Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Since this regulatory action involves an established body of technical requirements for which frequent and routine amendments are necessary to keep them operationally current and promote safe flight operations, the anticipated impact is so minimal that this action does not warrant preparation of a regulatory evaluation.

Issued in Fort Worth, Tex., on May 6, 1980.

F. E. Whitfield,

Acting Director, Southwest Region.

[FR Doc. 80-15106 Filed 5-16-80; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 79-ASW-60]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points; Alteration of Transition Area: Lafayette, Louisiana

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction to final rule.

SUMMARY: The nature of the action being taken is to correct a **Federal Register** publication that altered the transition area at Louisiana. The intended effect of the action is to provide controlled airspace for aircraft executing instrument approach procedures to the Lafayette Regional, Acadiana Regional, the Abbeville Municipal Airports. The circumstances which created the need for the action is that the airspace was not properly described as necessary for the protection of aircraft.

EFFECTIVE DATE: July 10, 1980.

FOR FURTHER INFORMATION CONTACT: Kenneth L. Stephenson, Airspace and Procedures Branch (ASW-535), Air Traffic Division, Southwest Region, Federal Aviation Administration, P.O. Box 1689, Fort Worth, Texas 76101; telephone 817-624-4911, extension 302.

SUPPLEMENTARY INFORMATION: Federal Register Document 80-10617 was published on April 10, 1980, (45 FR 24455), and altered the transition area at Lafayette, La. Inadvertently, in the description of the transition area, the extension to the Abbeville Municipal Airport was improperly described, and action is taken herein to correct the description. This correction is a minor matter upon which the public would have no particular desire to comment. Therefore, notice and public procedure are not necessary.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, Subpart G of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) as republished (44 FR 442) is amended, effective 0901 GMT, July 10, 1980, as follows.

In Subpart G, 71.181 (45 FR 445), the Lafayette, La., transition area is amended by deleting the present description and substituting the following:

Lafayette, La.

That airspace extending upward from 700 feet above the surface within an 8.5-mile radius of the Lafayette Regional Airport (latitude 30°12'14"N., longitude 91°59'16"W.); within a 6.5-mile radius of the Abbeville Municipal Airport (latitude 29°58'30"N., longitude 92°05'00"W.) and within 2 miles north and 3 miles south of the 206° radial of the Lafayette VORTAC extending from the 6.5-mile radius to 9.5 miles northeast; within a 6.5-mile radius of the Acadiana Regional Airport (latitude 30°02'15"N., longitude 91°53'02"W.).

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

The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Since this regulatory action involves an established body of technical requirements for which frequent and routine amendments are necessary to keep them operationally current and promote safe flight operations, the anticipated impact is so minimal that this action does not warrant preparation of a regulatory evaluation.

Issued in Fort Worth, Tex., on May 8, 1980.

F. E. Whitfield,

Acting Director, Southwest Region.

[FR Doc. 80-15187 Filed 5-16-80; 8:45 am]

BILLING CODE 4910-13-M

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14 CFR Part 71

[Airspace Docket No. 80-EA-5]

Designation of Federal Airways, Area Low Routes, Controlled Airspace, and Reporting Points; Alteration of Transition Areas for Quantico, Va., and Cambridge, Md., and Control Zone for Quantico, Va.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This rule alters the Control Zone of Quantico, Va., and Transition Areas for Quantico, Va., and Cambridge, Md., by changing the names of the Quantico Marine Corp. Air Station and the Cambridge Municipal Airport.

EFFECTIVE DATE: May 19, 1980.

FOR FURTHER INFORMATION CONTACT: Charles J. Bell, Airspace and Procedures Branch, AEA-530, Air Traffic Division, Federal Aviation Administration, Federal Building, J.F.K. International Airport, Jamaica, New York 11430, Telephone (212) 995-3391.

SUPPLEMENTARY INFORMATION: This rule is editorial and does not impose any additional burden on any person. In view of the foregoing, notice and public procedure hereon are unnecessary and the rule may be made effective in less than 30 days.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator Subparts F & G of Part 71 of the Federal Aviation Regulations (14 CFR Part 71) are amended, effective upon publication in the **Federal Register**, as follows:

1. Amend § 71.171 of Part 71, Federal Aviation Regulations, by altering the description of the Quantico, Virginia control zone as follows:

In the text delete "of Quantico MCAS (Turner Field) Quantico, Virginia" and substitute therefor, "of Quantico MCAF (Turner Field) Quantico, Virginia;".

2. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to amend the description of the Quantico, Virginia, 700-foot floor transition area as follows:

In the text delete "of Quantico MCAS (Turner Field) Quantico, Virginia;" and substitute therefor, "of Quantico, MCAF (Turner Field) Quantico, Virginia;".

3. Amend § 71.181 of Part 71 of the Federal Aviation Regulations so as to amend the description of the Cambridge, Maryland, 700-foot floor transition areas as follows:

In the text delete, "of Cambridge Municipal Airport, Cambridge, Maryland;" and substitute therefor, "of Cambridge-Dorchester Municipal Airport, Cambridge, Maryland;".

(Section 307(a), and 313(a), Federal Aviation Act of 1958 [49 U.S.C. 1348(a) and 1354(c)]; Sec. 6(c) of the Department of Transportation Act [49 U.S.C. 1655(c)]; and 14 CFR 11.69)

Issued in Jamaica, New York, on April 30, 1980.

Timothy L. Hartnett,

Acting Director, Eastern Region.

[FR Doc. 80-15232 Filed 5-16-80; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 183

[Docket No. 20339; Amdt. No. 183-7]

Representatives of the Administrator; Authorization for the Designation of Acoustical Engineering Representatives

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This amendment authorizes the use of designated acoustical engineering representatives. Those representatives will perform specified functions leading to FAA noise level approval for aircraft covered by noise certification rules. Those functions may be performed at any location whenever the designated representative determines the activity or data conforms to the requirements of the applicable regulations. Neither noise level certification nor approval of equivalencies to prescribed procedures and standards are within the scope of designated representatives' authority. This action meets the need to provide greater flexibility and efficiency in the noise certification process.

DATES: Effective date—May 19, 1980. Comments must be received by July 18, 1980.

ADDRESSES: Submit comments on the rule in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn.: Rules Docket (AGC-204), Room 916, Docket No. 20339, 800 Independence Avenue, SW., Washington, DC 20591. Or, deliver comments in duplicate to: FAA Rules Docket, Room 916, 800 Independence Avenue, SW., Washington, DC. Comments may be examined in the Rules Docket, Monday through Friday between 8:30 a.m. and 5:00 p.m.

FOR FURTHER INFORMATION CONTACT: Harvey H. Van Wyen, Technical Analysis Branch (AWS-110), Aircraft Engineering Division, Office of Airworthiness, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone (202) 426-8192.

SUPPLEMENTARY INFORMATION:

Request for Comments

Although this action is in the form of a final rule, which involves the management, procedures, and personnel of the FAA and, thus, need not be preceded by notice and public procedure, comments are invited on the rule. When the comment period ends, the FAA will use the comments received and any other available information to review the regulation. After the review, if changes are found to be appropriate, the FAA will consider adopting amendments to the regulations. Persons wishing to have receipt of their comments acknowledged must send with their comments a stamped, self-addressed post card on which the following statement is made: "Comments to Docket No. 20339." The post card will be date/stamped and returned to the commenter.

Discussion of the Amendment

This amendment to Part 183 of the Federal Aviation Regulations (FARs) expands the use of designated engineering representatives of the Administrator. Those representatives will perform authorized functions for noise level approvals for aircraft covered by FAA noise certification standards. The designated representatives are qualified, private persons. Authority is delegated to those individuals to perform specified functions concerning the conduct and evaluation of aircraft noise certification tests and test data conformity to applicable regulations, including methodologies and any equivalencies previously approved by the Director, Environment and Energy for that noise test series. Delegation of those functions is contemplated and authorized under section 314 of the Federal Aviation Act of 1958, as amended (49 U.S.C. 1355).

