

DEPARTMENT OF LABOR**Office of Pension and Welfare Benefit Programs****29 CFR Part 2510****Definitions and Coverage Under the Employee Retirement Income Security Act of 1974; Correction**

AGENCY: Office of Pension and Welfare Benefit Programs, Labor.

ACTION: Final rule; correction.

SUMMARY: This document corrects a numbering error in a final regulation relating to supplemental payments under the Employee Retirement Income Security Act of 1974 (ERISA) as amended by the Multiemployer Pension Plan Amendments Act of 1980. In the final regulation published November 5, 1982 (47 FR 50237), on page 50241, in the third column, in the 20th line, "(5)" is corrected to read "(4)."

FOR FURTHER INFORMATION CONTACT: Patricia Nitchie, Pension and Welfare Benefit Programs, U.S. Department of Labor, Washington, D.C., telephone (202) 523-8521. This is not a toll-free number.

PART 2510—[CORRECTED]

Accordingly, the Office of Pension and Welfare Benefit Programs is correcting 29 CFR 2510.3-2(g) to read as follows:

§ 2510.3-2 Employee pension benefit plan.

(g) ***

(4) Examples.

(29 U.S.C. 1002(2), 1135)

Signed at Washington, D.C., this 8th day of December 1982.

Jeffrey N. Clayton,

Administrator, Pension and Welfare Benefit Programs, Labor-Management Services Administration, Department of Labor.

[FR Doc. 82-34540 Filed 12-20-82; 8:45 am]

BILLING CODE 4510-29-M

DEPARTMENT OF DEFENSE**Office of the Secretary****32 CFR Part 166****Defense Contracting: Reporting Procedures on Defense Related Employment**

AGENCY: Office of the Secretary, DOD.

ACTION: Amendment of final rule.

SUMMARY: This rule is the fiscal year 1982 update of the section listing DOD contractors receiving negotiated contract awards of \$10 million or more.

The regulation is published to comply with the provisions of Section 410, Pub. L. 91-121, November 19, 1969.

EFFECTIVE DATE: September 30, 1982.

FOR FURTHER INFORMATION CONTACT: Mrs. Cynthia V. Springer, Office of the Director for Information Operations and Reports, Washington Headquarters Services, The Pentagon, Washington, DC 20301. Telephone (202) 694-5614.

SUPPLEMENTARY INFORMATION: In FR Doc. 70-15846 appearing in the *Federal Register* on November 25, 1970 (35 FR 18040), the Office of the Secretary of Defense published a final rule establishing criteria, prescribing procedures, and assigning responsibilities for monitoring contracting within the Department of Defense. Subsequently, paragraphs (a) and (d) of § 166.11, which constitute the list of DOD contractors receiving negotiated contract awards for \$10 million or more, were updated for fiscal years 1971 (36 FR 18464); 1972 (37 FR 18727); 1973 (38 FR 25990); 1974 (39 FR 32985); 1975 (40 FR 44135); 1976 (41 FR 20466); 1977 (43 FR 1617); 1978 (44 FR 3049); 1979 (44 FR 75631); 1980 (45 FR 83486); and 1981 (46 FR 60821).

List of Subjects in 32 CFR Part 166

Armed forces, Government employees, Government procurement, Information requirements.

PART 166—[AMENDED]

Accordingly, § 166.11 of this part is revised to read as follows:

§ 166.11 Department of Defense contractors receiving negotiated contract awards of \$10 million or more.

Fiscal Year 1982:

A A I Corp.
A M F Inc.
A M General Corp.
Abbott Products, Inc.
Abex Corp.
Acadian Marine Service, Inc.
Accudyne Corp.
Action Mfg. Co.
Advanced Technology, Inc.
Aerojet General Corp.
Aerojet Liquid Rocket Co.
Aerojet Ordnance & Mfg. Co.
Aerojet Tactical Systems Co.
Aeroquip Corp.
Aerospace Corp.
Alabama Power Co.
Alascom, Inc.
Allied Materials Corp.
Alpha Industries, Inc.
Amerada Hess Corp.
American Air Filter Co., Inc.
American Airlines, Inc.
American Development Corp.
American Electronic Laboratories, Inc.
American Home Products Corp.
American Mfg. Co. of Texas
American President Lines, Ltd.

American Telephone & Telegraph Co.
Ametek, Inc.
Amex Systems, Inc.
Amoco Oil Co.
Ampex Corp.
Amron Corp.
Analysis & Technology, Inc.
Andrews & Parrish Co.
Angus Fire Armour Corp.
Apex International Mgt. Services, Inc.
Arcata Associates, Inc.
Arco Petroleum Co.
Arinc Research Corp.
Arkla, Inc.
Arrow Airways, Inc.
Ashland Petroleum Co.
Atlantic Research Corp.
Atlantic Richfield Co.
Atlas Processing Co.
Automation Industries, Inc.
Avco Corp.
Avco Everett Research Laboratory
Aviation Contractor Employees, Inc.
Avondale Shipyards, Inc.
Aydin Corp.
Ayer N W ABH International, Inc.
B D M Corp.
B E I Electronics, Inc.
Baltimore Gas & Electric Co.
Bath Iron Works Corp.
Battelle Memorial Institute
Bay City Marine, Inc.
Beacon Oil Co.
Beech Aerospace Services, Inc.
Beech Aircraft Corp.
Belcher Oil Co.
Bell & Howell Co.
Bendix Corp.
Bendix Field Engineering Corp.
Berry Petroleum Co.
Beta Systems, Inc.
Blue Shield of California
Boeing Co.
Boeing Computer Services, Inc.
Boeing Services International, Inc.
Boeing Vertol Co.
Bolt Beranek & Newman, Inc.
Booz Allen & Hamilton, Inc.
Borg Warner Corp.
Braswell Shipyards, Inc.
Brown & Williamson Tobacco Corp.
Brunswick Corp.
Bulova Watch Co., Inc.
Bunker Ramo Corp.
Burnside Ott Aviation Training Center
Burroughs Corp.
C D I Corp.
C P I Refining, Inc.
C Three, Inc.
CACI, Inc. Federal
Cal State Patrol Service, Inc.
Calcasieu Refining
California Microwave, Inc.
California, University of
Calspan Corp.
Caltex Oil Products Co.
Camel Mfg. Co.
Campbell Soup Co.
Cardion Corp.
Carnation Co.
Carnegie Mellon University
Carolina Power & Light Co.
Caterpillar Tractor Co.
Central Gulf Lines, Inc.
Centre Mfg. Co.

