

was submitted for that employee in accordance with § 11.15(b) and the application has not been disapproved.

(b) Licensees who after 365 days following Commission approval of the amended security plan submitted in accordance with § 11.11(a) transport or who deliver to a carrier for transport special nuclear material subject to the physical protection requirements of §§ 73.20, 73.25, 73.26, 73.27 of this chapter shall confirm and record prior to shipment the name and special nuclear material access authorization number of all individuals identified in paragraph (a) of this section assigned to the shipment. An exception to the requirement to confirm and record the SSNM access authorization number is provided for any individual employed on the effective date of these amendments and not yet in receipt of an approved access authorization from the Commission, provided that a complete application was submitted for that employee in accordance with § 11.13(a) and the application has not been disapproved.

4. Section 11.15 is amended by revising paragraphs (a) and (e) and adding a new paragraph (f) to read as follows:

§ 11.15 Application for special nuclear material access authorization.

(a) Application for special nuclear material access authorization, renewal, or change in level shall be filed by the licensee on behalf of the applicant with the Director, Division of Security, U.S. Nuclear Regulatory Commission, Washington, D.C. 20555.³ Applications for affected individuals employed on the effective date of these amendments shall be submitted within 60 days of notification of Commission approval of the amended security plan.

(e) Each application for special nuclear material access authorization, renewal, or change in level shall be accompanied by the licensee's remittance payable to the U.S. Nuclear Regulatory Commission according to the following schedule:

(1) New application, "U"	\$1,380
(2) New application, "R"	15
(3) Renewal "U" or "R"	15
(4) Change of level "R" to "U" (full fee charged only if an investigation is required)	1,380
(5) Convert existing NRC or DOE "Q" or "Q(X)" to "U" or "R"	1,380
(6) Convert existing NRC or DOE "L" or "L(X)" to "U" (full fee charged only if an investigation is required)	1,380
(7) Convert existing NRC or DOE "Q", "Q(X)", "L", or "L(X)" to "R"	15

³ Full fee charged only if an investigation is required, i.e., last investigation is more than five years old or does not meet necessary investigative scope.

³ Process times for special nuclear material access authorizations can be expected to be about 190 days for NRC-U and 130 days for NRC-R.

Material access authorization fees will be published in December of each year and will be applicable to each access authorization request received during the following calendar year. Applications from individuals having current Federal access authorizations may be processed expeditiously at less cost, since the Commission may accept the certification of access authorizations and investigative data (which is less than five years old) from other Federal government agencies which grant personnel access authorization.

(f) Nuclear Regulatory Commission (NRC) or Department of Energy (DOE) "Q" or "L" access authorization granted to an NRC or DOE employee or a Department of Defense (DOD) "Top Secret" (based on a full field investigation) or "Secret" clearance granted to a DOD employee, will permit this employee, on official business, the same level of unescorted access to special nuclear material within material access areas, or within vital areas, or protected areas that an NRC "U" or "R" access authorization, respectively, would afford in accordance with § 11.11.

Dated at Washington, D.C., this 21st day of October 1981.

For the Nuclear Regulatory Commission,
William J. Dircks,
Executive Director for Operations.

[FR Doc. 81-33256 Filed 11-17-81; 8:45 am]

BILLING CODE 7590-01-M

CIVIL AERONAUTICS BOARD

14 CFR Part 211

[ER-1262; Amdt. No. 11]

Applications For Permits to Foreign Air Carriers; Mexican Air Taxi Operators

AGENCY: Civil Aeronautics Board.

ACTION: Final rule.

SUMMARY: The CAB reduces the number of copies that a Mexican air taxi operator must file when applying for a foreign air carrier permit. This action is taken to reduce the filing burden and to conform the rule to an instruction document that was sent to Mexican applicants.

DATES: Adopted: November 11, 1981.
Effective: November 19, 1981.

FOR FURTHER INFORMATION CONTACT: David Schaffer, Office of the General Counsel, 202-673-5442; or Nancy Pitzer Trowbridge, Bureau of International Aviation, Civil Aeronautics Board, 1825 Connecticut Avenue, N.W., Washington, D.C., 202-673-5134.

SUPPLEMENTARY INFORMATION: Under 14 CFR 211.1 all applicants for permits to engage in foreign air transportation, except Canadian air taxis, must file an original and 19 copies of their permit application. Canadian air taxis are covered by 14 CFR Part 294.

The Board has sent a document to Mexican air taxis instructing them on the procedures for applying for a foreign air carrier permit to engage in transborder charter air service. This document states that they need only file an original and seven copies of their permit application. It also relieves them from other procedures applicable to larger foreign air carriers. The Board is therefore amending § 211.1 to conform that section to the procedure of this instruction document. It is also reorganizing that section into separate paragraphs.

