foregoing, the following Special Federal Aviation Regulations is adopted, effective December 31, 1975.

SPECIAL FEDERAL AVIATION
SFAR 29–1

1. Contrary provisions of Parts 21 and 29 of the Federal Aviation Regulations notwithstanding, an operator of a rotorcraft that is not otherwise certificated for IFR operations may conduct an approved limited IFR operation in the rotorcraft when—

(a) FAA approval for the operation has been issued under paragraph 2 of this SFAR;

(b) The operator complies with all conditions and limitations established by this SFAR and the approval; and

(c) A copy of the approval and this SFAR are set forth as a supplement to the rotorcraft flight manual.

2. FAA approval for the operation of a rotorcraft in limited IFR operations may be issued when the following conditions are met:

(a) The operation is approved as part of the FAA study of limited rotorcraft IFR operations.

(b) Specific FAA approval has been obtained for the following:

(i) The rotorcraft (make, model, and serial number).

(ii) The flight crew.

(iii) The routes over which the rotorcraft is to be flown or its area of operation.

(iv) The procedures to be followed in the operation of the rotorcraft under IFR and the equipment that must be operable during such operations.

(c) The conditions and limitations necessary for the safe operation of the rotorcraft in limited IFR operations have been established, approved, and incorporated in the operating limitations section of the Rotorcraft Flight Manual.

3. An approval issued under paragraph 2 of this Special Federal Aviation Regulation and the change to the Rotorcraft Flight Manual specified in paragraph 2(c) of this Special Federal Aviation Regulation constitute a supplemental type certificate for each rotorcraft approved under paragraph 2 of this SFAR. Each approval issued under this SFAR terminates on December 31, 1978, unless sooner superseded, rescinded, or otherwise terminated by the Administrator.

4. Notwithstanding § 91.23(c) of the Federal Aviation Regulations, a person may operate a rotorcraft in a limited IFR operation approved under paragraph 2(a) of this Special Federal Aviation Regulation with enough fuel to fly, after reaching the alternate airport, for not less than 30 minutes, when that period of time has been approved.

This Special Federal Aviation Regulation terminates on December 31, 1978, unless sooner superseded or rescinded.

Issued in Washington, D.C., on December 30, 1975.

JOHN L. MCLUCAS,
Administrator.

[FR Doc.76-252 Filed 1-5-76;8:45 am]

CHAPTER II—CIVIL AERONAUTICS BOARD

[Reg. OR–101, Amdt. 49]

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

Organizational Change Within the Office of the General Counsel: Rules Division and Routes Division

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., December 30, 1975.

This amendment reflects a recent organizational change within the Office of the General Counsel whereby the former Rules and Rates Division has been divided into two divisions, the Rules Division and the Rates and Agreements Division, and the name of the Routes and Relationships' Division has been changed to the Routes Division. These changes require an amendment of the delegation of authority in § 385.20 to reflect the fact that the Associate General Counsel, Rules now exercises the authority formerly delegated to the Associate General Counsel, Rules and Rates as well as an

amendment to § 385.21 to reflect the new title of the Associate General Counsel, Routes.

Since the amendments pertain to a rule of agency organization and procedure, and not a substantive rule, notice and public procedure hereon are not required and the rule may be made effective immediately.

Accordingly, the Board hereby amends Part 385 of the Organization Regulations (14 CFR Part 385), effective December 30, 1975, as follows:

1. Amend the Table of Contents for Subpart B of Part 385 by revising the description of §§ 385.20 and 385.21 to read as follows:

Sec.

* * * * *

385.20 Delegation to Associate General Counsel, Rules.
385.21 Delegation to Associate General Counsel, Routes.

* * * * *

2. Amend the caption and introductory paragraph of § 385.20 to read as follows:

§ 385.20 Delegation to Associate General Counsel, Rules.

The Board hereby delegates to the Associate General Counsel, Rules, the authority to:

* * * * *

3. Amend the caption and introductory paragraph of § 385.21 to read as follows:

§ 385.21 Delegation to Associate General Counsel, Routes.

The Board hereby delegates to the Associate General Counsel, Routes, the authority to:

* * * * *

(Sec. 204(a) of the Federal Aviation Act of 1958, as amended, 72 Stat. 743; 49 U.S.C. 1324.)

