FEDERAL AVIATION AGENCY
WASHINGTON 25, D.C.

November 9, 1961

CIVIL AIR REGULATIONS DRAFT RELEASE NO. 61-25

SUBJECT: Recodification of Agency Regulations.

The Federal Aviation Agency has undertaken the recodification of its regulatory materials. The reasons therefor and an outline and analysis of the proposed new regulatory structure are set forth in the attached notice which is being published in the Federal Register.

Copies of the notice are being circulated to afford all interested persons an opportunity to submit comments. Due to the large number of comments we anticipate receiving, we will be unable to acknowledge receipt of each reply. You may be assured, however, that all comments will receive careful consideration. It should be noted that comments must be submitted by February 1, 1962 to the Director of Rules Codification, Federal Aviation Agency, Room B-714, 1711 New York Avenue, N.W., Washington 25, D.C.

James B. Moore

Director, Rules Codification

FEDERAL AVIATION AGENCY

Proposed Recodification of Agency Regulations

The Federal Aviation Agency has previously announced the initiation of a project to recodify the Civil Air Regulations and related regulatory materials.

This notice is published to inform all interested parties of the format and content proposed to be followed and adopted, if satisfactory. The format and content have been prepared in the form outlined below.

This notice proposes no substantive changes in the regulations and is not a notice of proposed rule making subject to the Administrative Procedure Act. It is published to give interested parties the opportunity to submit written comments, criticisms and suggestions for improvement. Comments should be submitted by February 1, 1962, in duplicate, to the Director of Rules Codification, Federal Aviation Agency, Room B–714, 1711 New York Avenue, N.W., Washington 25, D.C.

As a foreword to the outline that follows, certain background material should be considered in any comments that may be submitted. The purpose of the recodification program is simply to combine and streamline the present Civil Air Regulations and related regulatory materials and arrange them in a simplified, accessible form. The program will not result in any new regulatory requirements. Nor will it change any of the regulatory requirements in the present system, with the exception that some obviously obsolete rules possibly can be eliminated.

Most of the current rules and regulatory materials have been inherited from predecessor organizations and were promulgated by them over a period of more than twenty years. As a result, the present regulatory system, which embraces the Civil Air Regulations, Civil Aeronautics Manuals, Regulations of the Administrator, etc., does not reflect the consolidation of rule-making authority effected by the Federal Aviation Act of 1958. It is the purpose of the program to restate these rules and regulatory requirements, wherever they are found, in simple straightforward language, eliminating or clarifying, as required, ambiguous, contradictory, obscure, repetitive, obsolete or unnecessary provisions. The preparation of a common set of definitions is basic to the recodified structure.

Another of the inevitable results of a regulatory system that has been promulgated piecemeal by a number of agencies independent of each other over a long period of years is the extreme bulk and volume of the materials that must be consulted by users. In the field of aviation regulations, the bulk and volume has been complicated by the fact that the materials are found under a variety of titles which are not cross-indexed to each other. Apart from sheer duplication in terms of volume, the inherent confusion for the used is regrettable.

The recodification program is designed also to cure these difficulties. The Agency expects that the approximately 6,000 pages of current printed regulatory materials will be reduced appreciably. The degree to which maximum reduction of these materials can be realized will depend in large measure on the acceptability and utility of the recodified structure. Thus, to a large extent the aviation community will, in its comments, have it partially in its power to determine how far this sheer bulk of regulatory materials now in use can be reduced.

The goal which the Agency has set is to effect a reduction, hopefully, of somewhat slightly in excess of 50 percent of the present number of pages. This goal will be kept constantly in mind as the project progresses. Every effort will be made to attain it within the limits permitted by the comments and recommendations received.

The recodified system will serve to assure consistency in style, format and approach in any substantive revision of the actual requirements of the regulations that may be undertaken after the recodification is completed. The program is based largely on recognition that the laws governing aviation, like aviation itself, cannot perpetually remain

static. No regulatory authority can or should keep piling new rules on top of the old. To do so aggravates problems of intepretation that, because of the complexity of the present system, are serious enough today. The Federal Aviation Agency firmly believes that a new simplified format is needed to enable the rules clearly to say what they intend so that the people who must use them can readily and easily understand what they are required legally to do or not to do. Thus, the greater clarity and utility of the recodified structure of rules should prompt its ready and willing acceptance by the aviation community.