Since this rule is procedural in nature and relieves restrictions, the Board finds that notice and public procedure are unnecessary and that this rule may take effect upon publication.

PART 211—APPLICATIONS FOR PERMITS TO FOREIGN AIR CARRIERS

Accordingly, the Board amends 14 CFR Part 211, *Applications for Permits to Foreign Air Carriers*, as follows:

1. The authority for Part 211 is:

Authority: Secs. 204, 402, 416, 1001 and 1002, Pub. L. 85-726, as amended, 72 Stat. 743, 757, 771, 788; 49 U.S.C. 1324, 1372, 1386, 1481, 1482.

2. Section 211.1 is revised to read:

§ 211.1 Formal requirements.

(a) Except as provided in paragraph (b) of this section, applicants for permits to engage in foreign air transportation under section 402 of the Act (called foreign air carrier permits in this part) shall meet the requirements set forth in § 302.3 of this chapter as to execution, number of copies, and formal specifications of papers.

(b) Mexican air taxi operators filing applications for foreign air carrier permits authorizing charter flights across the Mexico-United States border with aircraft designed to have a maximum passenger capacity of 60 seats or less, or a maximum payload capacity of 18,000 pounds or less, shall file an original and seven copies of the application. The application shall conform to the instruction document available from the Regulatory Affairs Division, Bureau of International Aviation, Civil Aeronautics Board, Washington, D.C. 20428.

(c) Applications shall be verified and the verifications shall be subscribed and sworn to before a Notary Public or other officer authorized to administer oaths in the jurisdiction in which the application is executed. Notwithstanding the laws of the country of the applicant's citizenship, an application verified before a United States consular officer will be considered to have met the requirements of this paragraph.

(d) All pages of an application shall be consecutively numbered, and the application shall clearly describe and identify each exhibit by a separate number or symbol. All exhibits shall be deemed to constitute a part of the application to which they are attached.

(e) Foreign indirect air carriers of property under Part 297 of this chapter and Canadian charter air taxi operators registered under Part 294 are not required to submit applications under this part.

By the Civil Aeronautics Board.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 81-33206 Filed 11-17-81; 8:45 am]

BILLING CODE 6320-01-M

14 CFR Part 211

[Regulation ER-1263; Economic Regs. Amdt. No. 12 to Part 211; Docket 38023]

Applications For Permits to Foreign Air Carriers; Change in Requirements

AGENCY: Civil Aeronautics Board.

ACTION: Final rule.

SUMMARY: The CAB exempts foreign charter operators from the requirement that they apply for a permit from the Board. The requirement is being replaced by a registration procedure.

DATES: Adopted: November 3, 1981; Effective: March 18, 1982.

FOR FURTHER INFORMATION CONTACT: David Schaffer, Office of the General Counsel, Civil Aeronautics Board, 1825 Connecticut Avenue, N.W., Washington, D.C. 20428; 202-673-5442.

SUPPLEMENTARY INFORMATION: Section 402 of the Federal Aviation Act requires foreign air carriers to obtain a permit from the Board before engaging in foreign air transportation. This section applies to both foreign direct air carriers and to foreign indirect air carriers such as foreign charter operators. 14 CFR Part 211 sets forth the procedures and requirements for foreign air carriers applying for this permit. By SPR-179, however, the Board exempted foreign charter operators from section 402. We are therefore relieving them from the requirements of Part 211 as well.

Instead, foreign charter operators must comply with the procedures of the new Subpart F in 14 CFR Part 380.

PART 211—APPLICATIONS FOR PERMITS TO FOREIGN AIR CARRIERS

Accordingly, the Board amends 14 CFR Part 211, *Applications for Permits to Foreign Air Carriers*, as follows:

1. The authority for Part 211 is:

Authority: Secs. 204, 402, 416, 1001, and 1002, Pub. L. 85-726, as amended, 72 Stat. 743, 757, 771, 788; 49 U.S.C. 1324, 1372, 1386, 1461, 1482.

2. Paragraph (e) of § 211.1 is revised to read:

§ 211.1 Formal requirements.

(e) Canadian charter air taxi operators, foreign indirect air carriers of property, and foreign charter operators are not required to submit applications under this part. Instead, Canadian charter air taxi operators shall be registered under Part 294 of this chapter, foreign indirect air carriers of property shall be registered under Part 297 of this chapter, and foreign charter operators shall be registered under Subpart F of Part 380 of this chapter.