The Chief of the Aircraft Engineering Division, Office of Airworthiness with the approval of the Director, Environment and Energy (or their designees), may select representatives from qualified persons who apply for designation. Application for designation is made by a letter accompanied by a statement of qualifications to properly perform those prescribed functions. Minimum qualification for designated representatives include eight years of appropriate and progressively responsible professional engineering experience, one year of which must be in association with, and recognized by, the FAA. For purposes of meeting the experience requirement, applicants should identify their experience with aircraft noise flight testing; acoustical instrumentation and measurement; data correction and analysis; noise certification regulations, documentation, and guidance materials. The qualifications of each applicant will be carefully reviewed by the FAA. Designations will include conditions and limitations appropriate to the representative's training, experience, and knowledge.

Functions of designated representatives are restricted to those for which the representative is qualified and found necessary to determine conformity with the noise certification test requirements for aircraft covered by the noise standards. For transport category large airplanes and turbojet-powered airplanes, the applicable rules are prescribed under FAR Part 36, Subpart B, Appendixes A and B, and the test conditions prescribed in Appendix C. For propeller-driven small airplanes, the rules are under FAR Part 36, Subpart F; and Appendix F, Parts A, B, and C. Those functions may include witnessing and approving aircraft noise tests and approving measured noise data and noise analyses and results. The designated representative will determine conformity to the applicable regulations, including noise evaluation methodology and any equivalencies approved by the Director, Environment and Energy. Those determinations lead to, but are not themselves, findings or approvals of compliance with the noise level requirements. Thus, a representative may not (1) determine that a design change is not an "acoustical change"; (2) approve "equivalencies" to prescribed procedures or standards; or (3) certificate aircraft noise levels. The representative must make such reports as are required by the Administrator or the Administrator's designee.

As prescribed for other designated representatives under Part 183, the acoustical engineering representatives will be issued a "Certificate of Designation" specifying the kind of designation for which the representative is qualified. The certificate will also contain the conditions and limitations that apply to the exercise of the designation. Unless sooner terminated, the certificate is effective for one year after it is issued; it may be renewed for additional one-year intervals at the Administrator's discretion.

Under this amendment, Part 183 does not require aircraft manufacturers or other affected persons to use an acoustical engineering representative. In some cases, an applicant for noise certification or acoustical change approval may not have an employee who is qualified to be so designated. Or, the applicant may not wish to employ, or contract with, a qualified person to serve in that capacity. In those situations, qualified FAA personnel will continue to perform those functions.

Editorial Changes

This amendment to Part 183 includes the editorial changes necessary to reflect the reorganization of the FAA's Flight Standards Service, under the Associate Administrator for Aviation Standards, as the Office of Flight

Operations and the Office of Airworthiness. The title "Flight Standards" is retained, however, for FAA's regional and field organizations. Thus, under § 183.11, the Chief of the Aircraft Engineering Division (or the Chief's designee) may select Designated Engineering Representatives and the Chief of the Aircraft Manufacturing Division (or the Chief's designee) may select Designated Manufacturing Inspection Representatives. In addition, the words "the representative" are substituted for the word "he" in the various paragraphs under § 183.29, to clarify that the determination involved is made by the designated representative.

Cost Evaluation

This amendment will result in potential cost savings to applicants for noise level approvals. It permits the use of designated representatives to avoid costly delays in conducting and validating noise certification tests. Applicants will be better able to plan and expedite aircraft noise tests under Part 36 when conditions are more favorable to conducting those tests. In addition, it is expected that this amendment will lessen the demand for the use of FAA personnel, freeing them to perform their other duties with a resultant cost savings for the Federal Government.

As previously discussed, this amendment does not require the use of designated engineering representatives or the employment of, or contracting with, qualified personnel to perform the functions of those representatives. The election to use representatives is left entirely to the discretion of applicants. They may base their decisions on their particular circumstances. Thus, the expected impact of this amendment is so minimal that it does not warrant a full regulatory evaluation analysing the economic consequences of the regulation.

Effective Date

This amendment to the Federal Aviation Regulations involves matters relating to the agency's management, personnel, delegation of authority, and the process employed in fulfilling the FAA's statutory responsibilities. Accordingly, I find, under 5 U.S.C. 553, that notice and public procedure is unnecessary and that good cause exists for making it effective in less than 30 days after publication in the **Federal Register.**

By so doing, the benefits of the use of designated acoustical engineering representatives are made immediately available to those applicants for noise level approvals who elect to take advantage of the relief granted by the rule change. The FAA is currently implementing the necessary administrative matters to begin designating private individuals as acoustical engineering representatives as soon as practicable.

Adoption of the Amendment

Accordingly, Part 183 of the Federal Aviation Regulations (14 CFR Part 183) is amended, effective May 19, 1980, as follows:

1. By amending § 183.11 by amending paragraph (c) to read as follows:

§ 183.11 Selection.

* * * * *

(c)(1) The Chief of the Aircraft Engineering Division, or the Chief's designee, may select Designated Engineering Representatives from qualified persons who apply by a letter accompanied by a "Statement of Qualifications of Designated Engineering Representative."

(2) The Chief of the Aircraft Manufacturing Division, or the Chief's designee, may select Designated Manufacturing Inspection Representatives from qualified persons who apply by a letter accompanied by a "Statement of Qualifications of Designated Manufacturing Inspection Representative."

* * * * *

§ 183.29 [Amended]

2. By amending § 183.29 as follows:

a. By amending paragraphs (a) through (h) by deleting the word "he" wherever it appears and substituting for it the words "the representative."

b. By adding a new paragraph (i) to read as follows:

§ 183.29 Designated engineering representatives.

* * * * *

(i) An acoustical engineering representative may witness and approve aircraft noise certification tests and approve measured noise data and evaluated noise data analyses, within the limits prescribed by, and under the general supervision of, the Administrator, whenever the representative determines that the noise test, test data, and associated analyses are in conformity with the applicable regulations of this chapter. Those regulations include, where appropriate, the methodologies and any equivalencies previously approved by the Director, Environment and Energy, for that noise test series. No designated acoustical engineering representative may determine that a type design change is not an acoustical change, or approve equivalencies to prescribed noise procedures or standards.

(Secs. 313(a), 314, 601, 603, 608, and 609, Federal Aviation Act of 1958, as amended (49 U.S.C. 1354(a), 1355, 1421, 1428, and 1429); Sec. 6(c), Department of Transportation Act (49 U.S.C. 1655(c)))

Note.—The FAA has determined that this document involves a regulation which is not significant under Executive Order 12044, as implemented by DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979), and, as discussed in the preamble, the expected impact of this amendment is so minimal that it does not warrant a full regulatory evaluation.

Issued in Washington, DC, on May 14, 1980.

Langhorne Bond,

Administrator.

[FR Doc. 80-15231 Filed 5-16-80; 8:45 am]

BILLING CODE 4910-13-M

CIVIL AERONAUTICS BOARD

14 CFR Part 380

[SPR-170; Amdt. 10]

Public Charters

AGENCY: Civil Aeronautics Board.

ACTION: Interpretative amendment.

SUMMARY: The CAB is amending its Public Charter rules to make clear that after a major change in a charter package, a charter operator must make all refunds required to be included in the operator-participant contract. The change is at the Board's own initiative.

DATES: Adopted: May 13, 1980. Effective: May 13, 1980.

FOR FURTHER INFORMATION CONTACT: Mark Schwimmer, Office of the General Counsel, Civil Aeronautics Board, 1825 Connecticut Avenue, NW., Washington, D.C. 20428; 202-673-5442.

SUPPLEMENTARY INFORMATION: The Public Charter rule (14 CFR 380.32) requires a charter operator to describe, in the contract it offers to charter passengers, their rights to a refund in the event of a cancellation or major change in the charter program. The rule also states (14 CFR 380.33) that the operator must make all refunds *described in the contract* after a major change in a charter package. The Board intended that these rules would make the operator's duty to give refunds both a direct requirement of the rule and a contractual obligation.

It has come to the Board's attention, however, that these rules could be misconstrued. If the operator failed to put a refund obligation into the contract (which would be a violation of the rules), it might be argued, if a major

change occurred, that the participant had no refund right against the operator: none under the contract because mention of it was left out of the contract, and none under the rule because that only required the operator to make the refunds specified in the contract. To correct this unintended loophole, the rule (§ 380.33(e)) is being amended to make clear that a refusal to refund money will be a violation, by stating that an operator must make refunds "required to be described" in the contract.

The Board is also amending the notice requirement concerning refunds (§ 380.33(c)) to conform to this interpretation. The rule currently requires the operator to notify participants of any major change that occurs in a charter package, and of their rights to refunds. This amendment adds after the word "refunds" the words, "required to be described in the operator-participant contract." This will help to ensure that the participants know their rights, at the time when they must decide whether or not to accept or reject a change in the charter package.

This interpretation will take effect immediately. Since this is an interpretative and not a substantive rule, we find that notice and comment procedures are unnecessary and the rule may be made effective less than 30 days after publication.

Accordingly, in 14 CFR Part 380, *Public Charters*, paragraphs (c) and (e) of § 380.33 are amended to read as follows:

§ 380.33 Major changes in itinerary or price; refunds.

* * * * *

(c) The charter operator shall notify all participants of major changes, as required by the operator-participant contracts. This notification shall include the participants' rights to refunds required to be described in the operator-participant contract. The operator shall, if applicable, also notify the participants that the acceptance of a refund constitutes a waiver of their legal rights.

* * * * *

(e) The charter operator shall make all refunds required to be described in the operator-participant contract within the time limits set forth in paragraphs (k), (n), (r), and (s) of § 380.32, as applicable.

* * * * *

(Secs. 204, 401, 402, 411, 416 of the Federal Aviation Act of 1958, as amended, 72 Stat. 743, 92 Stat. 1710, 72 Stat. 757, 769, 92 Stat. 1731, 1732; 49 U.S.C. 1324, 1371, 1372, 1381, 1386)

By the Civil Aeronautics Board.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 80-15292 Filed 5-16-80; 8:45 am]

BILLING CODE 6320-01-M

DEPARTMENT OF JUSTICE

28 CFR Part 16

[AAG/A Order No. 48-80]

Production or Disclosure of Material or Information; Exemption of Records Systems Under the Privacy Act

AGENCY: Department of Justice.

ACTION: Final rule.

SUMMARY: On October 12, 1979, the Department of Justice published in the **Federal Register** a proposal (44 FR 58921) to exempt a new system, the United States National Central Bureau Criminal Investigative Records System, JUSTICE/DAG-007, from the provisions of subsections (c) (3) and (4), (d), (e) (1), (2) and (3), (e)(4) (G) and (H), (e) (5) and (8), (f), and (g) of the Privacy Act, 5 U.S.C. 552a. This exemption is proposed in those cases where a request for access to a case file is made prior to resolution of the case or during an ongoing investigation. It is needed to protect against compromise during the investigation and to protect the identity of confidential sources.

EFFECTIVE DATE: May 19, 1980.

ADDRESS: Administrative Counsel, Justice Management Division, Room 1214, Department of Justice, Washington, D.C. 20530.

FOR FURTHER INFORMATION CONTACT: William J. Snider, (202) 633-3452.

SUPPLEMENTARY INFORMATION: Upon further review after publishing the proposed rule, it was decided that the acronym INTERPOL would be deleted from the system name to avoid misrepresentation or confusion as to the role of the Department of Justice United States National Central Bureau (USNCB). The system was republished in the Notice Section of the **Federal Register** on March 3, 1980 (45 FR 13847) to effect this and other changes and to clarify the roie of the USNCB. No comments were received on the revised and republished system notice nor on the proposed regulations which were published in the Proposed Rules Section the same day. Nevertheless, one clarification has been made in the rule. The authority cite has been revised to include 5 U.S.C. 552a(k)(5).