Cerberonics, Inc.
 Chamberlain Mfg. Corp.
 Chance, A B Co.
 Chaparral Industries, Inc.
 Charles Stark Draper Laboratories, Inc.
 Chesapeake & Potomac Telephone Co.
 Chesapeake & Potomac Telephone Co. of Va.
 Chevron U S A, Inc.
 Chromalloy American Corp.
 Chrysler Corp.
 Cibro Petroleum Products, Inc.
 Cincinnati Electronics Corp.
 Cities Service Co.
 Cities Service Oil Co.
 Cleveland Pneumatic Co.
 Coastal States Marketing, Inc.
 Colt Industries, Inc.
 Colt Industries, Operating Corp.
 Command Control & Communication Communications Satellite Corp.
 Computer Sciences Corp.
 Comtech Telecommunications Corp.
 Condec Corp.
 Conoco, Inc.
 Conrac Corp.
 Control Data Corp.
 Copano Refining Co.
 Coral Petroleum, Ltd.
 Corsair, Inc.
 Craig Systems Corp.
 Crane Co.
 Cubic Corp.
 Cummins Engine Co., Inc.
 Curtiss Wright Corp.
 Data Design Laboratories
 Dataproducts New England, Inc.
 Day & Zimmerman, Inc.
 Day & Zimmerman, Inc. & Basil FE JV
 Dayron Corp.
 Dayton, University of
 Del Mfg. Co.
 Del Monte Corp.
 Delta Refining Co.
 Derby & Co., Inc.
 Devils Lake Sioux Mfg. Corp.
 Digital Equipment Corp.
 Donaldson Co., Inc.
 Douglas Oil Co. of California
 Dupont E I De Nemours & Co.
 Dynallectron Corp.
 Dynamics Research Corp.
 E D S Federal Corp.
 E G & G, Inc.
 E S L, Inc.
 E Systems, Inc.
 Eastman Kodak Co.
 Eaton Corp.
 Ebony Oil Corp.
 Edo Corp.
 Educational Computer Corp.
 El Paso, City of
 El Paso Electric Co.
 Electrospace Systems, Inc.
 Emco, Inc.
 Emerson Electric Co.
 Engineered Air Systems, Inc.
 Engineering Research, Inc.
 Environmental Elements Corp.
 Ex Cell O Corp.
 Exxon Co. U.S.A.
 Exxon Corp.
 F M C Corp.
 F N Mfg., Inc.
 Fairchild Camera & Instrument Corp.
 Fairchild Industries, Inc.
 Fairchild Weston Systems, Inc.
 Fancy Industries, Inc.
 Farrell Lines, Inc.
 Federal Electric Corp.
 Felec Services, Inc.
 Ferrulmatic, Inc.
 Figgie International, Inc.
 Fletcher Oil & Refining Co.
 Florida Power & Light Co.
 Ford Aerospace & Communications
 G & M Oil Co., Inc.
 G T E Products Corp.
 Garrett Corp.
 General Defense Corp.
 General Dynamics Corp.
 General Electric Co.
 General Foods Corp.
 General Instrument Corp.
 General Mills, Inc.
 General Motors Corp.
 General Research Corp.
 General Ship Engine Works
 General Signal Corp.
 Georgia Technical Research Institute
 Getty Oil Co.
 Getty Refining & Marketing Co.
 Gibbs & Cox, Inc.
 Gibraltar Industries, Inc.
 Giga Tronics
 Gladioux Refinery, Inc.
 Global Associates
 Golden Eagle Oil Refinery, Inc.
 Goodrich B F Co.
 Goodyear Aerospace Corp.
 Goodyear Tire & Rubber Co.
 Gould, Inc.
 Great Western Development Corp.
 Grey Advertising, Inc.
 Grimes Oil Co., Inc.
 Grumman Aerospace Corp.
 Guam Oil & Refining Co., Inc.
 Gulf Apparel Corp.
 Gulf Oil Corp.
 Gulf Power Co.
 Gulf States Oil & Refining Co.
 H & S Corp.
 H R B Singer, Inc.
 Halifax Engineering, Inc.
 Hamilton Technology, Inc.
 Harris Corp.
 Harsco Corp.
 Hawaiian Electric Co., Ltd.
 Hawaiian Independent Refinery, Inc.
 Hawaiian Telephone Co.
 Hayes International Corp.
 Hazeltine Corp.
 Hercules Construction Corp.
 Hercules, Inc.
 Hess Oil Virgin Island Corp.
 Hewlett Packard Co.
 Holloway Corp.
 Holston Defense Corp.
 Honeywell, Inc.
 Honeywell Information Systems, Inc.
 Hudson Waterways Corp.
 Hughes Aircraft Co.
 Hughes Communication Services
 Hughes Helicopters, Inc.
 Hunter Mfg. Co.
 Hycor, Inc.
 Hydrosience, Inc.
 Hydrotronics, Inc.
 I C I Americas, Inc.
 I T T & Westinghouse JV
 I T T Gilfillan, Inc.
 I T T World Communications, Inc.
 Illinois Institute of Technology
 Industrial Design Laboratory
 Industrial Fuel & Asphalt of Indiana
 Ingersoll Rand Co.
 Institute for Defense Analysis
 Intercontinental Mfg. Co.
 International Business Machines Co.
 International Laser Systems, Inc.
 International Telephone & Telegraph Corp.
 Interstate Electronics Corp.
 Itek Corp.
 J W M Corp.
 J W T Group, Inc.
 Jackson Oil Co.
 Jacksonville Shipyards, Inc.
 Jaycor
 Jersey Central Power & Light Co.
 Johns Hopkins University
 Jonathan Corp.
 K D I Precision Products, Inc.
 Kaiser Aerospace & Electronics Co.
 Kaman Aerospace Corp.
 Kaman Corp.
 Kaman Sciences Corp.
 Kansas Power & Light Co., Inc.
 Keco Industries, Inc.
 Kellogg Sales Co.
 Kelsey Hayes Co., Inc.
 Kentron International, Inc.
 Kidde, Inc.
 Kings Point Mfg. Co.
 Kisco Co., Inc.
 Koch Refining Co.
 Kollmorgen Corp.
 Kovatch Corp.
 Kraft, Inc.
 Lake Charles Refining, Inc.
 Laketon Asphalt Refining, Inc.
 Lansdowne Steel & Iron Co.
 Lanson Industries, Inc.
 Lear Siegler, Inc.
 Libby Welding Co.
 Listo Energy, Inc.
 Little Arthur D., Inc.
 Litton Industrial Products, Inc.
 Litton Industries, Inc.
 Litton Systems, Inc.
 Lockheed Corp.
 Lockheed Electronics Co., Inc.
 Lockheed Missiles & Space Co., Inc.
 Lockheed Shipbuilding & Construction
 Loggins Meat Co.
 Logicon, Inc.
 Loral Corp.
 Luis J Sportswear
 Louisville Gas & Electric Co., Inc.
 Lummus Co.
 Lykes Bros. Steamship Co., Inc.
 Magnavox Advanced Products & Systems Co.
 Magnavox Co.
 Magnavox Government & Industrial Electronics Co.
 Management & Technical Services Co.
 Mantech International Corp.
 Marconi Avionics, Inc.
 Maremont Corp.
 Marlex Oil & Refining
 Marquardt Co.
 Martin Marietta Aluminum Sales, Inc.
 Martin Marietta Corp.
 Maryland, University of

Mason & Hanger Silas Mason Co.
 Mason Chamberlain, Inc.
 Massachusetts Institute of Technology.
 Maxwell Laboratories, Inc.
 Mayer Oscar & Co., Inc.
 McDonnell Douglas Corp.
 McGraw Edison Co.
 McLaughlin Research Corp.
 McMillin Construction Co.
 McMullen John J Associates, Inc.
 Menasco, Inc.
 Merck & Co., Inc.
 Metal Trades, Inc.
 Metric Systems Corp.
 Microwave Associates, Inc.
 Midland Ross Corp.
 Mine Safety Appliances Co.
 Mission Research Corp.
 Mitre Corp.
 Mobil Oil Corp.
 Monroe Wire & Cable Corp.
 Morrison Knudsen Co., Inc.
 Morton Thiokol, Inc.
 Motorola, Inc.
 Mountain States Tel & Tel Co.
 Nabisco Brands, Inc.
 National Academy of Sciences
 National Steel & Shipbuilding Co.
 Navajo Refining Co.
 Needham, Inc.
 Nestle Co., Inc.
 New Mexico State University
 New York Telephone Co.
 Newport News Shipbuilding & Dry Dock Co.
 Norden Systems, Inc.
 Norfolk Shipbuilding & Dry Dock Corp.
 Norris Industries, Inc.
 North Pole Refining Co.
 Northern Telecom, Ltd.
 Northrop Corp.
 Northrop Worldwide Aircraft Services, Inc.
 Northwest Airlines, Inc.
 Northwest Marine Iron Works
 Nuclear Metals, Inc.
 O R I, Inc.
 Ocean Tankship Corp.
 Ocean Technology, Inc.
 Offshore Express, Inc.
 Okmulgee Refining Co.
 Olin Corp.
 Oshkosh Truck Corp.
 Pacific Telephone & Telegraph Co.
 Pan American World Airways, Inc.
 Parker Hannifin Corp.
 Pennsylvania Shipbuilding Co., Inc.
 Pennsylvania State University
 Perkin Elmer Corp.
 Peterson Builders, Inc.
 Pettibone Corp.
 Phillip Morris, Inc.
 Phillips Petroleum Co.
 Physics International Co.
 Pioneer Refining Co.
 Planning Research Corp.
 Pneumo Corp.
 Polote Builders, Inc.
 Potomac Electric Power Co.
 Powerine Oil Co.
 Pride Refining, Inc.
 Proctor & Gamble Distributing Co.
 Propper International, Inc.
 Public Service Co. of New Mexico
 Q E D, Inc.
 R & D Associates

RCA Corp
 RCA Global Communications, Inc.
 Rand Corp.
 Raytheon Co.
 Raytheon Service Co.
 Recon Optical, Inc.
 Reelfoot Packing Co.
 Refinery Associates, Inc.
 Reflectone, Inc.
 Rel, Inc.
 Remington Arms Co.
 Reynolds R J Tobacco Co.
 Right Away Foods Corp.
 Roarda, Inc.
 Rochester, University of
 Rockwell International Corp.
 Rohr Industries, Inc.
 Rosemount, Inc.
 Rosenblatt M Son, Inc.
 Ryan Walsh Stevedoring Co., Inc.
 S C I Systems, Inc.
 S R I International
 S W L, Inc.
 San Francisco Welding & Steel Fabricating
 Sanders Associates, Inc.
 Santa Barbara Research Center
 Sargent Fletcher Co.
 Sargent Industries, Inc.
 Science Applications, Inc.
 Sea Land Industries USA, Inc.
 Sea Land Service, Inc.
 Sealol Corp.
 Seatrain Lines, Inc.
 Selby John R., Inc.
 Selma Apparel Corp.
 Serv Air, Inc.
 Shell Oil Co.
 Sierra Research Corp.
 Simmonds Precision Products
 Simplex Wire & Cable Co.
 Singer Co.
 Smith L H Oil Corp.
 Smithkline Beckman Corp.
 Softech, Inc.
 Solar Turbines International
 Soncraft, Inc.
 Southern Bell Telephone & Telegraph
 Southern California Edison Co.
 Southern California, University of
 Southern Packaging & Storage Co.
 Southern Union Refining Co.
 Southwest Marine, Inc.
 Southwest Research Institute
 Southwest Truck Body Co.
 Southwestern Bell Telephone
 Sparton Corp.
 Sperry Corp.
 Standard Container Co.
 Standard Mfg. Co.
 Stanford University
 Stewart Warner Corp.
 Summa Corp.
 Sun Chemical Corp.
 Sun Co., Inc.
 Sun Refining & Marketing Co.
 Sundstrand Corp.
 Superior Welding, Inc.
 Support Systems Associates, Inc.
 Supreme Beef Co., Inc.
 Sverdrup Technology, Inc.
 Swift & Co.
 Syscon Corp.
 System Development Corp.
 Systems & Applied Sciences Corp.
 Systems Consultants, Inc.
 Systems Research Laboratories, Inc.

T A D Communications Co.
 T R W Colorado Electronics, Inc.
 T R W, Inc.
 T W Oil (Houston), Inc.
 Talley Industries, Inc.
 Tan Tex Industries, Inc.
 Taylor T H, Inc.
 Technical Publications Consultants
 Technology Service Corp.
 Tektronix, Inc.
 Teledyne Brown Engineering
 Teledyne C A E
 Teledyne Electronics
 Teledyne, Inc.
 Teledyne Industries, Inc.
 Teledyne M E C
 Teledyne McCormick Selph
 Teleport Oil Co.
 Teletype Corp.
 Tennessee Apparel Corp.
 Tennier Industries, Inc.
 Tesoro Alaskan Petroleum Corp.
 Texaco, Inc.
 Texaco International Trader, Inc.
 Texas Instruments, Inc.
 Texas, University of
 Textron, Inc.
 Tierney Mfg. Co.
 Tiger International, Inc.
 Todd Shipyards Corp.
 Tracor, Inc.
 Tradax Petroleum, Ltd.
 Trans International Airlines, Inc.
 Transamerica Delaval, Inc.
 Transtechnology Corp.
 Treadwell Corp.
 Ultramar Trident, Ltd.
 Uniflite, Inc.
 Union Carbide Corp.
 Union Oil Co. of California
 Uniroyal, Inc.
 United Beef Co.
 United States & South American Enterprises
 United States Lines Co.
 United Technologies Corp.
 United Terminals, Inc.
 Universal Maritime Services Corp.
 Univox California Co.
 V S E Corp.
 Valleydale Packers, Inc.
 Valmac Industries, Inc.
 Vanguard Oil & Service Co.
 Varian Associates
 Varo, Inc.
 Veda, Inc.
 Vemo Co.
 Vought Corp.
 Wardoco, Inc.
 Washington, University of
 Watkins Johnson Co.
 Welbilt Electronic Die Corp.
 Wells Marine, Inc.
 Western Electric Co., Inc.
 Western Gear Corp.
 Western Union International, Inc.
 Western Union Telegraph Co.
 Westinghouse Electric Corp.
 White Engines, Inc.
 Whittaker Corp.
 Williams International Corp.
 Winfield Mfg. Co., Inc.
 Winston Refining Co.
 Wisconsin Physicians Service

Woods Hole Oceanographic Institute
World Airways, Inc.
Wyman Gordon Co.
Wyoming Refining Co.
X Tyl International
Xerox Corp.
Xerox Electro Optical Systems, Inc.
Youngdale J R Construction Co., Inc.
Zantop International Airlines, Inc.
Dated: December 14, 1982.

M. S. Healy,

OSD Federal Register Liaison Officer,
Department of Defense.

[FR Doc. 82-34551 Filed 12-20-82; 8:45 am]

BILLING CODE 3810-01-M

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 716

[OPTS-84003C; TSH-FRL 2250-8]

Toxic Substances Control Act; Health and Safety Data Reporting; Submission of Lists and Copies of Health and Safety Studies

Correction

In FR Doc. 82-32843 beginning on page 54624 in the issue of Friday, December 3, 1982, make the following correction:

On page 54624, middle column, in the list under "Economic Impact," the entry for Corporate Rule Review now reading "\$61,000" should have read "\$8,000".

BILLING CODE 1505-01-M

FEDERAL EMERGENCY MANAGEMENT AGENCY

44 CFR Part 2

[Docket FEMA-GEN-2A]

Organization, Functions, and Delegations of Authority

AGENCY: Federal Emergency
Management Agency.

ACTION: Final rule

SUMMARY: This rule adds to the delegations of authority to implement the Coastal Barrier Resources Act. It delegates to the Associate Director, State and Local Programs and Support, and to the Federal Insurance Administrator, responsibilities assigned to FEMA under the Act which limits Federal financial assistance to undeveloped coastal barriers.

EFFECTIVE DATE: December 21, 1982.

FOR FURTHER INFORMATION CONTACT: William L. Harding, Office of General Counsel, Federal Emergency Management Agency, Washington, D.C. 20472, (202) 287-0377.

SUPPLEMENTARY INFORMATION:

This regulation adds to the delegations of authority of the Federal Emergency Management Agency (FEMA) in order to implement the Coastal Barrier Resources Act (Pub. L. 97-348). As the document relates to agency management, FEMA has not engaged in notice and public comment rule making and has made the regulations effective immediately.

List of Subjects in 44 CFR Part 2

Authority delegations (Government Agencies), Organization and functions (Government Agencies).

PART 2—[AMENDED]

Accordingly, Part 2 is amended as follows:

Subpart B—Delegations

1. Section 2.61 is amended by adding a new paragraph (m) as follows:

§ 2.61 Associate Director, State and Local Programs and Support.

* * * * *

(m) Exercise the following authorities under the Coastal Barrier Resources Act:

(1) Apply the Coastal Barrier Resources Act (Pub. L. 97-348) to the Disaster Relief Act of 1974 (Pub. L. 93-288).

(2) Determine those areas which are included in the Department of Interior's (DOI's) designation of the Coastal Barrier Resources System, transpose DOI's designations onto FEMA's floodplain maps, and perform all other actions necessary to interpret DOI's maps.

(3) Determine, with the advice of the FIA, the meaning of the terms "new construction" and "substantial improvements" as used in the Coastal Barrier Resources Act.

(4) Issue the regulations necessary to implement this § 2.61.

2. Section 2.64 is amended by adding a new paragraph (d)(14) and a new paragraph (e).

§ 2.64 Federal Insurance Administrator.

* * * * *

(d) * * *

(14) Exercise the authority set out at § 2.61(m) of this subpart.

(e) The Federal Insurance Administrator is authorized to perform the functions necessary to make flood insurance unavailable pursuant to the Coastal Barrier Resources Act (Pub. L. 97-348). The Administrator is also authorized to define the term "new flood insurance coverage" as used in the Coastal Barrier Resources Act, and to

issue any regulations necessary to implement this § 2.64(e).

(5 U.S.C. 552; Sec. 106, Reorganization Plan No. 3 of 1978; E.O. 12127 of March 31, 1979; E.O. 12148 of July 10, 1979, as amended; Coastal Barrier Resources Act (Pub. L. 97-348).)

Dated: December 14, 1982.

Louis O. Giuffrida,

Director.

[FR Doc. 82-34383 Filed 12-20-82; 8:45 am]

BILLING CODE 6718-01-M

44 CFR PART 64

[Docket No. FEMA 6460]

List of Communities Eligible for the Sale of Insurance Under the National Flood Insurance Program

AGENCY: Federal Emergency
Management Agency.

ACTION: Final rule.

SUMMARY: This rule lists communities participating in the National Flood Insurance Program (NFIP). These communities have applied to the program and have agreed to enact certain flood plain management measures. The communities' participation in the program authorizes the sale of flood insurance to owners of property located in the communities listed.

EFFECTIVE DATES: The date listed in the fifth column of the table.

ADDRESSES: Flood insurance policies for property located in the communities listed can be obtained from any licensed property insurance agent or broker serving the eligible community, or from the National Flood Insurance Program (NFIP) at: P.O. Box 3429, Bethesda, Maryland, 20034, Phone: (800) 638-6620.

FOR FURTHER INFORMATION CONTACT Mr. Richard E. Sanderson, Chief, Natural Hazards Division (202) 287-0270, 500 C Street Southwest, Donohoe Building, Room 505, Washington, DC 20472.

SUPPLEMENTARY INFORMATION: The National Flood Insurance Program (NFIP), enables property owners to purchase flood insurance at rates made reasonable through a Federal subsidy. In return, communities agree to adopt and administer local flood plain management measures aimed at protecting lives and new construction from future flooding. Since the communities on the attached list have recently entered the NFIP, subsidized flood insurance is now available for property in the community.

In addition, the Director of the Federal Emergency Management Agency has

identified the special flood hazard areas in some of these communities by publishing a Flood Hazard Boundary Map. The date of the flood map, if one has been published, is indicated in the sixth column of the table. In the communities listed where a flood map has been published, Section 102 of the Flood Disaster Protection Act of 1973, as amended, requires the purchase of flood insurance as a condition of Federal or federally related financial assistance for acquisition or construction of buildings in the special flood hazard area shown on the map.

The Director finds that delayed effective dates would be contrary to the public interest. The Director also finds

that notice and public procedure under 5 U.S.C. 553(b) are impracticable and unnecessary.

The Catalog of Domestic Assistance Number for this program is 83.100 "Flood Insurance." This program is subject to procedures set out in OMB Circular A-95.

Pursuant to the provisions of 5 U.S.C. 605(b), the Associate Director, State and Local Programs and Support, to whom authority has been delegated by the Director, Federal Emergency Management Agency, hereby certifies that this rule, if promulgated will not have a significant economic impact on a substantial number of small entities. This rule provides routine legal notice

stating the community's status in the NFIP and imposes no new requirements or regulations on participating communities.

List of Subjects in 44 CFR Part 64

Flood insurance, Flood plains.

PART 64—[AMENDED]

Section 64.6 is amended by adding in alphabetical sequence new entries to the table.

In each entry, a complete chronology of effective dates appears for each listed community. The entry reads as follows:

§ 64.6 List of eligible communities.

State and county	Location	Community	Effective dates of authorization/cancellation of sale of Flood Insurance in community	Special flood hazard area identified
Tennessee: Sullivan	Unincorporated areas	470181B	Mar. 6, 1979, emergency; Sept. 30, 1982, regular; Sept. 30, 1982, suspended; Nov. 3, 1982, reinstated.	Dec. 30, 1977.
Virginia: Accomack	Tangier, town of	510004A	Mar. 28, 1975, emergency; Oct. 15, 1982, regular; Oct. 15, 1982, suspended; Nov. 3, 1982, reinstated.	May 31, 1974.
Florida: Polk	Lakes Wales, city of	120390	Nov. 4, 1982, emergency	Oct. 17, 1975.
Iowa: Plymouth	Remsen, city of	190480	do	Mar. 19, 1976.
Michigan: Berrien	Berrien, township of	260733-New	do	
Texas:				
Brown	Bangs, city of	480718	Nov. 9, 1982, emergency	Aug. 6, 1976.
Hansford	Gruver, city of	481104	do	Nov. 5, 1976.
Tennessee: Washington	Unincorporated areas	470181B	Oct. 16, 1979, emergency; Sept. 30, 1982, regular; Sept. 30, 1982, suspended; Nov. 9, 1982, reinstated.	Mar. 25, 1977.
Iowa: Polk	Altoona, city of	190546	Nov. 10, 1982, emergency; Nov. 10, 1982, regular.	NSFHA
New Jersey: Monmouth	Holmdel, township of	340300C	Apr. 14, 1975, emergency; Mar. 1, 1982, regular; Mar. 1, 1982, suspended; Nov. 10, 1982, reinstated.	Feb. 1, 1974, Oct. 17, 1975 and Apr. 16, 1976.
California: Riverside	Cathedral City, city of	060704	Nov. 12, emergency; Nov. 12, 1982, regular.	Mar. 23, 1979.
Tennessee: Jackson	Unincorporated areas	470370A	Nov. 26, 1982, emergency	June 28, 1974 and Feb. 6, 1976.
California: Tulare	Dinuba, city of	060403B	Nov. 3, 1982, suspension withdrawn	May 24, 1974 and Mar. 21, 1976.
Colorado: Fremont	Canon City, city of	080068B	do	Jan. 17, 1975 and Mar. 20, 1977.
Illinois: Lake	Unincorporated areas	170357B	do	Dec. 7, 1973 and June 11, 1976.
Indiana: Rush	Rushville, city of	180223B	do	Nov. 12, 1976.
Michigan: Monroe	Berlin, township of	260143A	do	July 23, 1976.
Minnesota: Ramsey	Little Canada, city of	270377A	do	Jan. 9, 1974 and Oct. 15, 1976.
Missouri: Franklin	Washington, city of	290138B	do	Mar. 22, 1974 and Aug. 6, 1976.
New Jersey: Gloucester	Mantua, township of	340207B	do	
New York:				
Montgomery	Canajoharie, village of	360443B	do	Feb. 22, 1974 and June 11, 1976.
Montgomery	Fort Plain, village of	360448B	do	Apr. 12, 1974 and May 28, 1976.
Suffolk	Patchogue, village of	360803C	do	July 16, 1976, June 3, 1977 and June 28, 1974.
Ohio: Stark	North Canton, city of	390521B	do	May 17, 1974 and May 21, 1976.
Oklahoma: Oklahoma, Canadian, Cleveland, McClain and Pottawatomie	Oklahoma City, city of	405378D	do	July 14, 1972, July 1, 1974 and Feb. 2, 1979.
Pennsylvania:				
Dauphin	Halifax, township of	421592B	do	Nov. 15, 1974.
York	Windsor, borough of	420942B	do	Jan. 23, 1974 and Jan. 16, 1976.
Washington:				
Whatcom	Lenden, city of	530202B	do	May 17, 1974 and Apr. 2, 1976.
Walla Walla	Waitsburg, city of	530196B	do	Apr. 12, 1974 and Jan. 9, 1976.
Wisconsin: Washington	West Bend, city of	550475B	do	Dec. 28, 1973 and Apr. 30, 1976.
New Jersey:				
Sussex	Andover, borough of	340542B	do	Feb. 25, 1977.
Do	Branchville, borough of	340448A	do	May 10, 1974.
Atlantic	Buena, borough of	340004A	do	June 28, 1974.
Gloucester	Clayton, borough of	340198A	do	Aug. 31, 1973.
Bergen	Edgewater, borough of	340029B	do	Aug. 2, 1974.
Salem	Elmer, borough of	340414A	do	June 28, 1974.
Sussex	Fredon, township of	340558	do	Feb. 28, 1975.
Cumberland	Greenwich, township of	340169	do	Nov. 5, 1976.
Gloucester	Harrison, township of	340205A	do	July 26, 1974.
Sussex	Hopatcong, borough of	340452A	do	June 28, 1974.
Do	Lafayette, township of	340532B	do	Dec. 20, 1974.
Bergen	Moonachie, borough of	340053A	do	June 28, 1974.
Warren	Oxford, township of	340492C	do	June 21, 1974.
Salem	Pijesgrove, township of	340420	do	Nov. 14, 1975.
Gloucester	Pitman, borough of	340211A	do	Mar. 15, 1975.
Cumberland	Upper Deerfield, township of	340175A	do	Aug. 2, 1974.
California: Orange	Fountain Valley, city of	060218C	Nov. 17, 1982, suspension withdrawn	Mar. 29, 1974, May 28, 1976 and Oct. 1, 1976.
Connecticut: Fairfield	Darien, town of	090005D	do	July 26, 1974, May 17, 1977.

State and county	Location	Community	Effective dates of authorization/cancellation of sale of Flood Insurance in community	Special flood hazard area identified
Iowa:				
Black Hawk	Unincorporated areas	190535B	do	Oct. 25, 1977.
Linn	Palo, city of	190442A	do	Sept. 19, 1975.
Illinois:				
Boone	Unincorporated areas	170807B	do	Apr. 29, 1977.
Will	Lockport, city of	170703B	do	Mar. 8, 1974, June 11, 1976.
Do	Plainfield, village of	170771C	do	Nov. 29, 1974, Jan. 9, 1976 and Jan. 1, 1982.
Stephenson	Winslow, village of	170644B	do	Mar. 15, 1974, July 2, 1976.
Maryland: Cecil	Charlestown, town of	240021B	do	Sept. 20, 1974, Dec. 19, 1975.
Michigan: Wayne Co.	Lincoln Park, city of	260234B	do	May 3, 1974, June 27, 1975.
Missouri: Lincoln	Winfield, city of	290213B	do	Dec. 28, 1973, May 7, 1976.
New Jersey:				
Gloucester	Deptford, township of	340198B	do	Aug. 9, 1974, July 23, 1976.
Hudson	Hoboken, city of	340222B	do	June 28, 1974, Apr. 30, 1976.
Sussex	Stanhope, borough of	340456B	do	May 17, 1974, June 18, 1976.
Gloucester	Washington, township of	340213B	do	May 31, 1974, June 11, 1976.
New York:				
Nassau	Great Neck, village of	361519B	do	July 26, 1974, May 28, 1976.
Nassau	Russell Gardens, village	361583A	do	Nov. 17, 1982.
Ohio: Shelby	Sidney, city of	390507B	do	May 24, 1974, July 23, 1976.
Pennsylvania:				
Snyder	Union, township of	422040A	do	July 18, 1975.
Do	Selinsgrove, borough of	425387B	do	May 4, 1973, Oct. 31, 1975.
Adams	York Springs, borough of	421239B	do	Nov. 15, 1975, June 1, 1979.
Texas: Tarrant, Dallas	Grapevine, city of	480598B	do	June 28, 1974, June 18, 1976.
West Virginia: Brooke	Wellsburg, city of	540015B	do	May 17, 1974, Apr. 25, 1975.

¹This is a newly incorporated community which was formally contained entirely in Riverside County, CA. Since this area was part of a Regular Program community, the City is being entered directly in the Regular Program and will use Riverside County's map in the interim for insurance and flood plain management purposes. (Community Number 060245, Effective FIRM 4-15-80.)

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968); effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended, 42 U.S.C. 4001-4128; E.O. 12127, 44 FR 19367; and delegation of authority to the Associate Director, State and Local Programs and Support)

Issued: December 3, 1982.

Dave McLoughlin,

Acting Associate Director, State and Local Programs and Support.

[FR Doc. 82-34295 Filed 12-20-82 8:45 am]

BILLING CODE 6718-03-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Part 0

[FCC 82-445]

Commission Organization; Amendment To Establish the Mass Media Bureau; Correction

AGENCY: Federal Communications Commission.

ACTION: Final rule; correction.

SUMMARY: This document corrects an erroneous reference to a rule section amended in this proceeding regarding the establishment of the Mass Media Bureau.

FOR FURTHER INFORMATION CONTACT: Richard D. Goodfriend, Office of Managing Director, (202) 632-7513.

SUPPLEMENTARY INFORMATION:

Erratum

Released: November 23, 1982.

In the Matter of Amendment of Part 0 of the Commission's Rules to establish the Mass Media Bureau (10-28-82, 47 FR 47828).

On September 14, 1982, the Commission adopted an Order (FCC 82-445, released October 13, 1982) in the

above captioned proceeding. The reference to § 0.281 in § 0.284(a) is corrected to read: § 0.283.

Federal Communications Commission.

William J. Tricarico,

Secretary.

[FR Doc. 82-34650 Filed 12-20-82; 8:45 am]

BILLING CODE 6712-01-M

47 CFR Parts 2 and 87

[Gen. Docket No. 82-182; FCC 82-506]

Amendment To Remove Station Log Requirements and To Provide for Additional Utilization of Specific MHz Frequencies in the Aviation Services

AGENCY: Federal Communications Commission.

ACTION: Final rule.

SUMMARY: This document amends the rules: (1) To eliminate the requirement for stations in the Aviation Services to maintain logs, (2) to permit the frequency 122.050 MHz to be used by air carrier aircraft as well as private aircraft for en route flight advisory service, and (3) to make the frequencies 122.775 and 122.850 MHz available for communications between aircraft on the ramp area of an airport and aviation service organizations at the airport.

These actions result from an informal request from the Federal Aviation Administration and FCC review of its rules. These amendments are intended to eliminate unnecessary regulations and provide service to the aviation public in a more efficient, expeditious manner.

EFFECTIVE DATE: January 17, 1983.

ADDRESS: Federal Communications Commission, Washington, D.C. 20554, (202) 632-7175.

FOR FURTHER INFORMATION CONTACT: Robert H. McNamara, Private Radio Bureau.

SUPPLEMENTARY INFORMATION:

List of Subjects

47 CFR Part 2

Radio, Treaties.

47 CFR Part 87

Aeronautical stations, General aviation, Radio.

Report and Order

(Proceeding Terminated)

Adopted: November 18, 1982.

Released: December 17, 1982.

In the matter of Amendment of Parts 2 and 87 of the rules to remove station log requirements and to provide for

additional utilization of the frequencies 122.050, 122.775 and 122.850 MHz in the Aviation Services. General Docket No. 82-182; FCC 82-506.

