

extreme hardship to school children, agriculture, and industry requiring daylight working conditions; that the convenience of commerce would be served by western Kentucky counties observing the same time as adjacent areas in Tennessee and Indiana; and that the proposed realignment would not be detrimental to the national energy conservation program. The data submitted also establish that the twelve counties which would remain in the eastern time zone are commercially related to adjacent areas in Ohio and West Virginia, and that the convenience of commerce would best be served by their continued observance of the same time as those areas.

Although section 3(a) of the Act contemplates State legislative action to achieve an exemption from observance of advanced time within one time zone of a State with parts in more than one zone, the proposed realignment may be obtained only under section 3(b).

Upon consideration of the proclamation and supporting data, I find the requested realignment of the limits of the eastern and central time zones within Kentucky is consistent with the objectives sought to be achieved by the Act. During the effective period of the Act, therefore, the limit between the eastern and central time zones in the Commonwealth of Kentucky shall be defined as follows:

From the junction of the east line of Spencer County, Indiana, with the Indiana-Kentucky boundary northerly and easterly along that boundary to the west line of Boone County, Kentucky; thence southerly along the west line of Boone County to the north line of Grant County; thence west along the north line of Grant County to the west line of Grant County; thence southerly along the west line of Grant County to the south line of Grant County; thence easterly along the south lines of Grant and Pendleton Counties to the west line of Bracken County; thence south along the west line of Bracken County to the south line of Bracken County; thence easterly along the south lines of Bracken, Mason, Lewis, and Carter Counties to the west line of Lawrence County; thence south along the west line of Lawrence County to the south line of Lawrence County; thence easterly and northerly along the south line of Lawrence County to its junction with the Kentucky-West Virginia boundary; thence southerly along the Kentucky-West Virginia boundary to the Kentucky-Tennessee boundary; thence west along the Kentucky-Tennessee boundary to its junction with the west line of Scott County, Tennessee.

Because of the emergency nature of the Act, the Congressional intent that it be implemented quickly;¹ the short period of time between its enactment December 15, 1973, and its taking effect January 6, 1974; and the short period of time between the date of the proclamation—January 3, 1974—and January 6, 1974, I find that notice and public procedure on this action are contrary to the public interest and that good cause

exists for making it effective in fewer than 30 days after publication in the *Federal Register*. For these same reasons it has not been possible to assess the need for, and, if necessary, to prepare an environmental impact statement on this action. See section 102, National Environmental Policy Act of 1969 (January 1, 1970, Public Law 91-190, section 102, 83 Stat. 853; 42 U.S.C. 4332).

This action is taken pursuant to section 3(b) of the Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Pub. Law 93-182, section 3(b), 87 Stat. 708); Executive Order 11751 (38 FR 34725); and Part 73 of the Regulations of the Office of the Secretary of Transportation (49 CFR Part 73).

Effective date. This action is effective 2 a.m. central nonadvanced (standard) time Sunday, January 6, 1974.

Issued in Washington, D.C., on January 4, 1974.

CLAUDE S. BRINEGAR,
Secretary of Transportation.

[FR Doc. 74-767 Filed 1-9-74; 8:45 am]

[OST Docket No. 34, Notice No. 74-3]

IDAHO AND OREGON

Emergency Daylight Saving Time Exemptions

The Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Pub. Law 93-182) ("the Act") advances the standard time by one hour in all eight standard time zones of the United States continuously from 2:00 a.m. Sunday, January 6, 1974, to 2 a.m. Sunday, April 27, 1975, and provides that the time as so advanced shall be standard time.

Two classes of States are permitted to exempt themselves from advanced time: (1) any State which is entirely within one time zone and not contiguous to any other State (Hawaii, Puerto Rico, and the Virgin Islands); and (2) any State with part thereof in more than one time zone (Alaska, Florida, Idaho, Indiana, Kansas, Kentucky, Michigan, Nebraska, North Dakota, Oregon, South Dakota, Tennessee, and Texas). (Section 3(a)). If a State elects to exempt itself, the exemption must apply to the entire area of the State lying within one time zone, and the effect of the exemption must be to put the entire State on uniform time (i.e., the exemption can only apply to that part of the State in the more easterly zone) (see H. Rept. No. 93-709 at 5).

Section 3(a) permits States to exempt themselves from advanced time by law enacted anytime during the period the Act is in effect. The exemption must, however, be complete; a State may not elect to exempt itself from advanced time during winter months but observe advanced time during summer months.

Section 3(b) of the Act permits the President to grant a State an exemption from the advanced time established by section 3(a) of the Act or a request for realignment of the existing limits of time zones, if the State, by proclamation of

its Governor, makes a finding prior to Sunday, January 6, 1974—the effective date of the Act—that such exemption or realignment is necessary to avoid undue hardship to large segments of the population or part thereof. ("The President's decision should be based on the appropriateness of all aspects of any exemption, including convenience of commerce, possible energy savings, or undue hardship to large segments of the population, as well as the possible impact on the success of and cooperation with the national energy conservation program." S. Rept. No. 93-504 at 3.)

By Executive Order 11751, issued December 15, 1973, the President has designated and empowered the Secretary of Transportation to exercise the authority vested in him by section 3(b) to grant the exemptions or realignments.

Procedures and criteria for implementation were issued by the Secretary (49 CFR Part 73, 38 FR 34876).

The Governor of the State of Idaho, the Honorable Cecil D. Andrus, by proclamation issued December 28, 1973, requests that the entire area of Idaho located within the mountain time zone be exempted from observance of advanced time during the effective period of the Act.