Therefore, pursuant to the authority vested in the Attorney General by 5 U.S.C. 552a(j)(2), (k)(2), and (k)(5), and delegated to me by Attorney General Order No. 793-98, the proposed regulations amended as described above are adopted and are set forth below.

Dated: May 8, 1980.

Kevin D. Rooney,

Assistant Attorney General for Administration.

28 CFR is amended in Part 16 by adding § 16.71 (c) and (d) to read as follows:

§ 16.71 Exemption of the Office of the Deputy Attorney General Systems.

* * * * *

(c) The following system of records is exempt from 5 U.S.C. 552a(c) (3) and (4), (d), (e)(1), (2), and (3), (e)(4) (G) and (H), (e)(5) and (8), (f) and (g):

(1) The Criminal Investigative Records System (JUSTICE/DAG-007). This exemption applies only to the extent that information in this system is subject to exemption pursuant to 5 U.S.C. 552a(j)(2) and (k)(2), and (k)(5).

(d) Exemptions from the particular subsections are justified for the following reasons:

(1) From paragraph (c)(3) because the release of accounting disclosures would place the subject of an investigation on notice that he is under investigation and provide him with significant information concerning the nature of the investigation, thus resulting in a serious impediment to law enforcement.

(2) From paragraph (c)(4), (d), (e)(4) (G), and (H), (f) and (g) because these provisions concern individual access to records and such access might compromise ongoing investigations reveal investigatory techniques and confidential informants, and invade the privacy of private citizens who provide information in connection with a particular investigation.

(3) From paragraph (e)(1) because information received in the course of an international criminal investigation may involve a violation of state or local law, and it is beneficial to maintain this information to provide investigative leads to state and local law enforcement agencies.

(4) From paragraph (e)(2) because collecting information from the subject of criminal investigations would thwart the investigation by placing the subject on notice.

(5) From paragraph (e)(3) because supplying an individual with a statement of the intended use of the requested information could compromise the existence of a confidential investigation, and may inhibit cooperation.

(6) From paragraph (e)(5) because the vast majority of these records come

from local criminal justice agencies and it is administratively impossible to ensure that the reords comply with this provision. Submitting agencies are, however, urged on a continuing basis to ensure that their records are accurate and include all dispositions.

(7) From paragraph (e)(8) because the notice requirements of this provision could present a serious impediment to law enforcement by revealing investigative techniques, procedures, and the existence of confidential investigations.

[FR Doc. 80-15262 Filed 5-16-80; 8:45 am]

BILLING CODE 4410-01-M

DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

31 CFR Part 515

Cuban Assets Control Regulations; Transportation of Certain Cuban Nationals

AGENCY: Office of Foreign Assets Control, Department of the Treasury

ACTION: Final rule.

SUMMARY: The Office of Foreign Assets Control is amending the Cuban Assets Control Regulations. The purpose of the amendment is to add § 515.415, interpreting the applicability of the prohibitions of § 515.201 to transactions in connection with the transportation of certain Cuban nationals to the United States. The need for the amendment is to make it clear that all such transactions are prohibited by the regulations. The effect of the amendment is that interested members of the public will be on notice that such transactions are prohibited in the absence of a specific license issued by the Office of Foreign Assets Control.

EFFECTIVE DATE: May 15, 1980.

FOR FURTHER INFORMATION CONTACT: Dennis M. O'Connell, Chief Counsel, Office of Foreign Assets Control, Department of the Treasury, Washington, D.C. 20220, (202) 376-0236.

SUPPLEMENTARY INFORMATION: Since the Regulations involve a foreign affairs function, the provisions of the Administrative Procedure Act, 5 U.S.C. 553, requiring notice of proposed rule making, opportunity for public participation and delay in effective date are inapplicable.

The provisions of this interpretation only affect transactions in connection with transportation to the United States of Cuban nationals who do not hold an unexpired immigrant or non-immigrant visa or who are not returning residents of the United States. The interpretation does not affect ordinary tourist and family travel to Cuba under the general license in § 515.560.

31 CFR Part 515 is amended by the addition of § 515.415, as follows:

§ 515.415 Travel to Cuba; transportation of certain Cuban Nationals.