1. In this Report and Order we are: (1) Removing the requirements for most stations in the Aviation Services to maintain logs; (2) making the frequency 122.050 MHz available to air carrier aircraft stations as well as private aircraft stations for en route flight advisory service; and (3) making the frequencies 122.775 and 122.850 MHz available for communications between stationary aircraft on the apron (ramp) area of an airport¹ and aeronautical utility mobile stations operating on the airport.

Station Log Requirements

2. Currently stations at fixed locations in the Aviation Services are required to maintain logs showing hours of operation, frequencies used, and hours of duty and signature of the operator(s) on duty. Where applicable, information concerning distress and emergency situations and antenna illumination must be recorded. Generally, logs in the Aviation Services may be destroyed after 30 days.

3. As part of our regulatory review program we examined the necessity and usefulness of these station log requirements. As to the logs of station operation, we found that, typically, logs of subject stations in the Aviation Services merely contain a daily entry of the hours of operation and the signature of the operator. As to records of distress or emergency situations, we learned of no instances where subject station logs containing a record of distress or emergency communications were used for any purpose. Regarding antenna illumination records, we observed that it is extremely rare that an antenna in this service would be large enough to require illumination. Even if antenna illumination is required in a given case, Section 17.49 of the Commission's rules provides for recordation of the required information elsewhere.² Therefore, we proposed in the Notice of Proposed Rule Making³ in this proceeding to delete the

requirement to maintain station logs in the Aviation Services.

Comments

4. In response to the Notice of Proposed Rule Making (hereafter NPRM) comments were filed by:

- Aircraft Owners and Pilots Association (AOPA) representing more than 260,000 aircraft owners and pilots;
- National Business Aircraft Association, Inc. (NBAA) representing 2,638 members;
- Lee L. Robbins (Robbins);
- Aeronautical Radio, Inc. (ARINC) a communications intermediary for the air transport industry, which is the principal licensee of ground stations in the aeronautical en route service;
- Aerospace and Flight Test Radio Coordinating Council (AFTRCC) which represents entities in the aerospace manufacturing industry that are the primary licensees of aeronautical flight test stations; and
- Minneapolis-St. Paul Metropolitan Airports Commission (Minneapolis).

AOPA, NBAA, Robbins, AFTRCC and Minneapolis support the proposed removal of station log requirements in the Aviation Services. They concur that such recordkeeping requirements no longer serve a useful purpose. ARINC, although not opposing the deletion of the requirement for station logs, notes that paragraph 3.5, Volume II, Annex 10 to the Convention of International Civil Aviation requires the maintenance of certain records for stations in the International Aeronautical Telecommunications Service. ARINC interprets this requirement as applying only to aeronautical stations in the international mobile service and not applicable to stations in the domestic service. ARINC suggests that the Commission may wish to reflect in the rules the requirement for stations at fixed locations in the international aeronautical mobile service to maintain either written or automatic logs (the Convention permits automatic logs) for compliance with Annex 10 of the Convention.

Conclusion

5. For the reasons indicated in the NPRM, and in view of the strong support of the aviation community, we conclude that, except for en route stations providing international service, it is in the public interest to delete the rules requiring stations in the Aviation Services to maintain radio station logs. As suggested by ARINC, we believe the rules should reflect the requirement

contained in Annex 10 of the Convention for stations at fixed locations in the international aeronautical mobile service to maintain either a written or automatic log of messages. This requirement only affects the relatively few aeronautical stations which are authorized to provide international VHF or HF en route service. Therefore, except for stations providing international services in accordance with the provisions of Annex 10 to the Convention on International Civil Aviation, we are removing the requirement for stations in the Aviation Services to maintain a log.

Air Carrier Aircraft Use of 122.050 MHz

6. Several years ago the Federal Aviation Administration (FAA) instituted en route flight advisory service (EFAS). This service allows aircraft in flight to communicate directly with a meteorologist at an FAA flight service station. The frequency 122.0 MHz, which is available for use by both air carrier and private aircraft, has been utilized for EFAS. The FAA indicates that the EFAS program has been so successful that a second frequency is needed to avoid interference problems.

7. The FAA informally requested that the Commission's rules be amended to provide for such use of the frequency 122.050 MHz by both air carrier and private aircraft. Presently the rules make this frequency available only to private aircraft. The FAA indicates that this frequency would be very helpful in relieving congestion on the single assigned EFAS frequency. Accordingly, in the NPRM we proposed to amend the rules as requested by the FAA to make the frequency 122.050 MHz available to both air carrier aircraft and private aircraft for en route flight advisory service.

Comments

8. AOPA, NBAA, Robbins, and ARINC favor the proposed change in the utilization of the frequency 122.050 MHz. AFTRCC and Minneapolis did not comment on this issue.

Conclusion

9. In light of the benefits noted in the NPRM and the support received for the amendment requested by the FAA, we conclude it is in the public interest to amend the rules as proposed. Therefore, we are revising the rules to make the frequency 122.050 MHz available to both air carrier and private aircraft.

¹ The Federal Aviation Administration's Pilot/Controller Glossary describes the apron/ramp as a defined area, on a land airport, intended to accommodate aircraft for purposes of loading or unloading passengers or cargo, refueling, parking, or maintenance. (With regard to seaplanes, a ramp is used for access to the apron from the water.)

² If applicable the licensee of any type of radio station must maintain a record of tower light inspections as specified in Section 17.49 of the rules.

³ Gen. Docket No. 82-182, released April 15, 1982. FCC 82-149, 47 FR 17309.

Airport Ground Communications

10. In recent years general aviation⁴ interests have indicated a need for a frequency in the VHF voice aeronautical band (118-136 MHz) to be made available for direct communications between aircraft on the ground and various aviation service entities, e.g., fuel trucks, avionics repair personnel and the like. Currently the rules do not provide a frequency which is generally available for direct communications between aircraft and mobile ground units operated by aviation service organizations. Typically, the use of an aeronautical advisory frequency assigned at an airport is requested for such purposes. However, since aeronautical advisory (unicom) frequencies are primarily utilized for safety-related communications, and are very heavily loaded in most regions of the United States, their additional use by numerous mobile units and service organizations is not considered a viable option. Further, unicom frequencies are used primarily at uncontrolled airports (i.e., airports without a control tower) for pilots to report their position in and near the airport traffic pattern. This critical air safety use should not be diluted by ground communications.

11. A frequency dedicated for such airport ground communications, although not essential for safety purposes, would undoubtedly contribute to more efficient and convenient aircraft operations. In the NPRM we proposed to make the frequency 122.775 MHz available on a primary basis for communications between stationary aircraft located on the apron/ramp area of an airport and aeronautical utility mobile stations operating on the airport. Any aviation service organization⁵ operating on an airport would be eligible for an aeronautical utility mobile station authorization for such ground communications.

12. The frequency 122.775 MHz is the last of the unassigned 25 kHz VHF frequencies that were set aside for future assignment in the Aviation

Services in Docket No. 20123.⁶ Although almost all new aircraft radio equipment has 25 kHz channelization, we recognize that many general aviation aircraft have older radio equipment with 50 kHz channelization (i.e., they have 360 channels available rather than 720 channels). Therefore, we also proposed to make the frequency 122.850 MHz available on a secondary noninterference basis for such ground communications. This frequency is one of the three frequencies currently assigned for communications between aircraft and aeronautical multicom stations.⁷ We believed the use of 122.850 MHz for the proposed ground communications would be compatible with multicom usage. However, to protect multicom assignments should harmful interference result, we proposed to make 122.850 MHz available on a secondary basis.

Comments

13. AOPA, NBAA, Robbins, Minneapolis and ARINC support the proposal to make the frequencies 122.775 and 122.850 MHz available for communications between aircraft on the ramp area of an airport and aviation service organizations on the airport. ATRCC's comments did not address this proposal.