The Governor of the State of Oregon, the Honorable Tom McCall, by proclamation issued January 2, 1974, requests that any determination made with respect to the mountain time zone section of Idaho apply equally to that section of Oregon which is in the mountain zone (northern Malheur County), since failure to apply any Idaho exemption to this County would create an "island" one hour ahead of all surrounding areas.

The proclamation and supporting data submitted by the Governor of Idaho establish that the State is located on the boundary between the mountain and Pacific time zones; that the northern portion of Idaho is located in the Pacific time zone and the southern portion in the mountain time zone; that permitting the requested exemption would result in observance of a single time throughout the State; that energy conservation would not occur were advanced time observed in the southern portion; that winter daylight time observance would severely disrupt outdoor industry, such as forestry, and school operations in the southern portion of the State; and that commerce would not be disrupted.

Several television broadcasting companies operating within southern Idaho state that their services would be adversely affected if the requested exemption is granted. Their network programming is received through the mountain time zone, and they note that "prime time" broadcasts would occur between 5 and 9 p.m., if advanced time is not observed, rather than between 6 and 10 p.m., if advanced time is observed. The broadcasters state that purchase and use of tape delay equipment would not be economically feasible.

Other comments have been received from several Idaho residents generally supporting or opposing the requested exemption.

¹ "[The Secretary] should at quickly and expeditiously. Failure to do will risk serious inconvenience and uncertainty." See Senate Report No. 93-504 at 3.

Upon consideration of the proclamation and supporting data, and all comments received, I find the requested exemptions with respect to Idaho, and, consequently, with respect to that portion of Oregon which is located in the mountain time zone, are consistent with the objectives sought to be achieved by the Act.

The Act, however, clearly intends that a State such as Idaho or Oregon, which has portions situated in more than one time zone, should invoke the exemption provisions set forth in section 3(a) if it desires to be exempt from the advanced time established by that section. That requires State legislative enactment of an exemption applying to that portion of the State lying in the more easterly time zone.

In recognition of the fact that the State Legislature of Idaho will not convene until January 14, 1974, and that of Oregon will not convene until February 11, 1974, I find it necessary to the convenience of commerce and to avoid confusion within the two States, to grant temporary exemptions under section 3(b) of the Act. These will permit sufficient time for consideration and action by the respective State Legislatures under section 3(a) of the Act. The exemption granted with respect to Idaho will expire at 2 a.m. mountain nonadvanced (standard) time Sunday, February 3, 1974. The exemption with respect to Oregon will expire at 2 a.m. mountain nonadvanced (standard) time Sunday, February 24, 1974, unless the Governor of the State of Oregon requests an earlier expiration date.

Because of the emergency nature of the Act; the Congressional intent that it be implemented quickly; the short period of time between its enactment December 15, 1973, and its taking effect January 6, 1974; and the short periods of time between the dates of the proclamations—December 28, 1973, and January 2, 1974—and January 6, 1974, I find that notice and public procedure on these actions are contrary to the public interest and that good cause exists for making them effective in fewer than 30 days after publication in the *FEDERAL REGISTER*. For these same reasons it has not been possible to assess the need for, and, if necessary, to prepare environmental impact statements on these actions. See section 102, National Environmental Policy Act of 1969 (January 1, 1970, Pub. Law 91-190, section 102, 83 Stat. 853; 42 U.S.C. 4332).

This action is taken pursuant to section 3(b) of the Emergency Daylight Saving Time Energy Conservation Act of 1973 (December 15, 1973, Pub. Law 93-182, section 3(b), 87 Stat. 708); Executive Order 11751 (38 FR 34725); and Part 73 of the Regulations of the Office of the Secretary of Transportation (49 CFR Part 73).

Effective date. These actions are effective 2:00 a.m. mountain nonadvanced (standard) time Sunday, January 6, 1974.

Issued in Washington, D.C., on January 4, 1974.

CLAUDE S. BRINEGAR,
Secretary of Transportation.

[FR Doc. 74-766 Filed 1-9-74; 8:45 am]

CIVIL AERONAUTICS BOARD

[Docket 26274]

WARSAW CONVENTION LIABILITY LIMITATIONS

Order

Adopted by the Civil Aeronautics Board at its office in Washington, D.C. on the 3rd of January, 1974.

In the matter of Warsaw Convention liability limitations as expressed in U.S. dollars.

Section 221.38(j) of the Board's Regulations requires U.S. and foreign air carriers which avail themselves of the limits of liability to passengers provided in the Warsaw Convention (49 Stat. 3000; T.S. 876) to include in their tariffs, *inter alia*, a statement as to the amount of the liability limits of the Convention stated in dollars. These provisions of the tariffs, as well as those setting forth limitations of liability under the Convention with respect to baggage and property, restate the applicable law and serve to advise the public of the Convention limitations on their right of recovery for death, or injury or loss or damage to baggage and property.

The liability limits in the Warsaw Convention are set forth in terms of gold francs so that as long as the value of the dollar in terms of gold remained constant, no change was required in the dollar amount of the liability limits contained in the tariffs. However, by Order 72-6-7 adopted June 2, 1972, the Board directed the carriers to revise their tariffs to reflect the devaluation of the dollar in terms of gold from \$35 per ounce to approximately \$38 which took place effective May 8, 1972, and such revisions have been made. On September 21, 1973, Public Law 93-110 was enacted further devaluing the U.S. dollar to approximately \$42.22 per ounce of gold effective October 18, 1972. As a result, the minimum liability limits specified in Order 72-6-7 and the tariffs currently on file with the Board no longer meet the minimum liability limits of the Convention and a revision of the tariffs is necessary to accurately reflect such limits in dollars.¹

¹ With respect to their liability to passengers, this order will affect only a small proportion of the U.S. and foreign air carriers. Most carriers engaged in international transportation by air involving journeys to or from the United States adhere to the Montreal Agreement (Agreement CAB 18900 approved by Order E-23680 dated May 13, 1966, 31 FR 7302) pursuant to which they have filed tariffs providing for a \$75,000 limit of liability for death or injury to passengers. Since this limit is stated in terms of U.S. dollars, it is unaffected by the change in the gold value of the dollar.

In view of the foregoing and of all other relevant matters, the Board finds and concludes:

1. That the dollar limitations stated in the presently effective tariffs of the respondent air carriers and foreign air carriers no longer meet the minimum liability requirements of the Warsaw Convention for "international transportation" or of the Hague Protocol² and "international carriage" as defined therein.

2. That, in this circumstance, such tariff limitations are inconsistent with the applicable law as set forth in the Convention or the Protocol, and the tariff filing requirements in section 403 of the Federal Aviation Act of 1958, and Part 221 of the Board's regulations and they must be canceled.

3. That the minimum acceptable figures in United States dollars for liability limits applicable to "international transportation" and "international carriage" are as follows:

Convention and protocol minimum liability	Actual	Rounded ³
125,000 francs (per passenger, Convention only).....	\$10,002.90	\$10,000.00
250,000 francs (per passenger, Hague Protocol only).....	20,005.80	20,000.00
5,000 francs (per passenger for unchecked baggage).....	400.116	400.00
250 francs (per kilogram for checked baggage and goods).....	20.00580	20.00
250 francs (per kilogram on a per-pound basis).....	9.07460	9.07

² Article 22 of the Warsaw Convention permits the liability limits specified therein in gold francs to be converted into any national currency in round figures. The Board is permitting the round dollar amounts set forth in this order to be filed in the tariffs for purpose of convenience. This order is not intended to prohibit carriers from specifying the actual dollar equivalents in their tariffs as some of them do at the present time. The dollar values herein are calculated in accordance with the criteria detailed in Order 72-6-7.

Accordingly, pursuant to the provisions of the Federal Aviation Act of 1958, particularly sections 204(a), 403, and 1002 thereof,

It is ordered, That:

1. The carriers named in Appendix A, below, shall revise all liability limitations which may be applicable to "international transportation" or "international carriage" as defined in the Convention or the Protocol which are inconsistent with the dollar amounts set forth herein so as to conform with such amounts.

2. The tariff cancellations directed in ordering paragraph 1 above shall become effective on or before February 6, 1974, on not less than 10 days' notice.

3. That copies of this order shall be served on the air carriers and foreign air carriers named in Appendix A.

This order will be published in the *FEDERAL REGISTER*.

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

³ The Hague Protocol of 1955 doubles the Warsaw liability limit for passengers, but since the United States has not signed or adhered to the Protocol, its provisions do not normally apply with respect to air transportation.

APPENDIX A

U.S. CERTIFICATED SCHEDULED AIR CARRIERS

Airlift International, Inc.
Alaska Airlines, Inc.
Allegheny Airlines, Inc.
Aloha Airlines, Inc.
American Airlines, Inc.
Aspen Airways, Inc.
Braniff Airways, Inc.
Chicago Helicopter Airways, Inc.
Continental Air Lines, Inc.
Delta Air Lines, Inc.
Eastern Air Lines, Inc.
Frontier Airlines, Inc.
Hawaiian Airlines, Inc.
Hughes Air Corp., d/b/a Hughes Airwest.
Kodiak-Western Alaska Airlines, Inc.
Los Angeles Airways, Inc.
National Airlines, Inc.
New York Airways, Inc.
North Central Airlines, Inc.
Northwest Airlines, Inc.
Ozark Air Lines, Inc.
Pan American World Airways, Inc.
Piedmont Aviation, Inc.
Reeve Aleutian Airways, Inc.
SFO Helicopter Airlines, Inc.
Seaboard World Airlines, Inc.
Southern Airways, Inc.
Texas International Airlines, Inc.
The Flying Tiger Line, Inc.
Trans World Airlines, Inc.
United Air Lines, Inc.
Western Air Lines, Inc.
Wien Air Alaska, Inc.
Wright Air Lines, Inc.

U.S. SUPPLEMENTAL AIR CARRIERS

Capitol International Airways, Inc.
Johnson Flying Service, Inc.
McCulloch International Airlines, Inc.
Modern Air Transport, Inc.
Overseas National Airways, Inc.
Royal International Airlines
Saturn Airways, Inc.
Southern Air Transport, Inc.
Standard Airways, Inc.
Trans International Airlines, Inc.
Universal Airlines, Inc.
World Airways, Inc.

U.S. AIR TAXI OPERATORS¹

Aeromech, Inc.
Air East, Inc.
Air Indies Corporation,
Air New England, Inc.
Air North, Inc.
Air South, Inc.
Air Wisconsin, Inc.
Alaska Aeronautical Industries, Inc.
Altair Airlines, Inc.
Antilles Air Boats, Inc.
Apache Airlines, Inc.
Apollo Aviation, Inc.
Atlantic City Airlines, Inc.
Bar Harbor Airways, Inc.
Cascade Airways, Inc.
Cochise Airlines, Inc.
Combs Airways, Inc.
Command Airways, Inc.
Commuter Airlines, Inc.
Crown Airways, Inc.
Downeast Airlines, Inc.
Execuair, Inc.
Executive Airlines, Inc.
Fischer Bros. Aviation, Inc.
Florida Airlines, Inc.
Golden West Airlines, Inc.
Henson Aviation, Inc.
Mackey International Air Commuter.
Marco Island Airways, Inc.