(a) The following transactions are prohibited by § 515.201 when in connection with the transportation of any Cuban national, except a Cuban national holding an unexpired immigrant or non-immigrant visa or a returning resident of the United States, from Cuba to the United States, unless otherwise licensed:

(1) Transactions incident to travel to, from, or within Cuba;

(2) The transportation to Cuba of a vessel or aircraft;

(3) The transportation into the United States of any vessel or aircraft which has been in Cuba since the effective date, regardless of registry;

(4) The provision of any services to a Cuban national, regardless of whether any consideration for such services is furnished by the Cuban national;

(5) The transportation or importation of baggage or other property of a Cuban national;

(6) The transfer of funds or other property to any person where such transfer involves the provision of services to a Cuban national or the transportation or importation of, or any transactions involving, property in which Cuba or any Cuban national has any interest, including baggage or other such property;

(7) Any other transaction such as payment of port fees and charges in Cuba and payment for fuel, meals, lodging; and

(8) The receipt or acceptance of any gratuity, grant, or support in the form of meals, lodging, fuel, payments of travel or maintenance expenses, or otherwise, in connection with travel to or from Cuba or travel or maintenance within Cuba.

(b) Transactions incident to the travel to the United States of Cuban nationals traveling without a visa issued by the Department of State are not authorized under the provisions of § 515.564.

(c) Transactions described in paragraph (a) of this section are not "transactions ordinarily incident to travel to and from Cuba" within the general license of § 515.560.

(Sec. 5, 40 Stat. 415, as amended, 50 U.S.C. App. 5; sec 620(a), 75 Stat. 445, 22 U.S.C. 2370(a); Proc. 3447, 27 FR 1085, 3 CFR, 1959-1963 Comp.; E.O. 9193, 7 FR 5205, 3 CFR, Comp. Supp., p. 1174; E.O. 9989, 13 FR 4891, 3 CFR, 1943-1948 Comp., p. 748)

Dated: May 15, 1980.

Stanley L. Sommerfield,

Director.

Approved:

Richard J. Davis,

Assistant Secretary.

[FR Doc. 80-15416 Filed 5-16-80; 8:45 am]

BILLING CODE 4810-25-M

DEPARTMENT OF DEFENSE

Department of the Navy

32 CFR Part 706

Certifications and Exemptions Under the International Regulations for Preventing Collisions at Sea, 1972; Amendment

AGENCY: Department of the Navy, DOD.

ACTION: Final rule.

SUMMARY: The Department of the Navy is amending its certifications and exemptions under the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) to reflect that the Secretary of the Navy: (1) has determined that USS OHIO (SSBN-726), USS MICHIGAN (SSBN-727), and USS GEORGIA (SSBN-729) are vessels of the Navy which, due to their special construction and purpose, cannot comply fully with certain provisions of the 72 COLREGS without interfering with their special function as naval submarines; and (2) has authorized the use of exemptions allowed in 72 COLREGS' Rules 38(a), 38(b), and 38(g) by USS OHIO (SSBN-726), USS MICHIGAN (SSBN-727), and USS GEORGIA (SSBN-729). The intended effect of this rule is to warn mariners in waters where 72 COLREGS apply.

EFFECTIVE DATE: April 15, 1980.

FOR FURTHER INFORMATION CONTACT: Lieutenant Commander Charles Stanley PRENTACE, JAGC, USN, Admiralty Division, Office of the Judge Advocate General, Navy Department, 200 Stovall Street, Alexandria, Virginia 22332, Telephone number (202) 325-9744.

SUPPLEMENTARY INFORMATION: This amendment to Part 706 provides notice that the Secretary of the Navy has certified that USS OHIO (SSBN-726), USS MICHIGAN (SSBN-727), and USS GEORGIA (SSBN-729) are vessels of the Navy which, due to their special construction and purpose, cannot comply fully with 72 COLREGS: Rule 21(c) regarding the arc of visibility and location of the stern light; Annex I, section 2(a)(i) regarding the height of the masthead light; Annex I, section 2(k) regarding the height and relative