14. Although AOPA supports the proposal and in fact argues that such service is desperately needed, it expresses concern over the designation of a 25 kHz-spaced channel as the primary frequency. AOPA observes that a 1979 FAA report indicated that only 35% of general aviation aircraft were able to utilize 25 kHz spaced channels, while 86% were able to use 50 kHz spaced channels. Thus, AOPA submits that it would be preferable to designate a 50 kHz channel as the primary channel for the proposed ground communications.

15. NBAA indicates that it believes the proposal would not only improve and expedite aircraft servicing but would also increase safety. Minneapolis suggests, however, the limitation that aircraft be located on the airport ramp area be deleted. It feels aviation service organizations would prefer to be able to communicate with aircraft while they

are still airborne. It also questions the enforceability of such a limitation.

16. ARINC notes that the proposal would primarily provide relief for general aviation aircraft at uncontrolled airports. The availability of 122.725 and 122.850 MHz would not provide spectrum for such use by scheduled air carriers at the larger commercial airports.⁸ However, other aircraft operators would be provided with needed operating flexibility.

Conclusion

17. As we indicated in the NPRM, we recognize that although almost all new aircraft radio equipment has 25 kHz channelization, many general aviation aircraft have older equipment with 50 kHz channelization. We proposed to make 122.775 MHz available because it is the last of the unassigned VHF aeronautical frequencies. All the other VHF voice frequencies in the band are assigned for one or more uses. We proposed to make 122.850 MHz available on a secondary basis in order to alleviate the problem with older aircraft radios and because we felt that the proposed use for ground communications would be compatible with most multicom operations. However, we also sought to protect multicom assignments on 122.850 MHz if harmful interference develops at a given airport.

18. We still believe the proposed frequency assignments represent the best solution. There is little doubt that 25 kHz channelization is a necessary part of the future of aviation communications in the VHF band. The frequency 122.775 MHz is currently the only unassigned frequency in the band and, thus, a logical and convenient place to provide for the proposed ground communications. Additionally, with each passing year the number of aircraft equipped with 720 channel radios continues to grow. The availability of 122.850 MHz should accommodate the near term problem with the number of older 360 channel radios in use. The effect of making 122.850 MHz available on a secondary basis is to protect multicom assignments if harmful interference develops in a given location. We expect that this will be the exception. Thus, as a practical matter, at most airports 122.850 MHz would be available as the "primary" frequency for the proposed ground communications.

19. Additionally, we feel that the proposed limitation on the use of the

⁴General aviation encompasses all facets of civil aviation except certificated air carriers and large commercial aircraft operator. For example, corporate jets, light single engine aircraft and sailplanes are all considered within the "General Aviation" Classification.

⁵For the purposes of Part 87, an aviation service organization means any business firm which maintains facilities at a landing area for the purpose of one or more of the following general aviation activities: (1) Aircraft fueling; (2) aircraft services (e.g., parking, storage, tie-downs); (3) aircraft maintenance and/or sales; (4) avionics equipment maintenance; (5) aircraft rentals, air taxi service and/or flight instruction; and (6) baggage and cargo handling, and other passenger/freight services.

⁶Report and Order, adopted April 5, 1977, 64 FCC 2d 573, 42 FR 40469.

⁷Essentially, multicom communications pertain to activities of a temporary, seasonal or emergency nature which depend upon aircraft in flight for the successful or safe conduct of the activity. Such communications are limited to the directing of ground activities from the air, the directing of aerial activities from the ground, and related air-to-air communications.

⁸Air carrier ground crews employ UHF frequencies in the Business Radio Service to coordinate the servicing of aircraft at airport terminal areas.

subject frequencies for communications with aircraft on the ground must be retained. This proposal was initiated to satisfy a requirement for direct communications between aviation service organizations and aircraft on airport ramp areas. Other frequencies are available for necessary air-ground communications. Enforcement of this limitation does not pose a significant problem. First, the aviation community is highly self-disciplined and can be expected to cooperate in the use of these frequencies for the purpose designated. Second, should enforcement problems arise, it is relatively easy to determine if an aircraft is on the airport ramp area or not.

20. Further, as ARINC noted, it is not practical or desirable that these two frequencies be routinely utilized by scheduled air carriers at large commercial airports. The general aviation community is the intended beneficiary of the subject frequency usage.

21. For the reasons indicated above, including the strong support received from the aviation community, we believe it is in the public interest to make the frequencies 12.775 and 122.850 MHz available for communications between aircraft on the airport ramp area and aviation service organizations. Accordingly, we are amending the rules as proposed.

Summary of Actions

22. In summary, we are: (1) Revising § 87.99 and deleting §§ 87.103, 87.105, 87.107, and 87.109 to eliminate station logs in the Aviation Services, except where required by treaty; (2) amending § 87.195(e) to permit air carrier aircraft to utilize the frequency 122.050 MHz for enroute flight advisory service; and (3) revising §§ 87.183, 87.431, 87.432 and 87.433 to make the frequencies 122.775 and 122.850 MHz available for communications between aircraft on the ramp area of an airport and aviation service organizations on the airport. We are also amending U.S. footnote 31 in § 2.106 (Table of Frequency Allocations) to reflect these new frequency uses.

23. The rule amendments proposed in this proceeding, while expected to benefit the aviation public as described above, will not result in a significant economic impact on any person or entity. Therefore, the Commission has determined that Sections 603 and 604 of the Regulatory Flexibility Act of 1980 (Pub. L. 96-354) do not apply to this rule making proceeding, because the rule will not, if promulgated, have a significant economic impact on a substantial number of small entities.

24. Regarding questions on matters covered in this document contact Robert H. McNamara (202) 632-7175.

25. Accordingly, it is ordered, That under the authority contained in Sections 4(i) and 303(b), (c) and (r) of the Communications Act of 1934, as amended, 47 U.S.C. 154(i) and 303(b), (c) and (r), the Commission's rules are amended as set forth in the attached Appendix, effective January 17, 1983.

26. It is further ordered, That this proceeding is terminated.

(Secs. 4, 303, 48 Stat., as amended, 1066, 1082; 47 U.S.C. 154, 303)

Federal Communications Commission.

William J. Tricarico,

Secretary.

Appendix

Parts 2 and 87 of chapter I of Title 47 of the Code of Federal Regulations are amended as follows:

PART 2—FREQUENCY ALLOCATIONS AND RADIO TREATY MATTERS; GENERAL RULES AND REGULATIONS

In § 2.106 footnote US31, the third, fourth and fifth paragraphs are revised to read as follows:

§ 2.106 Table of frequency allocations.

* * * * *

US31 * * *

The frequencies 122.850, 122.900 and 122.925 MHz may be assigned to aeronautical multicom stations. In addition, 122.850 MHz may be assigned on a secondary noninterference basis to aeronautical utility mobile stations. In case of 122.925 MHz, US213 applies.

Air carrier aircraft stations may use 122.000 and 122.050 MHz for communication with aeronautical stations of the Federal Aviation Administration and 122.700, 122.800, 122.900 and 123.000 MHz for communications with aeronautical stations pertaining to safety of flight with and in the vicinity of landing areas not served by a control tower.

Frequencies in the band 121.9375–122.6875 MHz may be used by aeronautical stations of the Federal Aviation Administration for communication with private aircraft stations only, except that 122.000 and 122.050 MHz may also be used for communication with air carrier aircraft stations concerning weather information.

* * * * *

PART 87—AVIATION SERVICES

1. Section 87.99 is revised to read as follows:

§ 87.99 Station Logs.

Stations at fixed locations in the international aeronautical mobile service (aeronautical enroute stations licensed to provide international VHF or HF service) shall maintain a written or automatic log in accordance with the

provisions of Paragraph 3.5, Volume II, Annex 10 to the Convention on International Civil Aviation.

§ 87.103 [Amended]

2. Part 87 is amended by removing § 87.103.

§ 87.105 [Amended]

3. Part 87 is amended by removing § 87.105.

§ 87.107 [Amended]

4. Part 87 is amended by removing § 87.107.

§ 87.109 [Amended]

5. Part 87 is amended by removing § 87.109.

6. In § 87.183 paragraph (h) is revised to read as follows:

§ 87.183 Frequencies available.