¹ Includes only air taxi operators participating in tariffs for through rates, fares, and charges filed jointly with certificated air carriers.

Metroflight Airlines, Inc. d/b/a Houston Metro Airlines.
Midstate Air Commuter.
Monmouth Airlines, Inc.
Pennsylvania Commuter Airlines, Div. of Clark Aviation Corp.
Pocono Airlines, Inc.
Provincetown-Boston Airline, Inc. d/b/a Provincetown-Boston Airline or Naples Airlines.
Puerto Rico International Airlines, Inc.
Ransome Air, Inc.
Rio Airways, Inc.
Royale Airlines, Inc.
Sedalia-Marshall Boonville Stag Line, Inc.
Shawnee Airlines, Inc.
L. B. Smith.
Southeast Airlines, Inc.
Suburban Airlines, Inc. a subsidiary of Reading Aviation Service, Inc.
Swift Air Lines, Inc.
Travel Air Aviation, Inc.
Verco Air Service, Inc.
Winnebago Aviation, Inc.

U.S. INDIRECT AIR CARRIERS

(Airfreight Forwarders and Air Express)

Add Airfreight Corp.
Aero Special Air Freight, Inc.
Air Cargo Expeditors, Inc.
Air Cargo Specialists, Inc.
Air Freightways Corporation.
Air-Land Freight Consolidators, Inc.
Air-Land Transport, Inc.
Air Overseas Corporation.
Airport Packers, Inc. d/b/a Airport Packers & Forwarders.
Air Progress, Inc.
Air-Sea Forwarders, Inc.
Air Van Lines, Inc.
Airborne Freight Corporation (a Delaware corporation).
The "AL" Naish Moving and Storage Company, a Corporation.
Alas Ibero Americanas, Inc.
Alberti Van & Storage Co., Inc. d/b/a Mov Air.
All-Airtransport, Inc.
All Carrier Transport d/b/a ACT Air Freight.
All Hawaii Cargo Consolidators, Inc. d/b/a A-One Air Freight.
Allied Van Lines, Inc.
Allstates Air Cargo, Inc.
Ambassador Air Freight Corp.
Amerford International Corp., d/b/a Amerford Air Cargo.
American Ensign Van Service, Inc.
American Red Ball Transit Co., Inc.
American Van & Storage, Inc.
Ampole Air Freight, Inc.
Anthony H. Osterkamp, Jr. d/b/a Osterkamp Trucking.
Apex Air Freight, Inc.
Apollo Air Freight Corporation.
Armand J. Donati.
Around the World Air Freight, Inc.
Anthony S. Arrico and Robert P. Landy d/b/a R. I. Air Freight Forwarders.
Associated Air Freight, Inc. (a Virginia corporation).
Aero Mayflower Transit Company, Inc.
Astro Air Express, Inc.
Astron Forwarding Company, Inc.
Atlas Van Lines International Corp.
Aztec Transportation Co., Inc. d/b/a Aztec Air Freight.
B & G Trucking, Inc.
Bader Bros. Van Lines, Inc.
Baker International Warehouse, Inc., d/b/a Baker Air Cargo.
Beacon Shipping Co., Inc.
Behring International, Inc.
Bekins International Lines, Inc.
Bellair Expediting Service, Inc.
Ben-Lee Motor Service Co., d/b/a Mitchell Air Dispatch.
Bennett & Taylor Trans., Inc.

J. E. Bernard & Co., Inc. (a New York corporation).
Black & Geddes, Inc.
Bor-Air Freight Co., Inc.
Philip C. Borden, d/b/a Borden Trucking.
Brake Air Freight, Inc.
Bruce Transfer Corp.
Burlington Northern Air Freight, Inc.
A. F. Burstrom & Sons, Inc.
W. J. Byrnes and Company of New York, Inc.
cAir Freight, Inc.
C&L Freight Lines, Inc., d/b/a Commerce Air Freight.
C-M-D Transport, Inc., d/b/a C-M-D Air Forwarders.
Cal-Air Forwarders, Inc.
Cal-Hawaiian Freight, Inc.
California Delivery Service (a Corp.).
Cargo Courier Air Freight, Inc.
Cargoair Forwarders, Inc.
Carmichael International Service, d/b/a CIS Oceanair Services.
Carolina Freight Carriers Corporation.
Willis L. Carr and Charles D. Weist, d/b/a Cates Carr Co.
Cartwright International Van Lines, Inc.
Castelazo & Associates.
Century Air Freight, Inc.
CF Air Freight, Inc.
Christman Corporation, d/b/a Christman Air Freight.
Circle Airfreight Corp.
Clipper Express Company, d/b/a "Sky Ho!" Air Freight Division.
Columbia Air-Frate, Inc.
Columbia Export Packers, Inc.
Com-Air Freight, Inc., d/b/a Comet Air Freight.
Commercial Air-Frate, Inc.
Common Market Forwarders, Inc.
Connecticut Air Freight, Inc.
Continental Forwarders, Inc. (a Delaware corporation).
Corsair Air Cargo System, Inc.
F. X. Coughlin Co.
Crown Air Freight Corp.
D.J.C. Corporation, d/b/a Jones Air Freight.
Data Air Distribution System Co., Inc.
Davidson Forwarding Company.
Dean Forwarding Co., Inc.
Delcher Intercontinental Moving Service, Inc.
Woodrow W. De Witt, d/b/a De Witt Freight Forwarding.
Distribution Centers, Inc., d/b/a Alpha Air Freight.
District Moving & Storage, Inc., d/b/a District Containerized Express.
Domestic Air Express, Inc.
Door to Door International, Inc.
Frank P. Dow Co., Inc. (a Washington corporation).
Bruce Duncan Co., Inc., d/b/a Bruce Duncan Cargo.
Emery Air Freight Corporation.
Empire Carriers Corp., d/b/a Entico Air Freight Service.
Empire Foreign Air Forwarders, Inc.
Engel Brothers, Inc.
Enterprise Shipping Corp.
Equine Express, Inc.
Euro-American Air Freight Forwarding Co., Inc.
Express Forwarding and Storage Co., Inc.
5 Star Air Freight Corporation.
Fernstrom Storage and Van Company.
Flying Horse Air Freight, Inc.
Footner and Company, Inc., d/b/a Rennie Footner Air Express Service.
Foreign Trade Export Packing Corp., d/b/a Foreign Trade Export Company.
44 Air Express Systems, Inc.
Fort Pitt Consolidators, Inc.
Forwardair, Inc.
Four Winds Forwarding, Inc.
The Francesco Parisi Forwarding Corporation d/b/a Parisi Airfreight.
Fresh Air, Inc., d/b/a Fresh Air Cargo.

Fritz Air Freight.
Frontier Freight Forwarders, Inc., d/b/a
Frontier Freight Consolidators.
Furman Air Freight Corp.
G. & H. Transportation, Inc., d/b/a G. & H.
Air Freight.
Gateway Aviation Co., Inc.
General Air Freight Corp.—Domestic.
General Air Freight Corp.
General Transpac System, d/b/a GTS Air-
freight.
Genex Airfreight, Inc.
Gilbert Air Transport Corp.,
Global Forwarding, Inc.
Globe Shipping Co., Inc.
Gold Wings Ltd.
Golden Gate Air Freight, Inc.
Graf Air Freight, Inc.
Arnold S. Grant, d/b/a LeMark Air Freight
Service.
Greene Air International, Inc.
HC & D Forwarders International, Inc.
Hallmark Cargo Services, Inc.
Hall Expediting, Inc.
Harle Consolidators International (HARLE-
CON), A division of Harle Services, Inc.
Harlo-Air Cargo Brokers, Inc.
Hemisphere Air Freight, Inc.
Home-Pack Transport, Inc.
Hop Air Freight Forwarders, Inc.
I & T Air Freight Forwarders, Inc.
Imperial Air Freight Service, Inc. (a New
Jersey corporation).
Imperial Van Lines International, Inc.
Industrial Air Cargo, Inc.
Inter-Maritime Forwarding Co., Inc.
International Air Courier, Inc.
International Customs Service, Inc.
International Export Packers, Inc.
Interstate Dress Carriers, Inc.
Intra-Mar Shipping Corporation.
Jet Air Freight.
Jet Forwarding, Inc.
Joyce Expediting Service, Inc.
Karevan, Inc.
Karr, Ellis & Co., Inc.
Kerner Trucking Service, Inc., d/b/a KTS
Air Freight.
Key Air Freight, Inc.
Kimberlin Air Freight Corp.
Kling Van Lines, Inc.
Bernard Klainberg, d/b/a Berklay Air Serv-
ices Corp.
L.T.C. Air Cargo, Inc.
La Belle Air Freight, Inc.
Landair Corporation.
Richard Thomas Light, d/b/a Westchester
Air Freight.
Loomis Courier Service, Inc.
Luigi Serra, Inc.
John J. McCabe Agency, Inc.
McLean Cargo Specialists, Inc.
Maris Van & Storage, d/b/a Maris Air Trans-
port Division.
Mark IV Air Freight, Inc.
Mercury Motor Express, Inc. (Mercury).
New England Air Lift, Inc.
Herb B. Meyer & Co., Inc.
Midland Forwarding Corporation, d/b/a ABC
Air Freight.
Missouri Pacific Air Freight, Inc.
Monumental-Security Storage Co.
Murray Air Freight, Inc.
Murty Bros. Agency, Inc.
Mustang Trucking Company, Inc., d/b/a
Mustang Air Freight.
National Movers Co., Inc.
National Van Lines, Inc.
Nelsonair International, Inc.
Neptune World-Wide Moving, Inc.
Network Courier Service.
Alex Nichols Agency, Inc.
North American Van Lines, Inc.
Northern Air Freight, Inc.
Novo Airfreight Corp.
Novo International Corp. d/b/a Novo Inter-
national Airfreight.
O.N.C. Forwarding d/b/a Rocor Air Freight.

Oceanic Forwarders Company, d/b/a Air-
Oceanic Shippers.
H. G. Ollendorf, Inc.
P.I.E. Air Freight Forwarding, Inc.
Pacific Alaska Forwarders, Inc., d/b/a Artic
Air Freight.
Pacific Delivery System.
Panalpina Airfreight, Inc., d/b/a Panalpina
Airfreight System.
Par Avion Corporation.
Paulsen & Guice, Ltd.
Performance by Air, Inc.
Petty & Co.'s Foreign Express (a Division
Trans-World Shipping Corporation).
Philadelphia Air Consolidators Assn., Inc.
Pilot Air Freight Corp.
Presto Delivery Service, Inc.
Prideair Freight, Ltd.
Priority Air Freight, Inc.
Profit by Air, Inc.
Pegasus Air Transport Co.
Perfect Pak Company.
Puerto Rican Forwarding Company, d/b/a
Active Air Freight.
Qwikway Trucking Co., d/b/a Qwik Air.
Railway Express Agency, Incorporated.
Ramar Air Freight Corp.
Randy International Ltd.
Rapidair Freight.
Relly Expediting Service, Inc.
Republic Airmodal, Inc.
Republic Van and Storage Co., Inc.
Rex Air Freight, Inc.
Right-O-Way, Inc., d/b/a Right-O-Way Air
Freight.
Royal Air Freight Corp.
Rozay's Transfer.
Saber Air Freight, Inc.
Santa Fe Air Freight Company.
Satellite Air Freight, Inc.
Satin Air Freight, Inc.
Robert L. Schley, d/b/a Schley Shipping
Company.
Schreiber Air Freight, Inc.
Seariders, Inc.
Security Van Lines, Inc.
Senderex Cargo Company, Inc.
Sentry Air Freight Corp.
Service By Air Freight Forwarders, Inc.
Service Air Cargo.
Sesko International, Inc.
Set Air Freight, Inc.
Shulman Air Freight, Inc.
Signalair, Inc.
Sincro Inter National.
Sky-Hawk Forwarders, Inc.
Skyline Air Freight, Inc.
Skymaster, Inc.
J. D. Smith Inter-Ocean, Inc.
Southern Pacific Air Freight, Inc.
Star World Wide Forwarders, Inc.
Starck Van Lines, Inc.
Suarez Shipping Services, Inc.
Suddath Van Lines, Inc.
Sunpak Movers, Inc.
Superior Fast Freight, d/b/a Aero-Ex.
Supreme Air Freight Corp.
Surf-Air, Inc.
H. E. Sutton Forwarding Co., Inc.
Swift Home-Wrap, Inc.
T.F.C. Air Freight, Inc.
Tally's Truck Line.
Target Air Freight, Inc.
Three-B Freight Service, Inc.
Towne International Forwarding Inc.
Trans-Air Freight System, Inc.
Transcon Lines.
Transport Express Inc.
Transport Trade Corporation.
Trans-Pacific Air Cargo.
Tuya International Corp.
United News Transportation Co.
United Parcel Service Co.
United Van Lines, Inc.
U.S. Van Lines, Inc.
Usair Freight, Inc.
Vanpac Carriers, Inc.
Ven-Air Service Inc.

Virgil's Delivery Service, Inc., d/b/a Virgil's
Air Cargo.
Von Der Ahe Van Lines, Inc.
B. Von Paris & Sons, Inc.
WTC Air Freight.
WTC Forwarding Corp.
Benjamin H. Walder & Rubin Konlon, d/b/a
Chicagoland Air Freight.
Walkill Air Freight Corporation d/b/a Atlas
Air Cargo.
Wells Fargo Air Express, Inc.
Wheaton Van Lines, Inc.
James G. Wiley Co.
Wilson Air Freight, Inc.
Wings and Wheels Express, Inc.
Wits, Inc., d/b/a Wits Air Freight.
World Trade Air Freight Services, Inc.
Wright Air Freight Corp.
W. R. Zanes & Co. of La. Inc., d/b/a Zanes
Inter-Air Consolidators.
Wings and Wheels Express, Inc., d/b/a Air
Express International.

FOREIGN INDIRECT AIR CARRIERS

Willy Peter Daetwyler d/b/a Interamerican
Airfreight Co.
Kinki Nippon Routist Co. (Japan) d/b/a
Kintetsu World Express, Inc. (U.S.A.).
Kuehne & Nagel (Germany) d/b/a Kuehne &
Nagel Air Freight, Inc.
Lep Transport, Ltd. (United Kingdom) d/b/a
Lep Transport, Inc. (U.S.A.).
McGregor Swire Air Services Limited, Inc.
(U.K.).
Mitsui Air & Sea Service Co., Ltd. (Japan)
d/b/a Mitsui Line Travel Service of America,
Inc. (U.S.A.).
Nippon Express Co., Ltd.
Pandaair Freight Limited (U.K.)
Union Expeditions—Gesellschaft m.b.H. Union
Air Transport.
Yusen Air & Sea Service Company Limited
(Japan) d/b/a Yusen Air & Sea Service
(U.S.A.) Incorporated.

FOREIGN AIR CARRIERS*

Adastr Aviation Limited.
Aden Airways Limited.
Aer Lingus Teoranta.
Aerlinter Eireann Teoranta.
Aereo Fletes Internacionales, S.A. (AFISA).
Aero Lineas Flecha Austral Limitada.
Aero Spacelines, Inc.
Aero Trades (Western) Ltd.
Aerocosta, S.A.
Aerolineas Argentinas.
Aerolineas El Salvador, S.A.
Aerolineas Nacionales Del Ecuador, S.A.
Aerolineas Peruanas S.A.
Aerolineas Itavia—Sp.A.
Aeromar C. por A.
Aeronaves de Mexico, S.A.
Aeronaves del Ecuador, S.A.
Aeronaves del Peru, S.A.
Aerotransportes Entre Rios S.R.L.
Aerovias Colombianas Limitada (ARCA).
Aerovias Condor de Colombia Ltda.
Aerovias Lansa, S. de R.L.
Aerovias Nacionales de Colombia, S.A.
Aerovias Qulsqueyana, C. por A.
Aerovias Venezolanas, S.A.
Air Afrique.
Air BVI Limited.
Air Canada.
Air Ceylon, Limited.
Air Haiti, S.A.
Air-India.
Air Jamaica (1968) Limited.
Air Liban (Lignes Aeriennes Libanaises).
Air Malawi Limited.
Air Nauru.
Air New Zealand Limited.
Air Rhodesia Corporation.