By the Civil Aeronautics Board.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 81-33206 Filed 11-17-81; 8:45 am]

BILLING CODE 6320-01-M

14 CFR Part 215

[Regulation ER-1264; Econ. Reg. Amdt. No. 4 to Part 215; Docket 38023]

Names of Air Carriers and Foreign Air Carriers; Change in Procedures

AGENCY: Civil Aeronautics Board.

ACTION: Final rule.

SUMMARY: The CAB changes the procedures used for name changes by foreign charter operators. Notification is accomplished by submitting a new registration form.

DATES: Adopted: November 3, 1981; Effective: March 18, 1982.

FOR FURTHER INFORMATION CONTACT: David Schaffer, Office of the General Counsel, Civil Aeronautics Board, 1825 Connecticut Avenue, N.W., Washington, D.C. 20428; 202-673-5442.

SUPPLEMENTARY INFORMATION: By SPR-179, issued today, the Board established new procedures for foreign charter operators (foreign indirect air carriers of persons) seeking to arrange and sell charters originating in this country. It replaced the formal procedures under

section 402 of the Act with a simple registration under a new Subpart F of 14 CFR Part 380. These new procedures include a provision governing name changes. Under § 380.65(a), a foreign charter operator must now notify the Board 30 days before it changes its name. Notification is accomplished by submitting a new registration form. With the adoption of this provision, the procedures for name changes in 14 CFR Part 215 are no longer necessary. We are therefore amending § 215.1 to make Part 215 inapplicable to foreign charter operators.

PART 215—NAMES OF AIR CARRIERS AND FOREIGN AIR CARRIERS

Accordingly, the Board amends 14 CFR Part 215, *Names of Air Carriers and Foreign Air Carriers*, as follows:

1. The authority for Part 215 is:

Authority: Secs. 101(3), 204(a), 401, 402, 411, 416, 417, Pub. L. 85-726, 72 Stat. 737, 743, 754, 757, 769, 771, 78 Stat. 145; 49 U.S.C. 1301, 1324, 1371, 1372, 1381, 1386, 1387.

2. Section 215.1 is revised to read:

§ 215.1 Applicability.

This part applies to all direct air carriers and direct foreign air carriers, except air taxi operators.

By the Civil Aeronautics Board.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 81-33209 Filed 11-17-81; 8:45 am]

BILLING CODE 6320-01-M

14 CFR Part 297

[Regulation ER-1265; Dockets 38023 and 39744; Amdt. No. 3]

Foreign Air Freight Forwarders and Foreign Cooperative Shippers Associations

AGENCY: Civil Aeronautics Board.

ACTION: Final rule.

SUMMARY: The CAB eliminates the requirement that foreign air freight forwarders have their registration certified by their home government in order to receive operating authority in this country.

DATES: Adopted: November 3, 1981; Effective: March 18, 1982.

FOR FURTHER INFORMATION CONTACT: David Schaffer, Office of the General Counsel, Civil Aeronautics Board, 1825 Connecticut Avenue, N.W., Washington, D.C. 20428; 202-673-5442.

SUPPLEMENTARY INFORMATION: Part 297 (14 CFR Part 297) sets forth procedures to be followed by foreign citizens who

wish to obtain authority to organize freight for air shipment from this country. It establishes a registration procedure in place of the formal procedures under section 402 of the Federal Aviation Act that formerly applied to these foreign indirect air carriers of property. Section 297.20(b) of the rule states that substantial ownership and effective control of the foreign air freight forwarder must reside in citizens of the country indicated in the registration form as authorizing operations to and from the United States. The registration form (Form 297A) contains a section for a government official of the forwarder's home country to certify that the forwarder has authority from that government to operate in the United States.

In Docket 38023 the Board considered adopting a similar provision governing operations by foreign charter operators. Travac, A.G. and Transamerica Airlines opposed this provision for foreign charter operators. They argued that foreign government certification was an unnecessary requirement and may prevent or at least delay resident aliens from obtaining authority to operate in this country.

The matter of foreign government certification was also raised in Docket 39744, a rulemaking primarily concerned with whether foreign indirect carriers should be allowed to organize charters and consolidate freight in interstate and overseas markets. The International Airforwarder and Agents Association (IAAA) argued for the retention of the foreign certification requirement. They stated that it was inserted into Form

297A at its strong urging and was to be in lieu of the former practice of submitting foreign carrier applications through diplomatic channels.

In reply, Unitours, Thomas Vacations, and Arthurs Travel argued for the elimination of the foreign government certification requirements. They noted that most countries do not treat air freight forwarders as air carriers and have no procedure for granting them authority for U.S. operations. They stated that this made it impossible for foreign governments to provide the required certification.

