

List of Subjects in 14 CFR Parts 71 and 75

Federal airways and Jet routes.

Adoption of the Amendments

Accordingly, pursuant to the authority delegated to me, § 71.123 and § 75.100 of Parts 71 and 75 of the Federal Aviation Regulations (14 CFR Parts 71 and 75) as republished (46 FR 409 and 834), are amended, effective 0901 G.m.t., July 8, 1982, as follows:

Section 71.123 by adding:

V-509 [New]

V-509 From Bellingham, WA; to Kelowna, BC, Canada. The segment within Canada is excluded.

Section 75.100 by adding:

Jet Route No. 591 [New]

Jet Route No. 591 From Bellingham, WA; to Kelowna, BC, Canada. The segment within Canada is excluded.

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

Note.—The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Washington, DC, on April 9, 1982.

B. Keith Potts,

Chief, Airspace and Air Traffic Rules Division.

[FR Doc. 82-10263 Filed 4-14-82; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 73

[Airspace Docket No. 82-ASO-4]

Special Use Airspace; Alteration of Restricted Areas R-2924, R-2925, Cape Kennedy, FL; Correction

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Correction to final rule.

SUMMARY: Minor errors were noted in the description of the boundaries amending Restricted Areas R-2924 and R-2925, Cape Kennedy, FL, published in the Federal Register (47 FR 11654) on

March 18, 1982. This action corrects those errors.

EFFECTIVE DATE: April 15, 1982.

FOR FURTHER INFORMATION CONTACT: Robert Maxey, Airspace Regulations and Obstructions Branch (AAT-230), Airspace and Air Traffic Rules Division, Air Traffic Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, D.C. 20591; telephone: (202) 426-8783.

SUPPLEMENTARY INFORMATION:

History

FR Doc. 82-7031 was published on March 18, 1982, which alters the internal boundaries of Restricted Areas R-2923, R-2924, R-2925, and R-2926, Cape Kennedy, FL, that provides increased protection for the space transportation system (space shuttle) and associated airborne aircraft during shuttle processing operations at the Kennedy Space Center. Errors were noticed in the coordinates describing the amended boundaries of R-2924 and R-2925, and this action corrects those errors.

The Rule

The purpose of this amendment to § 73.29 of Part 73 of the Federal Aviation Regulations (14 CFR Part 73) is to correct the description of the boundaries of Restricted Areas R-2924 and R-2925, Cape Kennedy, FL. Section 73.29 of Part 73 of the Federal Aviation Regulations was republished in Advisory Circular AC 70-3 dated January 29, 1982.

List of Subjects in 14 CFR Part 73

Restricted areas.

Adoption of the Correction

Accordingly, pursuant to the authority delegated to me, FR Doc. 82-7031 as published in the Federal Register on March 18, 1982, is amended, effective 0901 G.m.t., April 15, 1982, as follows:

R-2924, Cape Kennedy, FL [Amended]

By revising the boundaries to read as follows:

Boundaries. Beginning at lat. 28°34'00" N., long. 80°35'45" W.; to lat. 28°34'00" N., long. 80°30'47" W.; thence 3 NM from and parallel to the shoreline; to lat. 28°24'30" N., long. 80°30'30" W.; to lat. 28°24'30" N., long. 80°38'00" W.; thence to point of beginning.

Designated altitudes, times of designation, controlling agency, and using agency remain unchanged.

R-2925, Cape Kennedy, FL [Amended]

By revising the boundaries to read as follows:

Boundaries. Beginning at lat. 28°39'20" N., long. 80°42'40" W.; to lat. 28°41'40" N., long. 80°35'00" W.; thence 3 NM from and parallel to the shoreline; to lat. 28°24'30" N., long. 80°30'30" W.; to lat. 28°24'30" N., long. 80°38'00" W.; to lat. 28°34'00" N.,

long. 80°35'45" W.; to lat. 28°34'00" N., long. 80°39'30" W.; thence to point of beginning.

Designated altitudes, times of designation, controlling agency, and using agency remain unchanged.

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

Note.—The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

Issued in Washington, D.C., on April 9, 1982.

B. Keith Potts,

Chief, Airspace and Air Traffic Rules Division.

[FR Doc. 82-10266 Filed 4-14-82; 8:45 am]

BILLING CODE 4910-13-M

CIVIL AERONAUTICS BOARD

14 CFR Part 205

[Regulation ER-1282; Docket 37531]

Aircraft Accident Liability Insurance; Correction

AGENCY: Civil Aeronautics Board.

ACTION: Correction to final rule.

SUMMARY: The CAB set standards for minimum insurance coverage for damages to passengers and third parties because of aircraft accident liability and required notice of cargo liability limits and insurance (46 FR 52572, October 27, 1981). By an editorial amendment (ER-1282, 47 FR 4982, February 3, 1982), the cargo liability notice requirement was corrected by removing the word "accident." This document corrects that amendment by putting back in the phrase "and the limits on the extent of its liability" in the requirement, which was removed by mistake.

DATES: Effective: January 29, 1982.

Adopted: January 29, 1982.

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

List of Subjects in 14 CFR Part 205

Air carriers, Aircraft, Freight, Insurance.

PART 205—AIRCRAFT ACCIDENT LIABILITY INSURANCE

14 CFR 205.8 is corrected to read:

§ 205.8 Cargo liability disclosure statement.

Every direct U.S. or foreign air carrier providing air cargo service in air transportation shall give notice in writing to the shipper, when a shipment is accepted, of the existence or absence of cargo liability insurance, and the limits on the extent of its liability, if any. The notice shall be clearly and conspicuously included on or attached to all of its rate sheets and airwaybills.

Dated: April 7, 1982.

Phyllis T. Kay, Jr.,
Secretary.

[FR Doc. 82-10358 Filed 4-14-82; 8:45 am]
BILLING CODE 6320-01-M

COMMODITY FUTURES TRADING COMMISSION**17 CFR Part 140****Display of Office of Management and Budget (OMB) Control Numbers for Reporting and Recordkeeping Requirements**

AGENCY: Commodity Futures Trading Commission.

ACTION: Technical amendment.

SUMMARY: This document amends the Commodity Futures Trading Commission regulations to include an OMB control number for 17 CFR 140.735-10, where current information collection requirements are described.

EFFECTIVE DATE: April 7, 1982.

FOR FURTHER INFORMATION CONTACT: Mr. Joseph G. Salazar, CFTC Clearance Officer, Commodity Futures Trading Commission, 2033 K Street, NW., Room 401, Washington, D.C. 20581, (202) 254-9735.

SUPPLEMENTARY INFORMATION: The Commodity Futures Trading Commission amended its regulations to include OMB control numbers at the places in the regulations where current information collection requirements are described, effective December 30, 1981. (See 46 FR 63035, December 30, 1981.)

At that time, an OMB control number had been requested for 17 CFR 140.735-10. On March 19, 1982, OMB control number 3038-0025 was approved through March 31, 1985. In consideration thereof, the Commission hereby further

amends Chapter 1 of Title 17 of the Code of Federal Regulations by adding parenthetically "(OMB number 3038-0025)" following the text of § 140.735-10 of Chapter I.

The foregoing amendment is effective immediately. The amendment is made for purposes of compliance with the Paperwork Reduction Act of 1980, 44 U.S.C. Chapter 35, contain no substantive changes and, therefore, the Commission finds that notice and other procedures called for by 5 U.S.C. 553 are not required.

Issued in Washington, D.C. on April 7, 1982, by the Commission.

Jane K. Stuckey,
Secretary of the Commission.

[FR Doc. 82-10343 Filed 4-14-82; 8:45 am]
BILLING CODE 6351-01-M

DEPARTMENT OF TRANSPORTATION**Coast Guard****33 CFR Part 87**

[CGD 81-007]

Annex IV to Inland Navigation Rules; Distress Signals

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: These final regulations designate signals to be used exclusively for indicating distress and need of assistance on United States inland waters. The list of designated signals is the same as those used on International Rules waters, with the addition of a "strobe light" signal. This high intensity light which flashes 50 to 70 times per minute, will be recognized as a distress signal on United States inland waters.

EFFECTIVE DATES: The effective date of this regulation on all United States inland waters except the Great Lakes is May 17, 1982; the effective date of this regulation on the Great Lakes is March 1, 1983.