* Includes carriers by air of foreign coun-
tries which do not operate to/from the
United States, but participates in joint tariffs
in air transportation.

AIR-SIAM Air Company Limited.
 AIR-VIETNAM.
 Air Zaire.
 Airlines Jersey Limited T/A. British United
 C.I. Airways.
 Alia-The Royal Jordanian Airlines Corpora-
 tion.
 Alitalia-Linee Aeree Italiane S.p.A.
 All Nippon Airways Company, Ltd.
 ALM Dutch Antillean Airlines.
 Ansett-A.N.A. (A division of Ansett Trans-
 port Industries (Operations) Pty. Ltd.).
 Argo, S.A.
 Ariana Afghan Airlines Co., Ltd.
 Australian National Airlines. Commission,
 Trading as Trans-Australia Airlines.
 Austrian Airlines, Österreichische Luftver-
 kehrs-Aktiengesellschaft.
 Aviacion y Comercio, S.A.
 B.K.S. Air Transport Limited.
 Bahamas Airways Limited.
 Balair AG.
 Belairco Aviation Inc. (Doing business as
 Bellingham-Seattle Airways).
 Britannia Airways Limited.
 British Caledonian Airways, Limited.
 British European Airways Corporation.
 British Midland Airways Limited.
 British Overseas Airways Corporation.
 British United Airways Limited.
 British West Indian Airways Limited.
 BEA Air Tours Limited.
 Cambrian Airways Limited.
 Canadian Pacific Airlines, Limited.
 Canadian Voyager Airlines Limited.
 Caralbische Lucht Transport Maatschappij,
 N.V. (Caribbean Air Transport Company,
 Inc.).
 Caribwest Airways Limited.
 Cathay Pacific Airways, Limited.
 Cayman Airways Limited.
 Central African Airways Corporation.
 Central African Airways Limited.
 Ceskoslovenske Aeroline.
 Channel Airways Limited.
 China Airlines, Ltd.
 Civil Air Transport Company Limited.
 Collingwood Air Services Limited.
 Compagnie Nationale Air France.
 Compagnie Nationale de Transports Aeriens
 (Royal Air Maroc).
 Commuter Air Services Ltd.
 Compania de Aviacion Faucett, S.A.
 Compania de Dominicana de Aviacion, C. por
 A.
 Compania Ecuatoriana de Aviacion, S.A.
 Compania Internacional Aerea S.A. (CIASA).
 Compania Mexicana de Aviacion, S.A.
 Compania Panamena de Aviacion, S.A.
 Compania Peruana Internacional de Aviacion
 S.A.
 Conair Ltd.
 Condor Flugdienst G.m.b.H.
 Cross Canada Flights Ltd.
 Cyprus Airways Limited.
 Deutsche Lufthansa Aktiengesellschaft (also
 operating as Lufthansa German Airlines).
 D.T.A.—Linhas Aereas de Angola.
 Donaldson Line (Air Services) Limited d/b/a
 Donaldson International Airways.
 East African Airways Corporation.
 Eastern Provincial Airways, (1963) Limited.
 Egypt Air.
 El Al Israel Airlines Limited.
 Emerald Airways Ltd.
 Ethiopian Air Lines, Inc.
 Fiji Airways Limited.
 Finnair Oy.
 Flugtag Islands, H.F. (Icelandic Airways
 Ltd.).
 General Department of International Air
 Services (Aeroflot, "Soviet Airlines").
 Germanair Bedarfsluftfahrt Gesellschaft
 m.b.H. & Co. KG.
 Ghana Airways Corporation.
 Gibraltar Airways Limited.
 Gravenhurst Aviation Limited.