EXISTING REGULATORY MATERIALS

A further understanding of the benefits to be secured as a result of recodification can be obtained from the following list of existing regulatory materials. These are the materials which will be consolidated and superseded by the recodified body of rules. They include the following:

(1) *Civil Air Regulations*—originally issued by the Civil Aeronautics Board and transferred to the Federal Aviation Agency by section 1501(a) of the Federal Aviation Act of 1958. They are currently issued under the authority of titles III and VI of that Act and are codified in chapter I of title 14 of the Code of Federal Regulations.

(2) *Special Civil Air Regulations*—established as a "melting pot" for regulations which, because of reasons of short duration, limited applicability or otherwise, did not fit into the existing regulatory framework.

(3) *Civil Aeronautics Manuals*—originally issued by the Civil Aeronautics Administration, they supplement the Civil Air Regulations. They consist primarily of policy declarations, interpretations, special exemptions and deviations (many of which are regulatory in nature), and rules originally prescribed under authority delegated by the Civil Aeronautics Board.

(4) *Regulations of the Administrator*—inherited by the Federal Aviation Agency from the Civil Aeronautics Administration under section 1501(a) of the Federal Aviation Act of 1958. They are currently issued primarily under the authority of titles III and VI of that Act and are codiled in chapter III of title 14 of the Code of Federal Regulations.

(5) *Operations Specifications*—originally issued as a part of an air carrier operating certificate as special conditions to the granting and continued effectiveness of the certificate. Certain operations specifications have been standardized and are applied generally to a class of air carriers.

(6) *Aircraft Flight Manuals*—prepared by individual manufacturers to explain the technical operation of particular products. They are regulatory in nature when adopted by the Administrator as standards under Part 43.10 of the regulations.

(7) *Air Carrier Operating Manuals, Training Manuals, and Maintenance Manuals*—required to be prepared by air carriers. When adopted by the Administrator as a mandatory standard, they have a regulatory effect.

In addition to the above, some material of a regulatory nature is contained in the Flight Information Manual and the Airman's Guide, describing procedures relating to lighting systems, operating practices, search and rescue, etc.

METHOD AND PURPOSE OF OUTLINED SYSTEM

The recodification project has been approached by adopting a straight subject matter arrangement. This arrangement will take the place of the present one which is based on the distribution of functions and interests within the FAA or the aviation industry. The reasons underlying the selection of the straight subject matter arrangement include the following:

(1) It produces a more convenient and logically arranged body of regulations.

(2) It produces a more stable arrangement, since subject-matter groupings change less often and more slowly than organizational groupings.

(3) It increases the chance that similar problems will be treated similarly.

(4) It avoids the disadvantages that go with the need to repeat each relevant provision from Part to Part.

(5) It avoids increasing the aggregate length of the regulations.

(6) It avoids complicating the substantive and mechanical process of amending common provisions.

The rearrangement is based on subject-matter categories that are now in use or already familiar. Each is as mutually exhaustive and as readily severable as it can be made at this time.

The outline contemplates that all regulations will be placed in chapter I of title 14 of the Code of Federal Regulations. This will eliminate the corridor, consisting of Civil Aeronautics Board regulations, now separating the Civil Air Regulations and the Regulations of the Administrator. It must be emphasized that the assignment of particular Part numbers in the outline is purely for illustration and is subject to whatever change is necessary for the final product.

Listed under each proposed new Part in the outline are the present Parts or pieces of Parts that are allocated to the new Part. *However, the order in which material is listed under each new Part, is not intended to describe the order in which material will ultimately appear in that Part.* The material must necessarily be rearranged, consolidated, rewritten, or eliminated as necessary. Regulatory materials not now appearing in a numbered Part will be included in the pertinent new Part.

With minor exceptions, the regulations included in the outline are those that were in effect January 1, 1961. Materials promulgated after that date will be incorporated as each Part is actually written. It must be emphasized that there can be no guarantee of absolute conformity with the outline during the course of the project. Experience on other codification projects has shown that only the actual writing of the code can definitely ascertain the ultimate disposition of each fragment. Great care will be taken, however, to follow the outline, as amended in the light of comments received, so far as possible. In addition, rewritten regulations will be published under notices of proposed rule making in the Federal Register and all interested persons will be invited to submit comments and recommendations on the form and manner of their inclusion in the recodified structure.

The outline includes all subjects now covered by FAA's general and permanent regulations. Except for Part 33, no attempt has been made to delete, at this stage, specific obsolete provisions. Additional regulatory materials (CAM materials, standardized operations specifications, etc.) will be fitted into the framework of the outline under the appropriate heading.



N. E. HALABY,
Administrator.

Issued in Washington, D.C. on November 8, 1961.

OUTLINE AND ANALYSIS

PROPOSED RECODIFICATION OF FAA REGULATIONS IN CODE OF FEDERAL REGULATIONS [1]

Title 14—*AERONAUTICS AND SPACE*

Chapter I—FEDERAL AVIATION AGENCY

Subchapter A—DEFINITIONS

PART 1—*Definitions and abbreviations.*

Subchapter B—PROCEDURAL RULES

PART 11—*General rule-making procedures.* (Part 405; 409.)

PART 13—*General certification procedures.* (Part 406.)

PART 15—*Enforcement.* (Part 408.)

Subchapter C—AIRCRAFT

PART 21—*Aircraft certification procedures*:

(*a*) *Type certification*:

(1) *General provisions.* (Sections 1.0–1.28, and SR 425B (less sections 4(*f*), 6, 8, 10, 12, 13, 14 and 15).)

(2) *Normal, utility, and acrobatic category airplanes.* (Sections 3.10–3.16, 3.19, 3.62–3.65.)

(3) *Transport category airplanes.* (Sections 4b.10–4b.16, 4b.19, 4b.100(*d*)–(*g*); SR 422 (less sections 4T.110–.123, .743; 40T.80–.84); SR 422A (less sections 4T.110–.123, .743; 40T.80–.84; and 43.11); SR 422B (less sections 4T.110–.123, .743; 40T.80–.84; and 43.11).)

(4) *Gliders.* (Part 5 (less sections 5.17–5.18).)

(5) *Normal rotorcraft.* (Sections 6.10–6.16, 6.19, 6.100(*d*)–(*g*).)

(6) *Transport rotorcraft.* (Sections 7.10–7.16, 7.19–7.20, 7.100(*d*)–(*g*).)

(7) *Restricted category.* (Sections 8.0–8.10.)

(8) *Limited category.* (Part 9 (less section 9.3).)

(9) *Import aircraft.* (Part 10 (less sections 10.20 and 10.30).)

(10) *Aircraft engines.* (Sections 13.10–13.16(*a*) and (*b*), 13.19, and 13.21.)

(11) *Propellers.* Sections 14.10–14.16(*a*) and (*b*), 14.19, and 14.21.)

(*b*) *Production certification*:

(1) *General provisions.* (Sections 1.30–1.46; 3.17; 4b.17; 5.17; 6.17; and 7.17.)

(2) *Aircraft engines.* (Section 13.17.)

(3) *Propellers.* (Section 14.17.)

(*c*) *Airworthiness certification*:

(1) *General provisions.* (Sections 1.60–1.65, 1.67, 1.69–1.77; 3.17; 4b.17; 5.17; 6.17; 7.17; 10.20; SR 425B (sections 4(*f*), 8, 10, and 12).)

(2) *Restricted category.* (Sections 8.20–8.21.)

(3) *Limited category.* (Section 9.3.)

(*d*) *Delegation options.* (Part 410.)

(*e*) *Production approval.* (Sections 1.55; 3.18; 4b.18; 5.18; 6.18; 7.18; 13.18; and 14.18.)

PART 23—*Airworthiness standards: normal, utility, and acrobatic category airplanes.* (Part 3 (less sections 3.10–3.19, 3.62–3.65, and 3.791–3.792).)

PART 25—*Airworthiness standards: transport category airplanes.* (Part 4b (less sections 4b.10–4b.19, 4b.100(*d*)–(*g*), and 4b.750–.751); SR 422 (sections 4T.110–.123, .743); SR 422A (sections 4T.110–.123); SR 422B (sections 4T.110–.123, .743).)

PART 27—*Airworthiness standards; normal rotorcraft* (Part 6 (less sections 6.10–6.19, 6.100(*d*)–(*g*), and 6.750–6.751).)

PART 29—*Airworthiness standards: transport rotorcraft* (Part 7 (less sections 7.10–7.20, 7.100(*d*)–(*g*), 7.750–7.751).)

PART 33—*Airworthiness standards: aircraft engines* (Part 13 (less sections 13.10–13.16(*a*) and (*b*), and 13.17–13.21.)

PART 35—*Airworthiness standards: propellers* (Part 14 (less sections 14.10–14.16(*a*) and (*b*), and 14.17–14.21).)

PART 37—*Technical Standard Orders for materials, parts, and appliances* (Part 514)

PART 39—*Airworthiness directives* (Part 507)

PART 41—*Airworthiness operating and equipment standards.*

(1) *General provisions* (Section 43.30)

(2) *Scheduled interstate air carriers* (Sections 40.110–40.232).

(3) *Scheduled air carriers operating outside U.S.* (Sections 41.20–41.25).

(4) *Supplemental air carriers* (Sections 42.12–42.29).

(5) *Foreign air carriers* (Section 44.4).

(6) *Scheduled air carrier helicopters* (Sections 46.110–46.231).

(7) *Emergency exits for airplanes carrying passengers for hire* (SR 389B).

(8) *Airborne weather radar equipment for airplanes carrying passengers* (SR 436A)

(9) *Carriage of persons other than crew members or passengers in cargo aircraft* (SR 432).

[1] Numbers in parentheses refer to sections of present Parts. The order in which material is listed, and the titles used to describe the breakdown under each Part, are not intended to describe the ultimate order or disposition, within the Part, of that material.

PART 43—*Maintenance and alteration* (Part 18; SR 377A).

PART 45—*Identification and registration marking.*

(1) *Identification marking* (Sections 1.50; 3.791; 4b.750; 6.750; 7.750; 10.30; 13.20; and 14.20).

(2) *Registration marking.* (Sections 1.100–1.110, 3.792; 4b.751; 6.751; and 7.751).

(3) *Provisional certification marking.* (SR 425B (section 6).)

PART 47—*Aircraft registration.*

(1) *Owners* (Part 501).

(2) *Dealers.* (Part 502).

PART 49—*Recording of aircraft title and security documents.*

(1) *Ownership.* (Part 503).

(2) *Encumbrances.* (Part 504–505).

Subchapter D—AIRMEN

PART 61—*Certification: pilots and instructors.*

(1) *General.* (Part 20; SR 428; SR 434).

(2) *Airline transport pilots.* (Part 21).

(3) *Lighter-than-air pilots.* (Part 22).

(4) *Operating limitations.* (Sections 43.40–43.45, 43.52–43.63, 43.64(*b*)–(*d*), 43.65, and 43.68).

PART 63—*Certification: flight crew members other than pilots.*

(1) *General.*

(2) *Flight navigators.* (Part 34).

(3) *Flight engineers.* (Part 35).

PART 65—*Certification: airmen other than flight crew members.*

(1) *General.*

(2) *Control tower operators.* (Part 26).

(3) *Aircraft dispatchers.* (Part 27).

(4) *Mechanics and repairmen.* (Part 24; Sections 40.241(*b*); 46.241(*b*); and 52.22(*c*).)

(5) *Parachute riggers.* (Part 25).

PART 67—*Medical certification and standards.* (Part 29).

Subchapter E—AIRSPACE

PART 71—*Designation of Federal airways.* (Part 600).

PART 73—*Designation of control areas.* (Part 601).

PART 75—*Special use airspace.* (Part 608).

PART 77—*Establishment of jet routes.* (Part 602).

PART 79—*Notice of construction or alteration affecting navigable airspace.* (Part 626).

Subchapter F—AIR TRAFFIC AND GENERAL OPERATING RULES

PART 91—*General operating provisions.* (Sections 1.66, 1.68; Part 8 (less sections 8.0–8.21); Part 43 (less sections 43.30, 43.40–43.45, 43.52–43.63, 43.64(*b*)–(*d*), 43.65, 43.68); Part 190; SR 422A (section 43T.11); SR 422B (section 43T.11); SR 425B (sections 13, 14, and 15).

PART 93—*Air traffic rules.* (Parts 60; 603; SR 424C; SR 444; and SR 445).

PART 95—*Special airport traffic patterns and rules.* (Part 619; SR 438; SR 442).

PART 97—*Minimum en route IFR altitudes.* (Part 610).

PART 99—*Standard instrument approach procedures.* (Part 609).

PART 101—*Security control of air traffic.* (Part 620).

PART 103—*Use of domestic non-Federal navigation facilities.* (Part 407).

PART 105—*Moored balloons and large kites.* (Part 48).

PART 107—*Transportation of dangerous articles.* (Part 49; SR 443).

PART 109—*High density air traffic zones and ariports.* (Part 618).

Subchapter G—AIR CARRIER AND COMMERCIAL OPERATOR CERTIFICATION AND OPERATIONS

PART 121—*Certification of air carriers and commercial operators.*

(1) *Scheduled interstate air carriers.* Sections 40.1, 40.10–40.53).

(2) *Scheduled air carriers operating outside U.S.* (Sections 41.0–41.14).

(3) *Supplemental air carriers.* (Sections 42.0–42.11).

(4) *Commercial operators of large aircraft.* (Part 45 (less sections 45.1 and 45.4).)

(5) *Scheduled air carrier helicopters.* (Sections 46.1, 46.10–46.52).

(6) *Air taxis and commercial operators of small aircraft.* (SR 395A; SR 402; and SR 429).

(7) *Scheduled cargo operations outside U.S.* (SR 368B).

PART 123—*Operations of scheduled interstate air carriers.*

(1) *Scheduled air carriers.* (Sections 40.2, 40.60–40.94, 40.240–40.241(*a*), 40.242–40.512; and SR 405).

(2) *Scheduled air carrier helicopters.* (Sections 46.2, 46.60–46.71, 46.240–46.241(*a*), and 46.242–46.511).

(3) *Occupancy of forward observer seat during en route inspection.* (SR 440).

(4) *Turbine-powered transport category airplanes of current design.* (SR 422 (sections 40T.80–.84); SR 422A (sections 40T.80–.84); SR 422B (sections 40T.80–.84).)

PART 125—*Operations of scheduled air carriers outside U.S.*

(1) *Scheduled air carriers.* (Sections 41.26–41.137; SR 386E; SR 427B).

(2) Scheduled cargo operations outside U.S. (SR 368B).

(3) *Occupancy of forward observer seat during en route inspection.* (SR 440).

(4) *Turbine-powered transport category airplane of current design.* (SR 422 (sections 40T.80–.84); SR 422A (sections 40T.80–.84); SR 422B (sections 40T.80–.84).)

PART 127—*Operations of supplemental air carriers and commercial operators.*

(1) *Supplemental air carriers and commercial operators.* (Sections 42.30–42.97; 45.1, 45.4; and SR 410).

(2) *Occupancy of forward observer seat during en route inspection.* (SR 440).

(3) *Turbine-powered transport category airplanes of current design.* (SR 422 (sections 40T.80–.84); SR 422A (sections 40T.80–.84); SR 422B (sections 40T.80–.84).

(4) *Air taxis and commercial operators of small aircraft.* (SR 395A; SR 399C; SR 402; and SR 429).

PART 129—*Operations of foreign air carriers.* (Part 44 (less section 44.4).)

Subchapter H—SCHOOLS AND OTHER CERTIFICATED AGENCIES

PART 141—*Pilot schools.* (Part 50).

PART 143—*Ground instructors.* (Part 51).

PART 145—*Repair stations.* (Part 52).

PART 147—*Mechanic schools.* (Part 53).

PART 149—*Parachute lofts.* (Part 54).

Subchapter I—AIRPORTS

PART 151—*Federal Aid.* (Part 550).

PART 153—*Acquisition of U.S. land for public airports.* (Part 555).

PART 155—*Release of airport property from surplus property disposal restrictions.* (Part 565).

PART 157—*Notice of construction of alteration affecting airports.* (Part 625).

PART 159—*Airport technical standard orders.* (Part 551).

PART 161—*Washington National Airport.* (Part 570).

PART 163—*Cold Bay, Alaska, Airport.* (Part 574).

PART 165—*Canton Island and Wake Island, airports.* (Parts 575; 576; and 577).

Subchapter J—ADMINISTRATIVE REGULATIONS

PART 171—*Seal.* (Part 401).

PART 173—*Aviation safety representatives.* (Part 418).

PART 175—*Testimony by employees and production of records in legal proceedings.* (Part 415).

PART 177—*Fees for copying.* (Part 414).

PART 179—*Aeronautical fixed communications.* (Part 612).

PART 181—*Inter-American aviation training grants.* (Part 450).

DISTRIBUTION TABLE

Title 14—CODE OF FEDERAL REGULATIONS

Chapter I—FEDERAL AVIATION AGENCY

This table shows the disposition of all provisions of Parts 1–635 of the FAA regulations that are affected by this codification.