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc.76-282 Filed 1-5-76;8:45 am]

Title 16—Commercial Practices

CHAPTER II—CONSUMER PRODUCT SAFETY COMMISSION

PART 1512—REQUIREMENTS FOR BICYCLES

Bicycle Safety; Correction

Minor corrections and editorial changes are made to Part 1512 as amended November 13, 1975 (40 FR 52815, 52828) as set forth below:

§ 1512.4 [Amended]

Paragraph (j) is corrected by changing the word "exist" in the fifth line to "exit".

§ 1512.5 [Amended]

1. Paragraph (b)(1) is corrected by changing the eighth line to read "than 4.57m (15 ft.) from the actual test".

2. Paragraph (c)(1) is amended to read as follows:

* * * * *

(c) * * *

(1) *Stopping distance.* Bicycles equipped with footbrakes (except sidewalk bicycles) shall be tested in accordance with the performance test, § 1512.18 (e)(3), by a rider of at least 68.1 kg (150 lb) weight and shall have a stopping distance of no greater than 4.57 m (15 ft) from an actual test speed of at least 16 km/h (10 mph). If the bicycle has a footbrake only and the equivalent groundspeed of the bicycle is in excess of 24 km/h (15 mph) (in its highest gear ratio at a pedal crank rate of 60 revolutions per minute),[a] the stopping distance shall be 4.57 m (15 ft) from an actual test speed of 24 km/h (15 mph) or greater.

* * * * *

3. Paragraph (e)(2) is amended by changing the second line to read "height of 560 mm (22 in.) or greater (with", and by placing in lower case letters the words "sidewalk bicycle footbrake force test".

4. Paragraph (e)(3) is amended by changing the second line to read "height less than 560 mm (22 in.) (with seat"; by removing the hyphen between the words "free" and "wheel"; and by changing the words "distance of 3.0 m (10 ft.)" to read "distance of 3.1 m (10 ft.)".

§ 1512.6 [Amended]

In paragraph (c) change the number "712" in the fifth line to "711".

§ 1512.16 [Amended]

The fourth line in paragraph (h)(2) should read "50°±3° C (122°±5.4° F) for 30 minutes,".

§ 1512.17 [Amended]

Change "30 m (100 ft.)" in the fifth line to read "30.5 m (100 ft.)".

§ 1512.18 [Amended]

1. In paragraph (d)(2)(v) redesignate subdivisions (1) through (10) with capital letters (A) through (J).

2. Under paragraph (d)(2)(v)(G) correct the first line of narrative under the equation to read "The test is invalid if at the commence—", and change the third line to read "of the bicycle is not less than nor greater".

3. In paragraph (d)(2)(vi) change the seventh line to read "mph) (in its highest gear ratio at a pedal".

4. In paragraph (h)(1)(ii) change the third line to read "when a torque of 47+3, —O N-m (35+2, ", and change the eighth line to read "visible signs of damage to the stem-to-fork".

5. In paragraph (j)(3)(i) change the sixth line to read "111 N (25 lbf) shall be applied to the hub".

6. Change the third and fourth lines in paragraph (n)(1)(i) to read "for at least one hour at 50°±5° C (122°±5.4° F). A pedal reflector may be condi-".

7. In paragraph (n)(2)(i) change "30 m (100 ft.)" to "30.5 m (100 ft.)".

8. In paragraph (o)(1) italicize the "D" in "D/500" in the fifth line.

9. The first sentence in paragraph (q)(1) should read "the bicycle shall be loaded with weights of 13.6 kg (30 lb.) on the seat surface and 4.5 kg (10 lb.) attached to the end of each handle grip for a total load of 22.7 kg (50 lb.)".

(Secs. 2(f)(1)(D), (q)(1)(A), (s), 3(e)(1), 74 Stat. 372, 374, 375, as amended 80 Stat. 1304-05, 83 Stat. 187-89 (15 U.S.C. 1261, 1262))

Dated: December 23, 1975.

SADYE E. DUNN,
Secretary, Consumer Product Safety Commission.

[FR Doc.75-35257 Filed 12-31-75;4:53 pm]

CODIFICATION AND TRANSFER OF REGULATIONS

Correction

In FR Doc. 75-34878 appearing at page 59884 of the issue for Tuesday, December 30, 1975, make the following changes:

PART 1615—STANDARD FOR THE FLAMMABILITY OF CHILDREN'S SLEEPWEAR: SIZES 0 THROUGH 6X (FF 3-71)

1. The diagrams now appearing as Figures 1 and 2 under § 1616.5(a)(1), page 59920, should appear under § 1615.4(a)(6), page 59904.