FOR FURTHER INFORMATION CONTACT: LCDR Kent Kirkpatrick, Project Manager, Office of Navigation, Room 1606, U.S. Coast Guard, 2100 Second St., S.W., Washington, DC 20593, (202) 245-0108.

SUPPLEMENTARY INFORMATION: A Notice of Proposed Rulemaking was published on July 16, 1981 (46 FR 37010). Interested persons were given until October 14, 1981 to submit comments. A public hearing was held on January 6, 1982, to receive oral comments.

Drafting Information

The principal persons involved in drafting this rulemaking are LCDR Kent

Kirkpatrick, Project Manager, Office of Navigation, and LT Michael Tagg, Project Attorney, Office of Chief Counsel.

Discussion of Comments

Comments were received from 25 sources. All of the comments related to the use of the "strobe light" as a signal indicating distress and need of assistance. The proposed Annex IV included as a distress signal "a high intensity white light flashing at regular intervals from 50 to 70 times per minute" (most strobe lights on the market today flash from 50 to 70 times per minute). Several of the comments, however, addressed a proposed amendment to Rule 36 of the International Navigation Rules (72 COLREGS) which was adopted by the Inter-Governmental Maritime Consultative Organization (IMCO) and which would virtually prohibit the use of strobe lights as a signal to attract attention on 72 COLREGS waters. That amendment would not, however, prohibit the use of strobe lights to indicate distress.

A majority of the commenters noted that, aside from the particular message intended by the signal, strobe lights could be easily seen on the water and were very effective as attention getters. Various commenters praised the strobe light as being reliable, easy to maintain, simple to operate, self-tending, safe, capable of operating for long periods of time, of small size, power efficient, convenient, and detectable both by night and day. The Coast Guard recognizes that these qualities are virtues in a distress signaling device.

A number of commenters noted that strobe lights are already widely used and that they have been instrumental in the rescue of many pilots downed at sea and boaters in distress. Strobe lights have already been approved by the Coast Guard as personal flotation device lights under 46 CFR 161.012. That regulation specifies a 50 to 70 flash per minute rate for personal flotation device lights that flash. One commenter noted that strobe lights have frequently been used in conjunction with a radio to facilitate rescues.

As does Annex IV to 72 COLREGS, Annex IV to the Inland Rules prohibits the use of listed signals "except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with" the listed signals. This is to ensure that the meaning of the listed distress signals will be certain and unambiguous. Strobe lights with a 50 to 70 time per minute flash characteristic are now being used both as a distress signal and as a signal

to attract attention or "anti-collision" light. Several commenters acknowledged that strobe lights may have been misused and that the uncontrolled use of strobe lights would be a problem. The restriction on the use of signals listed in Annex IV should minimize this misuse.

A number of commenters, while favoring inclusion of the strobe light in Annex IV, also wished to continue using strobe lights as "anti-collision" lights. Of those who favored the dual use of strobe lights (distress and anti-collision), six suggested that strobe lights having a flash characteristic that would not be confused with the one flash per second distress characteristic could be used as signals to attract attention. Such use of strobe lights would not be prohibited by this final regulation. Five other commenters advocated the use of the same one flash per second strobe light for both distress and anti-collision uses. The commenters urged that the two uses could be distinguished if, for anti-collision use, the strobe light was turned on only for the first 15 seconds of each minute. The Coast Guard has not adopted this latter suggestion because the two signals may be confused under adverse weather and sea conditions. Also, it is likely that many or most of the strobe lights used in the 15 seconds on-45 seconds off mode would require manual operation twice per minute. Such frequent and precisely timed manual operation may require more motivation and effort than most boaters can give.

One commenter stated that inclusion of strobe lights in Annex IV was a violation of 72 COLREGS and the Inland Navigational Rules Act of 1980 because Annex IV to 72 COLREGS does not list a strobe light as a distress signal. While Rule 1(b) of 72 COLREGS states that "Such special [inland] rules shall conform as closely as possible to these Rules", and section 3 of the Inland Navigational Rules Act of 1980 says the inland annexes "shall be as consistent as possible with the respective annexes to the International Regulations", they are not absolute mandates for identical rules. There are many differences throughout the two sets of rules and annexes. These differences account for the special conditions found on inland waterways in some cases and in other cases are part of the process of improving 72 COLREGS.

For the reasons discussed above, the Coast Guard is adopting the proposed Annex IV without change as a final regulation.

Regulatory Analysis

These regulations were reviewed in accordance with the "Policies and Procedures for Simplification, Analysis and Review of Regulations" (DOT Order 2100.5 of May 22, 1980) in the Notice of Proposed Rulemaking (46 FR 37010) and were determined to be non-significant. The regulations were also found to be non-major under the criteria established in Executive Order 12291. No information has been received which alters those determinations or the Regulatory Flexibility Act (Pub. L. 96-354, 5 U.S.C. 601) certification of no significant impact, which was also published in the same Notice of Proposed Rulemaking.

List of Subjects in 33 CFR Part 87

Navigation (water), Treaties, Waterways.

In consideration of the foregoing, a new Part 87, Subchapter E, of Title 33 of the Code of Federal Regulations is added to read as follows:

PART 87—ANNEX IV, DISTRESS SIGNALS

- Sec.
87.1 Need of assistance.
87.3 Exclusive use.
87.5 Supplemental signals.

Authority: Sec. 3, Pub. L. 96-591, 33 U.S.C. 2071, 49 CFR 1.46(n)(14)

§ 87.1 Need of assistance.

The following signals, used or exhibited either together or separately, indicate distress and need of assistance:

- A gun or other explosive signal fired at intervals of about a minute.
- A continuous sounding with any fog-signaling apparatus;
- Rockets or shells, throwing red stars fired one at a time at short intervals;
- A signal made by radiotelegraphy or by any other signaling method consisting of the group . . . — — — . . . (SOS) in the Morse Code,
- A signal sent by radiotelephony consisting of the spoken word "Mayday";
- The International Code Signal of distress indicated by N.C.
- A signal consisting of a square flag having above or below it a ball or anything resembling a ball;
- Flames on the vessel (as from a burning tar barrel, oil barrel, etc.);
- A rocket parachute flare or a hand flare showing a red light;
- A smoke signal giving off orange-colored smoke;
- Slowly and repeatedly raising and lowering arms outstretched to each side;
- The radiotelegraph alarm signal;

- The radiotelephone alarm signal;
- Signals transmitted by emergency position-indicating radio beacons;
- A high intensity white light flashing at regular intervals from 50 to 70 times per minute.

§ 87.3 Exclusive use.

The use or exhibition of any of the foregoing signals except for the purpose of indicating distress and need of assistance and the use of other signals which may be confused with any of the above signals is prohibited.

§ 87.5 Supplemental signals.

Attention is drawn to the relevant sections of the International Code of Signals, the Merchant Ship Search and Rescue Manual and the following signals:

- A piece of orange-colored canvas with either a black square and circle or other appropriate symbol (for identification from the air);
- A dye marker.

(Sec. 3, Pub. L. 96-591, 33 U.S.C. 2071, 49 CFR 1.46(n)(14))

Dated: March 10, 1982.

P. A. Bauman,
Rear Admiral, U.S. Coast Guard, Chief, Office of Navigation.

[FR Doc. 82-10356 Filed 4-14-82; 8:45 am]

BILLING CODE 4910-14-M

33 CFR Part 88

[CGD 80-158]

Annex V to Inland Navigation Rules—Pilot Rules

AGENCY: Coast Guard, DOT.

ACTION: Final rule.

SUMMARY: The Coast Guard is issuing regulations supplementing the new statutory Inland Navigation Rules. These supplemental rules primarily concern navigation lights for special application. The rules are not new, but have been rewritten to make them easier to read and understand, and are being reissued under the new authority of the Inland Navigational Rules Act of 1980.

EFFECTIVE DATES: The effective dates of this regulation on all United States inland waters except the Great Lakes is May 14, 1982; the effective date of this regulation on the Great Lakes is March 1, 1983.

FOR FURTHER INFORMATION CONTACT:
Lcdr. Kent Kirkpatrick, Project Manager,
Office of Navigation, Room 1606, U.S. Coast Guard, 2100 Second Street SW., Washington, D.C. 20593, (202) 245-0108.