Present Part No.	New Part No.
1.0–1.46	21
1.50	45
1.55–1.65	21
1.66	91
1.67	21
1.68	91
1.69–1.77	21
1.100–1.110	45
3.10–3.19	21
3.62–3.65	21
3.791–3.792	45
3 (less 3.10–3.19, 3.62–3.65, and 3.791–3.792)	23
4a	Appendix
4b.10–4b.19	21
4b.100(*d*)–(*g*)	21
4b.750–4b.751	45
4b (less 4b.10–4b.19, 4b.100 (*d*)–(*g*), and 4b.750–4b.751)	25
5	21
6.10–6.19	21
6.100(*d*)–(*g*)	21
6.750–6.751	45
6 (less 6.10–6.19, 6.100(*d*)–(*g*), and 6.750–6.751)	27
7.10–7.20	21
7.100(*d*)–(*g*)	21
7.750–7.751	45
7 (less 7.10–7.20, 7.100(*d*)–(*g*), and 7.750–7.751)	29
8.0–8.21	21
8 (less 8.10–8.21)	91
9	21
10.30	45
10 (less 10.30)	21
13.10–13.16(*a*) and (*b*), 13.17–13.19	21
13.20	45
13.21	21
13 (less 13.10–13.16(*a*) and (b), 13.17–13.21)	33
14.10–14.16(*a*) and (*b*), 14.17–14.19	21
14.20	45
14.21	21
14 (less 14.10–14.16(*a*) and (*b*), 14.17–14.21)	35
16	Previously revoked
18	43
20	61
21	61
22	61
24	65
25	65
26	65
27	65
29	67
33	Obsolete
34	63
35	63
40.1	121
40.2	123
40.10–40.53	121
40.60–40.94	123
40.110–40.232	41
40.240–40.241(*a*)	123
40.241(*b*)	65
40.242–40.512	123
41.0–41.14	121
41.20–41.25	41
41.26–41.137	125
42.0–42.11	121
42.12–42.29	41
42.30–42.97	127
43.30	41
43.40–43.45	61
43.52–43.63	61
43.64(*b*)–(*d*)–43.65	61
43.68	61
43 (less 43.30, 43.40–43.45, 43.52–43.63, 43.64(*b*)–(*d*)–43.65, 43.68)	91
44.4	41
44 (less 44.4)	129
45.1	127
45.4	127
45 (less 45.1 and 45.4)	121
46.1	121
46.2	123
46.10–46.52	121
46.60–46.71	123
46.110–46.231	41
46.240–46.241(*a*)	123
46.241(*b*)	65
46.242–46.511	123
48	105
49	107
50	141
51	143
52.22(*c*)	65
52	145
53	147
54	149
60	93
190	91
401	171
405	11
406	13
407	103
408	15
409	11
410	21
414	177
415	175
418	173
450	181
501	47
502	47
503	49
504	49
505	49
506	Previously revoked
507	39
514	37
550	151
551	159
555	153
560	Expired Mar. 31, 1954
565	155
570	161

DISTRIBUTION TABLE—Continued

Present Part No.	*New Part No.*
574	163
575	165
576	165
577	165
580	Obsolete
600	71
601	73
602	77
603	93
608	75
609	99
610	97
612	179
617	Previously revoked
618	109
619	95
620	101
625	157
626	79
635	Previously revoked

SPECIAL REGULATIONS

Present No.	*New Part No.*
368B	121, 125
377A	43
386E	125
389B	41
395A	121, 127
399C	127
402	121, 127
405	123
410	127
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422 (4T.110–.123, .743)	25
422 (40T.80–.84)	123, 125, 127
422A (less 4T.110–.123, 4T.743, 40T.80–.84, and 43.11)	21
422A (4T.110–.123, .743)	25
422A (40T.80–.84)	123, 125, 127
422A (43.11)	91
422B (less 4T.110–.123, 4T.743, 40T.80–.84, and 43.11)	21
422B (4T.110–.123, .743)	25
422B (40T.80—.84)	123, 125, 127
422B (43.11)	91
424C	93
425A	Expired
425B (less sections 6, 13, 14, and 15)	21
425B (section 6)	45
425B (sections 13, 14, 15)	91
427B	95
428	61
429	121, 127
430	Generally
431	Generally
432	41
433	Generally
434	61
436A	41
438	95
440	123, 125, 127
442	95
443	107
444	93
445	93

NOT TO BE CODIFIED

Present No.	*Tentative Disposition*
330	Exemption
364, 364A	Revoke
392B	Leave as is
397	Exemption
403A	Exemption
406C	Leave as is
407	Leave as is
411A	Leave as is
412B	Probably dead—revoke
415	Leave as is
419	Leave as is
420	Leave as is
421	Is being revoked
423	Leave as is
426	Leave as is or make exemption
435	Revoke
437	Leave as is
441	Exemption