2. In the authority to Subpart C of Part 1615, page 59917, "67 Stat. H1-15" should read "67 Stat. 111-15".

PART 1616—STANDARD FOR THE FLAMMABILITY OF CHILDREN'S SLEEPWEAR: SIZES 7 THROUGH 14 (FF 5-74)

3. The diagram now appearing as Figure 1, Vertical Test Cabinet, under § 1615.4(a)(6), page 59904, should appear under § 1616.5(a)(1), page 59920.

4. Delete the fine line reading "[FR Doc. 74-9712 Filed 4-30-74; 8:45 am]" from drawing 7 in § 1616.5(a)(1), page 59927.

PART 1630—STANDARD FOR THE SURFACE FLAMMABILITY OF CARPETS AND RUGS (FF 1-70)

5. In the authority to Subpart C of Part 1630, page 59934, "81 Stat. 561-570" should read "81 Stat. 569-570".

Title 21—Food and Drugs

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

PART 121—FOOD ADDITIVES

PART 558—NEW ANIMAL DRUGS FOR USE IN ANIMAL FEEDS

Lincomycin

The Commissioner of Food and Drugs has evaluated a supplemental new animal drug application (34-085V) filed by the Upjohn Co., Kalamazoo, MI 49001, providing that labeling for the safe and effective use of lincomycin alone or in combination with other drugs in the feed of broiler chickens need not be limited to floor-raised broilers. The supplemental application is approved, effective January 6, 1976.

The Commissioner is amending Parts 121 and 558 (21 CFR Parts 121, 558) to reflect this approval.

In accordance with § 514.11(e)(2)(ii) (21 CFR 514.11(e)(2)(ii)) of the animal drug regulations, a summary of the safety and effectiveness data and information submitted to support the approval of this application is released publicly. The summary is available for public examination at the office of the Hearing Clerk, Rm. 4–65, 5600 Fishers Lane, Rockville, MD 20852, Monday through Friday from 9 a.m. to 4 p.m., except on Federal legal holidays.

Therefore, under the Federal Food, Drug, and Cosmetic Act (sec. 512(i), 82 Stat. 347 (21 U.S.C. 360b(i))), in accordance with § 510.6 (21 CFR 510.6), and under authority delegated to the Commissioner (21 CFR 2.120), Parts 121 and 558 are amended as follows:

1. Part 121 is amended:

§ 121.207 [Amended]

a. In § 121.207 *Zoalene*, paragraph (c), item 2.8 of the table, in the fifth column, "Limitations," by deleting the term "floor raised."

§ 121.210 [Amended]

b. In § 121.210 *Amprolium*, paragraph (c), items 2.10, 2.11, in the fifth column, "Limitations," by deleting the term "floor raised."

§ 121.262 [Amended]

c. In § 121.262 *3-Nitro-4-hydroxyphenylarsonic acid*, paragraph (c), items 1.16 and 1.23 in table 1, in the fifth column, "Limitations," by deleting the term "floor raised."

2. Part 558 is amended:

§ 558.105 [Amended]

a. In § 558.105 *Buquinolate*, paragraph (f)(1)(viii)(*b*) by deleting the term "floor raised."

§ 558.175 [Amended]

b. In § 558.175 *Clopidol*, by deleting the introductory text of paragraph (e)(3) and marking it "Reserved," and redesignating paragraphs (e)(3)(i), (ii), and (iii) as paragraphs (e)(1)(vi), (vi)(*a*), and (vi)(*b*), respectively.

§ 558.195 [Amended]

c. In § 558.195 *Decoquinate*, paragraph (g)(5)(ii), by deleting the term "floor raised."

§ 558.325 [Amended]

d. In § 558.325 *Lincomycin*, paragraph (e)(1), by deleting the term "floor raised."

§ 558.355 [Amended]

e. In § 558.355 *Monensin* by:

1. Amending paragraph (b)(2) by deleting the reference "(iv) and (v) and (2) (i) and (ii)" and by inserting "(iv), (v), (ix), and (x)" in its place; and

2. Deleting the introductory text of paragraph (f)(2) and marking it "Reserved" and redesignating paragraphs (f)(2)(i), (2)(i)(*a*), (2)(i)(*b*) and (f)(2)(ii), (2)(ii)(*a*), (2)(ii)(*b*) as (f)(i)(ix), (ix)(*a*), (ix)(*b*) and (f)(1)(x), (x)(*a*), (x)(*b*), respectively.

§ 558.515 [Amended]

f. In § 558.515 *Robenidine hydrochloride*, by deleting the introductory text of paragraph (f)(2) and marking it "Reserved," and redesignating paragraphs (f)(2)(i), (ii), and (iii) as paragraphs (f)(1)(viii), (viii)(*a*), and (viii)(*b*), respectively.

Effective date. This amendment shall be effective January 6, 1976.

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

Dated: December 23, 1975.

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

[FR Doc.76-223 Filed 1-5-76;8:45 am]

Title 24—Housing and Urban Development

CHAPTER X—FEDERAL INSURANCE ADMINISTRATION, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

[Docket No. R-76-365]

PART 1909—GENERAL PROVISIONS

PART 1914—AREAS ELIGIBLE FOR SALE OF INSURANCE

Extension

The Federal Insurance Administration, pursuant to a delegation from the Secretary of Housing and Urban Development, is amending Parts 1909 and 1914 of Title 24 of the Code of Federal Regulations to reflect the extension of the emergency implementation of the National Flood Insurance Program (42 U.S.C. §§ 4001–4128) by Public Law 94–173 (effective December 23, 1975) until December 31, 1976.

Since the revision of the Parts 1909 and 1914 reflects statutory language and intent, the Federal Insurance Administrator finds that notice and public procedure are impracticable and contrary to the public interest. Therefore, the amendment to 24 CFR Parts 1909 and 1914 is effective January 6, 1976.

Accordingly, Subchapter B of Chapter X of Title 24 of the Code of Federal Regulations is amended as follows:

1. By revising § 1909.3 to read as follows:

§ 1909.3 Emergency Program.

The 1968 Act required a ratemaking study to be undertaken for each community before it could become eligible for the sale of flood insurance. Since this requirement resulted in a delay in providing insurance, the Congress, in Section 408 of the Housing and Urban Development Act of 1969 (Public Law 91–152, December 24, 1969), established an Emergency Flood Insurance Program as a new Section 1336 of the National Flood Insurance Act (42 U.S.C. 4056) to permit the early sale of insurance in flood-prone communities. The emergency program (which was extended for the period ending December 31, 1976) does not affect the requirement that a community must adopt adequate flood plain management regulations pursuant to Part 1910 of this subchapter but permits insurance to be sold before a study is conducted to determine actuarial rates for the community. The program still requires the charging of actuarial rates for higher limits of coverage for existing structures and for all new construction in areas having special flood, mudslide (i.e., mudflow) and/or flood-related erosion hazards on and after the effective date of the FIRM. Under existing law, the emergency program expires December 31, 1976, and unless extended no properties can be initially insured nor can existing policies be renewed except those in communities for which actuarial rates are available.

2. Section 1914.1 is amended to read as follows:

§ 1914.1 Purpose of part.

(a) 42 U.S.C. 4101 and 4014 require that flood insurance in the maximum limits of coverage under the regular program shall be offered in communities only after the Administrator has, (1) identified the areas of special flood, mudslide (i.e., mudflow) and flood-related erosion hazards within the community under Part 1915 of this subchapter; (2) completed a detailed rate-making study for the applicant community; (3) approved the flood plain management measures pursuant to Part 1910 of this subchapter. A period of 15 years ending July 31, 1983, was allotted for this purpose. The priorities for conducting such ratemaking studies are set forth in §§ 1909.23 and 1910.26 of this subchapter. A purpose of this part is periodically to list those communities in which the sale of insurance under the regular program has been authorized.

(b) 42 U.S.C. 4054 authorizes an emergency implementation of the National Flood Insurance Program whereby, for a period ending on December 31, 1976, the Administrator may make subsidized coverage available to eligible communities prior to the completion of detailed ratemaking studies for such areas. This part also describes procedures under the emergency program and lists communities which become eligible under that program.

(National Flood Insurance Act of 1968 (Title XIII of the Housing and Urban Development Act of 1968); effective January 28, 1969 (33 FR 17804, November 28, 1968) as amended, 42 U.S.C. 4001–4128; and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, February 27, 1969) as amended, 39 FR 2787, January 24, 1974.)

Issued: December 29, 1975.

HOWARD B. CLARK,
Acting Federal
Insurance Administrator.

[FR Doc.76-245 Filed 1-5-76;8:45 am]

[Docket No. R-75-363]

PART 1912—SALE OF INSURANCE AND ADJUSTMENT OF CLAIMS

Technical Amendments; Correction

The purpose of this notice is to provide a correction of § 1912.2 and § 1912.5 of