* * * * *

(h) The frequencies 121.600 through 121.925 MHz listed in 87.401(a) may be used by aircraft on the ground for airport utility communications. In addition, the frequency 122.775 MHz and, on a secondary noninterference basis to aeronautical multicom stations, the frequency 122.850 MHz may be used by stationary aircraft on the apron/ramp area of an airport for utility communications in accordance with § 87.431 of this part.

* * * * *

7. In § 87.195 paragraph (e) is revised to read as follows:

§ 87.195 Frequencies available.

* * * * *

(e) The frequencies 122.000 and 122.050 MHz are available to air carrier aircraft stations for enroute flight advisory service (EFAS) provided by the Federal Aviation Administration

* * * * *

8. In § 87.201 paragraph (b) is amended by adding a note at the end of the table to read as follows:

§ 87.201 Frequencies available.

* * * * *

(b) * * *

Note.—The frequencies 122.000 and 122.050 MHz are available to private aircraft stations for enroute flight advisory service (EFAS) provided by the Federal Aviation Administration.

* * * * *

9. In § 87.431, new paragraph (d) is added to read as follows:

§ 87.431 Frequencies available.

* * * * *

(d) Additionally the frequency 122.775 MHz and, on a secondary noninterference basis to aeronautical

multicom stations, the frequency 122.850 MHz are available for communications between aeronautical utility mobile stations and stationary aircraft on the apron/ramp area of an airport.

10. In § 87.432, new paragraph (c) is added to read as follows:

§ 87.432 Eligibility.

(c) Authorization to operate an aeronautical utility mobile station on the frequencies 122.775 and 122.850 MHz will be issued to airport operators and aviation service organizations¹ located at a landing area.

11. In § 87.432, new paragraph (c) is added to read as follows:

§ 87.433 Scope of service.

(c) The frequencies 122.775 and 122.850 MHz may be used by aeronautical utility mobile stations for communications with stationary aircraft on the airport apron/ramp area concerning the safe and efficient portal-to-portal transit of the aircraft, such as the types of fuel and ground services available at the airport. These frequencies shall not be used for air traffic control purposes, to communicate with aircraft moving on the ground, or to transmit information pertaining to runway, wind or weather conditions.

[FR Doc. 82-34546 Filed 12-20-82; 8:45 am]

BILLING CODE 6712-01-M

47 CFR Part 22

[General Docket 80-183; FCC 82-503]

Public Mobile Radio Services; Allocate Spectrum in the 928-941 MHz Band and To Establish Other Rules, Policies, and Procedures for One-Way Paging Stations in the Domestic Public Land Mobile Radio Service; Correction

AGENCY: Federal Communications Commission.

ACTION: Final rule; correction.

SUMMARY: The *Memorandum Opinion and Order on Reconsideration (Part 1)*, in General Docket 80-183, FCC 82-503, released November 16, 1982 and published at 47 FR 53380, November 26, 1982, pertaining to allocation of

¹For the purpose of this subpart, an aviation service organization means any business firm which maintains facilities at a landing area for the purposes of one or more of the following general aviation activities: (i) Aircraft fueling; (ii) aircraft services (e.g., parking, storage, tie-downs); (iii) aircraft maintenance and/or sales; (iv) avionics equipment maintenance and/or sales; (v) aircraft rental, air taxi service and/or flight instruction; and (vi) baggage and cargo handling, and other passenger/freight services.

spectrum for common carrier one-way paging systems in the 900 MHz band, contains inaccurate rule citations. The rule citations in paragraphs 20, 25 and 26 are hereby corrected.

FOR FURTHER INFORMATION CONTACT:

Lisa Wershaw, Common Carrier Bureau, (202) 632-6450.

SUPPLEMENTARY INFORMATION:

Released: December 13, 1982.

In the matter of amendments of Parts 2 and 22 of the Commission's Rules to Allocate Spectrum in the 928-941 MHz Band and to Establish Other Rules, Policies, and Procedures for One-Way Paging Stations in the Domestic Public Land Mobile Radio Service; General Docket No. 80-183, RM-2365, RM-2750, RM-3047 and RM-3068.

The *Memorandum Opinion and Order on Reconsideration (part 1)*, in the captioned proceeding, General Docket 80-183, FCC 82-503, released November 16, 1982, [47 FR 53380, November 26, 1982] should be corrected as set forth below.

1. In paragraph 20 on page 53380, we waived the submission of topographic maps with 900 MHz common carrier paging applications. In this paragraph the rule citation for topographic maps should be corrected to read § 22.15 (j)(8), instead of § 22.115(j)(8).

2. Paragraph 26 on page 53383 should read as follows:

26. It is further ordered, That the topographic maps required by 47 CFR 22.15(j)(8) and the profile graphs required by 47 CFR 22.115 are hereby waived for a one-way paging applicant requesting a 900 MHz one-way paging frequency.

3. Finally, in paragraph 25 on page 53382, the reference to Part 2 of the Commission's Rules should be deleted.

Federal Communications Commission.

William J. Tricarico,

Secretary.

[FR Doc. 82-34346 Filed 12-20-82; 8:45 am]

BILLING CODE 6712-01-M

DEPARTMENT OF THE INTERIOR

Office of the Secretary

50 CFR Parts 11 and 12

Civil Procedures, Seizure and Forfeiture Procedures; Implementation of Lacey Act Amendments of 1981

AGENCY: Office of the Solicitor, Interior.

ACTION: Final rule.

SUMMARY: The Office of the Solicitor of the Department of the Interior is issuing a final rule to implement recent amendments to the Lacey Act. This rule amends current procedural regulations

governing civil procedures for the assessment of civil monetary penalties and the administrative forfeiture of items seized for alleged violations of various Federal wildlife laws, including the Lacey Act. This rule reflects new amendments to the Lacey Act which provide for the administrative forfeiture and strict liability forfeiture for items seized under the Act, in addition to provisions for assessment of civil monetary penalties for violations of various Federal and State wildlife laws. Further, in order to alleviate the confusion that has arisen regarding civil monetary penalty and administrative forfeiture procedures under the Lacey Act Amendments, and to effectuate clear Congressional intent which mandates these new regulations, this rule is effective immediately.

EFFECTIVE DATE: December 21, 1982.

FOR FURTHER INFORMATION CONTACT:

Mr. Michael Young, Attorney-Advisor, Division of Conservation and Wildlife, Office of the Solicitor, Department of the Interior, Washington, D.C. 20240 (202) 343-2172.

SUPPLEMENTARY INFORMATION: Recently, Congress amended various provisions of, and recodified the Lacey Act, formerly found at 18 U.S.C. 42-44 by Pub. L. 97-79, known as the Lacey Act Amendments of 1981 (hereinafter "the Act" or "the amendments"). The amendments modified, among other things, the procedures for the forfeiture of fish, wildlife and plants imported, exported, transported, sold, received, acquired, or purchased contrary to the provisions of the Act or regulations implementing the Act. 16 U.S.C. 3374. These amendments altered pre-existing forfeiture procedures in the following ways:

1. The Lacey Act previously authorized only judicial forfeiture. The amendments now authorize administrative forfeiture in the case of property having a value not greater than \$10,000. 16 U.S.C. 3374(b). See H.R. Rep. No. 97-276, 97th Cong., 1st Sess. 23 (1981).

2. The Lacey Act previously authorized forfeiture only after a criminal conviction or the assessment of a civil penalty. The amendments provide that all fish, wildlife and plants imported, exported, transported, sold, received, acquired or purchased contrary to 16 U.S.C. 3372 (except subsection 3372(b)), or implementing regulations, are subject to forfeiture, without regard for any additional evidence of culpability as required for a civil penalty assessment or criminal conviction. 16 U.S.C. 3374(a). That is,