Great Lakes Airlines Limited.
 Gulf Aviation Company, Limited.
 Guyana Airways Corporation.
 P. N. Garuda Indonesian Airways.
 Flightex Limited.
 Empresa Guatemalteca de Aviacion.
 Harrison Airways Limited.
 Holland-American Lijn, n.v. (Netherlands).
 (Holland America Line).
 Iberia, Lineas Aereas de Espana, S.A.
 Indian Airlines Corporation.
 Inex Adria Airways.
 Internacional de Aviacion, S.A. (INAI).
 International Jet Air Ltd.
 Iran National Airlines Corporation.
 Iraqi Airways.
 Japan Air Lines Company, Ltd.
 Jugoslovenski Aerotransport (JAT).
 Kar-Air Oy.
 K.L.M. Royal Dutch Airlines.
 Korean Air Lines Co., Ltd.
 Korea Air Terminal Service Co., Ltd.
 (Republic of Korea).
 Kuoni Travel, Inc. (Kuoni Travel Limited
 (Switzerland) d/b/a).
 Laker Airways Limited.
 Lansa, S. de R.L.
 Lebanese International Airways.
 Leeward Air Transport Services Limited.
 Leeward Islands Air Transport Services
 Limited.
 Linea Aerea Nazionale—Chile (LAN).
 Linea Aeropostal Venezolana
 Lineas Aereas Costarricenses, S.A.
 Lineas Aereas de Nicaragua, S.A.
 Lloyd Aereo Boliviano, S.A.
 Loftleidir H.F. Icelandic Airlines Ltd.
 Luftverkehrsunternehmen Atlantis A.G.
 LUXAIR—Societe Anonyme Luxembourgeo-
 ise de Navigation Aerienn.
 Malayan Airways Limited.
 Malaysia-Singapore Airlines Limited.
 MALEV—Hungarian Airlines.
 Martin's Luchtvervoer Maatschappij N.V.
 (Martin's Air Charter Company).
 Mackenzie Air Ltd.
 Middle East Airlines Air Liban S.A.L.
 Middle East Airlines Company, S.A.
 New Zealand National Airways Corporation.
 Nigeria Airways, Ltd.
 Nordair Ltee—Nordair Ltd.
 North Canada Air Limited c.o.b. NORCANAIR
 Olympic Airways S.A.
 Out Island Airways Limited.
 Pacific Western Airlines, Ltd.
 Pakistan International Airlines Corporation.
 Philippine Air Lines, Inc.
 PLUNA, Primeras Lineas Uruguayas de Nave-
 gacion Aerea.
 Polskie Linie Lotnicze "LOT."
 Ontario Central Airlines Limited.
 Orillia Air Services Limited.
 Polynesian Airlines Limited.
 Pomair N.V.
 Qantas Airways Limited.
 Quebecair.
 Réseau Aerien Interinsulaire.
 Royal Air Cambodge.
 Royal Air Lao.
 Saudi Arabian Airlines.
 Scandinavian Airlines System.
 Seagreen Air Transport Limited.
 Servicio Aereo de Honduras, S.A.
 Serricio Aereo de Transportes Comerciales
 (SATCO).
 Servicios Aereos Cruzeiro Do Sul S.A.
 Sociedad Aeronautica de Medellin Consoli-
 dada S.A. SAM.
 Societe Anonyme Belge d'Exploitation de la
 Navigation Aerienn (SABENA) also op-
 erating as "SABENA Belgian World Air-
 lines).
 South African Airways.
 Spantax, S.A.
 Sudan Airways.
 Superior Airways Limited.
 Surinaamse Luchtvracht Onderneming N.V.
 (Surinam Air Cargo Corporation).

SWISSAIR, Swiss Air Transport Company
 Limited.
 TACA International Airlines, S.A.
 Tarom-Transporturile Aeriene Romine.
 Thai Airways International Ltd.
 Thos. Cook & Son Inc. (U.S.). (Thos. Cook &
 Son (Continental and Overseas), Ltd.
 (Great Britain) d/b/a).
 Trans-Australia Airlines.
 Trans Caribbean Airways.
 Trans-Mediterranean Airways S.A.L.
 Transair Limited.
 Transavia, N.V.
 Transmeridian Air Cargo Limited.
 Transportation Corporation of America.
 Transporte Aereo Riolatense, S.A.C.E.I.
 Transportes Aereos Benianos, S.A.
 Transportes Aereos de Cargo, S.A. (Trans-
 carga).
 Transportes Aereos Nacionales, S.A.
 Transportes Aereos Portugueses, S.A.R.L.
 Turk Hava Yolları Anonim Sirketi.
 Turks and Caicos Air Services, Ltd.
 Union de Transports Aeriens (U.T.A.).
 Union of Burma Airways Board.
 "VARIG", S.A. (Viacao Aerea Rio-Grand-
 ense).
 Venezolana Internacional de Aviacion, S.A.
 (VIASA).
 Viacao Aerea Sao Paulo, S/A "VASP".
 Wagner Aviation Limited.
 Wardair Canada Ltd.
 Windward Islands Airways International
 N.V.

[FR Doc.74-779 Filed 1-9-74;8:45 am]

[Docket 25595; Agreement CAB 23989]

AMERICAN AIRLINES, INC., ET AL

Approval of Capacity Reduction in Chicago- Los Angeles Market

Adopted by the Civil Aeronautics Board
 at its office in Washington, D.C. on the
 3rd day of January 1974.

By joint application American Airlines,
 Inc. (American), Continental Air Lines,
 Inc. (Continental), Trans World Airlines,
 Inc. (TWA), and United Air Lines, Inc.
 (United) request approval pursuant to
 section 412 of the Federal Aviation Act of
 1958, as amended (the Act), of an agree-
 ment limiting capacity in the Chicago-
 Los Angeles market.¹ The agreement was
 negotiated at public sessions held in
 Washington, D.C. on August 23-24, 1973
 and September 26, 1973 and was exe-
 cuted by the carriers on October 5, 1973.²

The agreement is by its terms subject
 to prior approval by the Board, and is to
 be implemented on January 15, 1974, if
 approval is obtained on or before Novem-
 ber 26, 1973. If, however, such approval
 is not obtained until after November 26,
 1973, the agreement will be implemented
 on the first day of the calendar month
 which occurs 40 or more days after ap-
 proval. The agreement further provides
 for termination six months after the date
 of implementation, provided, however,
 that any party has the right to terminate
 the agreement at any time by giving at
 least 90 days' written notice to the other
 parties.

¹ The agreement is limited to the Chicago-
 Los Angeles nonstop market and does not
 include Ontario.

² These discussions were conducted pur-
 suant to the authorization granted in Order
 73-7-21, July 6, 1973.