In SPR-179, issued today, the Board agreed that foreign government certification of an operator's registration application is of little value, and may impose an undue burden on some foreign charter operators. The Board therefore decided not to require it for these indirect air carriers. The same problems with foreign government certification of indirect air carriers of property also exist, as noted by Unitours, et al. We have therefore decided to remove that requirement for foreign air freight forwarders as well. Changes have been made in § 297.20(b) and in Form 297A to relieve foreign air freight forwarders and foreign cooperative shippers associations from the burden of obtaining certification from their home government. Information about the citizenship of the applicant may be obtained from other parts of the registration form, particularly item 3. The Board will continue to consider whether the home country of the forwarder or charter operator grants similar privileges to U.S. carriers in deciding whether to approve

the applicant's registration.

Since this rule is within the scope of the issues considered in Dockets 38023 and 39744 and relieves a burden on foreign indirect air carriers of property, the Board finds good cause for dispensing with notice and further public procedure on this rule.

PART 297—FOREIGN AIR FREIGHT FORWARDERS AND FOREIGN COOPERATIVE SHIPPERS ASSOCIATION

Accordingly, the Board revises 14 CFR Part 297, *Foreign Air Freight Forwarders and Foreign Cooperative Shippers Association*, as follows:

1. The authority for Part 297 is:

Authority: Secs. 204, 416, Pub. L. 85-726, as amended, 72 Stat. 743, 92 Stat. 1731, 1732; 49 U.S.C. 1324, 1386.

2. The second sentence of paragraph (b) of § 297.20 is removed so that the paragraph reads:

§ 297.20 Filing for registration.

(b) Application shall consist of filing with the Board's Bureau of International Aviation, Regulatory Affairs Division, two copies of completed Form 297A, which may be obtained from the Civil Aeronautics Board, Publications Services Division, Washington, D.C. 20428.

3. Form 297A is revised to read as shown in the attachment.

By the Civil Aeronautics Board.
Phyllis T. Kaylor,
Secretary.

BILLING CODE 6320-01-M

CAB Form 297A (Rev. 11-81)		FOR USE BY CAB ONLY	
REGISTRATION OR AMENDMENTS UNDER PART 297 OF THE ECONOMIC REGULATIONS OF THE CIVIL AERONAUTICS BOARD			
INSTRUCTIONS: This form must be submitted in duplicate to Regulatory Affairs Division, E-58 Bureau of International Aviation, Civil Aeronautics Board, Washington, D.C. 20428. Date of filing for the purposes of the Board's regulations is deemed to be the date the completed forms are received by the Board.			
1. Name, Mailing Address, and Telephone Number (including Area Code) of Registrant in the United States: 			
NOTE: Name should include any other names under which business will be conducted. If registering a name change, show new name(s) here, and previously registered name(s) in block 9a on reverse.		Effective date of registration/amendments: 	
2. Address of principal place of business in the United States (if different from above) and registrant's Area Code and Telephone Number: 	3. Indicate country of citizenship. List below the names and citizenship and percentage owned or held of each person or entity owning or holding beneficial ownership of 10 percent or more of the applicant's stock.		
Applicant's Country of Citizenship			
4. Name, address, and telephone number (including Area Code) of designated agent residing within the United States for service of process: 	Name	Citizenship	Percentage
	Name	Citizenship	Percentage
	Name	Citizenship	Percentage
5. Is this filing registrant's ☐ Initial Registration ☐ Amendment to reflect changes since previous filing (Please explain on reverse) NOTE: Carriers already holding permit authority check "Initial Registration"	Name	Citizenship	Percentage
	Name	Citizenship	Percentage
	Name	Citizenship	Percentage
6. Check type or types of service registrant intends to perform upon commencement of operations: ☐ Foreign Air Freight Forwarder ☐ Foreign Cooperative Shippers Association	Name	Citizenship	Percentage
	Name	Citizenship	Percentage
	Name	Citizenship	Percentage
7. If this is an initial registration, give proposed date of commencement of operations: 	Name	Citizenship	Percentage

8. Certification

I certify that the information contained in this application, and in the attachments hereto, is complete and accurate to the best of my knowledge.

Signature: _____

Date: _____ Name (please type) _____

Place: _____ Title: _____ (see note)

NOTE: Application must be signed by a responsible officer, such as the President, Vice President, Secretary or Treasurer of a corporation or association, or partner or owner of other non-corporate applicants.

9. (For use in reporting any changes or amendments to information previously filed).

a. Previously registered name and/or address:

b. Description of any other changes or amendments: