

revision of Part 35 which contains a provision for a Group VII for diagnostic sealed sources and devices is now under consideration by the Commission. In the interim, the Commission considers Group VI to be the most suitable of the existing medical use groups.

The topic of the extent of physician training and experience needed to safely operate the imaging device was mentioned in seven letters. One commenter suggested that the training and experience requirements for Group VI users would be excessive for physicians wishing to use the imaging device. Several commenters offered their opinion of what constituted adequate training and experience. While physicians already licensed as Group VI users will automatically be qualified to use the imaging device, the Commission will also establish the minimum requirements for physician training and experience to use only the imaging device. The Commission will consider the commenters' suggestions plus the advice of its Advisory Committee on the Medical Users of Isotopes in determining the minimum licensing requirements.

The Commission's Advisory Committee on the Medical Uses of Isotopes was polled regarding the ability of Group VI licensees to use the device safely. Responses were obtained from 10 of the 11 committee members and medical consultants. All responses confirmed that Group VI licensees have adequate training, facilities, and program controls to use the device safely. The poll also contained questions regarding the minimum training and experience needed to use only the device. The Commission will consider the responses to this topic and the suggestions from the public comment letters in setting minimum licensing requirements.

As a result of this amendment to the Commission's regulations, patients and physicians will have available to them a new device without the administrative costs and delays associated with the otherwise necessary amendment of individual licenses. Since the rule relieves licensees from restrictions under regulations currently in effect, it is effective immediately.

Environmental Impact: Negative Declaration

The Commission has determined, under the National Environmental Policy Act of 1969, as amended, and the Commission's regulations in 10 CFR Part 51, that promulgation of this rule is not a major Federal action significantly affecting the quality of the human environment and that, therefore, an

environmental impact statement is not required. The environmental impact appraisal and negative declaration on which this determination is based are available for public inspection at the NRC Public Document Room 1717 H Street NW., Washington, D.C.

Paperwork Reduction Act Statement

This final rule contains no information collection requirements and, therefore, is not subject to the Paperwork Reduction Act of 1980 (44 U.S.C. 3501, *et seq.*).

Regulatory Analysis

The Commission has prepared a regulatory analysis on this rule. The analysis examines the costs and benefits of the alternatives considered by the Commission. The regulatory analysis is available for inspection in the NRC Public Document Room, 1717 H Street, NW., Washington, D.C. Single copies of the analysis may be obtained from the person indicated under the "FOR FURTHER INFORMATION CONTACT" heading.

Regulatory Flexibility Certification

As required by the Regulatory Flexibility Act of 1980, 5 U.S.C. 605(b), the Commission certifies that this rule does not have a significant economic impact on a substantial number of small entities. The regulatory analysis prepared in connection with this rule discloses that the approximately 350 Group VI medical licensees may experience some beneficial impact from the rule. The rule will spare each of these licensees, regardless of size, the cost of preparing a license amendment (estimated at about 2 to 5 hours of licensee effort, at an administrative and clerical cost estimated at \$335 to prepare the paperwork), the \$40 amendment fee, and the delay (length and cost undetermined) associated with the amendment of the license if the licensee decides to use the device.

In the notice of proposed rulemaking, the Commission specifically requested comment on the economic impact of this action on small entities. No comments were received in response to this request.

List of Subjects in 10 CFR Part 35

Byproduct material, Drugs, Health facilities, Health professions, Medical devices, Nuclear materials, Occupational safety and health, Penalty, Radiation protection, Reporting and recordkeeping requirements.

For the reasons set out in the preamble and under the authority of the Atomic Energy Act of 1954, as amended, the Energy Reorganization Act of 1974,

as amended, and 5 U.S.C. 553, the NRC is adopting the following amendments to 10 CFR Part 35.

PART 35—HUMAN USES OF BYPRODUCT MATERIAL

1. The authority citation for Part 35 continues to read as follows:

Authority: Secs. 81, 161, 182, 183, 68 Stat. 935, 948, 953, 954, as amended (42 U.S.C. 2111, 2201, 2232, 2233); sec. 201, 88 Stat. 1242, as amended (42 U.S.C. 5841).

For the purposes of sec. 223, 68 Stat. 956, as amended (42 U.S.C. 2273); §§ 35.2, 35.14(b), (e) and (f), 35.21(a), 35.22(a), 35.24, and 35.31 (b) and (c) are issued under sec. 161b, 68 Stat. 948, as amended (42 U.S.C. 2201(b)); and §§ 35.14(b)(5) (ii), (iii) and (v) and (f)(2) 35.27 and 35.31(d) are issued under sec. 161o, 68 Stat. 950, as amended (42 U.S.C. 2201(o)).

2. Section 35.100 is amended by adding a new paragraph (f)(9) to read as follows:

§ 35.100 Schedule A—Groups of medical uses of byproduct material.

• • • • •

(f) • • •

(9) Iodine-125 as a sealed source in a portable device for bone imaging and foreign body detection.

Dated at Bethesda, Maryland, this 13th day of June 1983.

For the Nuclear Regulatory Commission,
William J. Dircks,

Executive Director for Operations.

[FR Doc. 83-17339 Filed 6-27-83; 8:45 am]

BILLING CODE 7590-01-M

CIVIL AERONAUTICS BOARD

14 CFR Part 250

[Economic Regulations Amdt. No. 20 to Part 250, Docket No. 41220, Reg. ER-1337]

Oversales

AGENCY: Civil Aeronautics Board.

ACTION: Final rule.

SUMMARY: The CAB is revising its oversales rule to reflect the end of the Board's domestic tariff authority, and to simplify the rule's tariff filing requirements for foreign air transportation. The changes, which do not affect the substantive requirements of the rule, are made at the Board's initiative.

DATES:

Adopted: June 16, 1983.

Effective: July 28, 1983.

FOR FURTHER INFORMATION CONTACT: Joanne Petrie, Office of the General Council, Civil Aeronautics Board, 1825

Connecticut Avenue, N.W., Washington, D.C. 20428; 202-673-5442.

SUPPLEMENTARY INFORMATION: EDR-453, 48 FR 4479, February 1, 1983, proposed to revise the Board's oversales and denied boarding compensation rule (14 CFR Part 250). The NPRM would remove all references to domestic tariff filing, simplify the tariff filing requirements for foreign air transportation, codify an exemption granted in an earlier Board order and rewrite some sections for clarity. No comments were filed in response to the NPRM. The Board is therefore adopting the proposed changes with some minor editorial changes for the reasons discussed below.

Part 250 requires carriers to file with the Board (1) tariffs providing for the Board-mandated denied boarding compensation, (2) copies of their boarding priority rules, and (3) a copy of the explanatory handout given to bumped passengers. In addition, the rule contains a number of references to tariffs. Under section 1601 of the Federal Aviation Act, as amended, U.S. carriers have not been permitted to file these or any other tariffs for their domestic operations since January 1, 1983. Because the tariff provisions do not affect the substantive requirements of the rule, U.S. carriers have been required to continue to provide all the consumer protections stated in the rule. These protections include volunteer solicitation, payment to passengers denied boarding involuntarily, and Board-mandated notices. The tariff-filing requirements for carriers in foreign air transportation were not affected by the sunset of domestic tariffs.

This final rule conforms Part 250 to remove references to domestic tariff filing. Section 250.4 has been retitled *Denied boarding compensation tariffs for foreign air transportation*, to reflect the new limitations on tariff filing. A new phrase is added in paragraph (a) of that section limiting the tariff filing to carriers operating flights in foreign air transportation departing from the United States. No change is made in paragraph (c), so that carriers that comply fully with the rule on their inbound foreign flights may still file tariffs.

Sections 250.3(b) and 250.9(b) required carriers to file their boarding priority rules and a copy of the informational handout given to bumped passengers. These tariff filing requirements have been eliminated in this final rule because, with the general reduction in tariff filing requirements, they are no longer necessary. The Board can ensure compliance with the substantive elements of these sections through normal enforcement methods such as

spot checks, and investigation of passenger complaints.

In addition, the Board is codifying in part an exemption granted in Order 80-5-200 (May 29, 1980) that permits airlines to substitute free transportation for their Board-mandated denied boarding compensation if three conditions are met. That exemption required, first, that the involuntarily bumped passenger agree to the substitution—the passenger may insist on receiving the monetary compensation; second, that the transportation vouchers be equal to or greater in value than the monetary compensation that would otherwise be due; and third, that the carrier file tariffs stating that it offers such a substitution. The language of the proposed rule has been clarified to refer to the value of the transportation benefit offered.

This final rule codifies the first two elements of the exemption and eliminates the tariff filing requirement for domestic air transportation. A new paragraph (b) is added in § 250.5, *Amount of denied boarding compensation for passengers denied boarding and boarding priorities*, as follows:

(b) Carriers may offer free or reduced rate air transportation in lieu of the cash due under paragraph (a) of this section, if (1) the value of the transportation benefit offered is equal to or greater than the cash payment otherwise required, and (2) the carrier informs the passenger of the amount of cash compensation that would otherwise be due and that the passenger may decline the transportation benefit and receive the cash payment.

This new paragraph is consistent with the notice provided in the written handout given to passengers pursuant to § 250.9.

Carriers in foreign air transportation that are subject to § 250.4 and that wish to offer transportation vouchers must incorporate this practice in their tariffs. A sentence has been added at the end of § 250.4(a) to the language in the NPRM to clarify this requirement.

A number of minor editorial changes have also been made. In § 250.1, *Definitions*, the definitions of "Airport", "Comparable air transportation", and "Confirmed reserved space" have been rewritten for clarity. The phrase "that is served by the former" is removed from the definition of "Airport" because it is redundant. A reference to tariffs has been removed from the definition of "Confirmed reserved space".

The definition of "Carrier" in 250.1 has been changed to remove the reference to direct air carriers holding

certificates pursuant to section 401(d)(7) of the Act. Until 1982, the Board certificated air carriers to provide service between specific points. Since the Board's authority to name points ended on January 1, 1982, the Board certificates carriers to provide air transportation between any points in the United States, its possessions and territories. All outstanding section 401(d)(7) certificates have been reissued accordingly. See Order 81-12-131. A reference to section 401(d)(8) is added in the definition of "Carrier" to conform the rule to changes made by the Airline Deregulation Act of 1978. That section gives the Board authority to grant temporary, experimental certificates to U.S. carriers providing service to foreign points. The reference has been added to make it clear that Part 250 applies to all carriers holding scheduled certificates under section 401.

Paragraph (c) of § 250.4 is amended to clarify that Part 250's tariff-filing requirements relate only to tariffs filed with the Board, and not those filed in other countries. Paragraph (a) of § 250.6 has been rewritten for clarity and a reference to tariffs has been deleted. References to "the airport" of the passenger's next stopover or destination have been added to § 250.6(d) so that the language of the exception will be consistent with that of the general rule, which is found in § 250.5.

Regulatory Flexibility Act

In accordance with 5 U.S.C. 605(b), as added by the Regulatory Flexibility Act, Pub. L. 96-354, the Board certifies that none of these changes will have a significant economic impact on a substantial number of small entities. Board rules governing oversales and denied boarding compensation apply only to operations with large aircraft and operators of such aircraft are not considered small entities for the purposes of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 250

Air carriers, Consumer protection, Denied boarding compensation, Reporting and recordkeeping requirements.

PART 250—[AMENDED]

Accordingly, the Civil Aeronautics Board amends 14 CFR Part 250, *Oversales*, as follows:

1. The authority for Part 250 is:

Authority: Secs. 204, 401, 402, 404, 407, 411, 416, 1002 of Pub. L. 85-726, as amended, 72 Stat. 743, 754, 757, 758, 760, 766, 769, 771, 788; 49 U.S.C. 1324, 1371, 1372, 1373, 1374, 1377, 1381, 1386, 1482.

2. Section 250.2b is amended by removing gender-specific references so that it reads:

§ 250.2b Carriers to request volunteers for denied boarding.

(a) In the event of an oversold flight, every carrier shall request volunteers for denied boarding before using any other boarding priority. A "volunteer" is a person who responds to the carrier's request for volunteers and who willingly accepts the carriers' offer of compensation, in any amount, in exchange for relinquishing the confirmed reserved space. Any other passenger denied boarding is considered for purposes of this part to have been denied boarding involuntarily, even if that passenger accepts the denied boarding compensation.

(b) If an insufficient number of volunteers come forward, the carrier may deny boarding to other passengers in accordance with its boarding priority rules. However, the carrier may not deny boarding to any passenger involuntarily who was earlier asked to volunteer without having been informed about the danger of being denied boarding involuntarily and the amount of Board-mandated compensation.

3. Section 250.4 in the Table of Contents is revised to read:

PART 250—OVERSALES

Sec.

250.4 Denied boarding compensation tariffs for foreign air transportation.

4. The definition of "Airport", "Carrier", "Comparable air transportation" and "Confirmed reserved space" in § 250.1, *Definitions*, are revised to read:

§ 250.1 Definitions.

"Airport" means the airport at which the direct or connecting flight, on which the passenger holds confirmed reserved space, is planned to arrive or some other airport serving the same metropolitan area, provided that transportation to the other airport is accepted (i.e., used) by the passenger.

"Carrier" means (a) a direct air carrier, except a helicopter operator, holding a certificate issued by the Board pursuant to sections 401(d)(1), 401(d)(2), 401(d)(5), or 401(d)(8) of the Act, or an exemption from section 401(a) of the Act, authorizing the transportation of persons, or (b) a foreign route air carrier holding a permit issued by the Board pursuant to section 402 of the Act, or an exemption from section 402 of the Act, authorizing the scheduled foreign air transportation or persons.

"Comparable air transportation" means transportation provided to passengers at no extra cost by a carrier as defined above.

"Confirmed reserved space", means space on a specific date and on a specific flight and class of service of a carrier which has been requested by a passenger and which the carrier or its agent has verified, by appropriate notation on the ticket or in any other manner provided therefor by the carrier, as being reserved for the accommodation of the passenger.

§ 250.3 [Reserved]

5. Paragraph (b) of § 250.3, *Boarding priority rules*, is removed and reserved.

6. Section 250.4 is retitled and revised to read:

§ 250.4 Denied boarding compensation tariffs for foreign air transportation.

(a) Every carrier operating flights in foreign air transportation departing from the United States shall file tariffs governing such transportation that provide compensation for passengers holding confirmed reserved space who are denied boarding involuntarily from an oversold flight that departs without those passengers. The tariffs shall incorporate the amount of compensation described in § 250.5 and the exceptions to eligibility for compensation described in § 250.6. Carriers subject to this section that offer free or reduced rate air transportation in lieu of the cash payment as provided in § 250.5(b) shall file a tariff stating that acceptance by the passenger of the alternative compensation is voluntary and that the value of the transportation benefit offered is equal to or greater than the cash payment otherwise required.

(b) The tariffs shall specify that the carrier will tender the appropriate compensation on the day and the place the involuntary denied boarding occurs.

(c) A carrier that does not provide the protections of this part on its inbound foreign flights may not file tariffs with the Board concerning its oversales practices for those flights.

7. Section 250.5 is amended by designating the current text as paragraph (a) adding a new paragraph (b), as follows:

§ 250.5 Amount of denied boarding compensation for passengers denied boarding involuntarily.

(a) Subject to the exceptions provided in § 250.6, a carrier as defined in § 250.1, shall pay compensation to passengers denied boarding involuntarily from an oversold flight at the rate of 200 percent of the sum of the values of the

passenger's remaining flight coupons up to the passenger's next stopover, or if none, to the passenger's final destination, with a maximum of \$400. However, the compensation shall be one-half the amount described above, with a \$200 maximum, if the carrier arranges for comparable air transportation, or other transportation used by the passenger that, at the time either such arrangement is made, is planned to arrive at the airport of the passenger's next stopover or if none, at the airport of the passenger's destination, not later than 2 hours after the time the direct or connecting flight on which confirmed space is held is planned to arrive in the case of interstate and overseas air transportation, or 4 hours after such time in the case of foreign air transportation.

(b) Carriers may offer free or reduced rate air transportation in lieu of the cash due under paragraph (a) of this section, if (1) the value of the transportation benefit offered is equal to or greater than the cash payment otherwise required, and (2) the carrier informs the passenger of the amount of cash compensation that would otherwise be due and that the passenger may decline the transportation benefit and receive the cash payment.

8. Section 250.6 is amended by removing references to tariffs and gender-specific language, so that it reads as follows:

§ 250.6 Exceptions to eligibility for denied boarding compensation.

A passenger denied boarding involuntarily from an oversold flight shall not be eligible for denied boarding compensation if:

(a) The passenger does not comply fully with the carrier's contract of carriage or tariff provisions regarding ticketing, reconfirmation, check-in, and acceptability for transportation;

(b) The flight for which the passenger holds confirmed reserved space is unable to accommodate that passenger because of substitution of equipment of lesser capacity when required by operational or safety reasons;

(c) The passenger is offered accommodations or is seated in a section of the aircraft other than that specified on the ticket at no extra charge, except that a passenger seated in a section for which a lower fare is charged shall be entitled to an appropriate refund; or

(d) The carrier arranges comparable air transportation, or other transportation used by the passenger at no extra cost to the passenger, that at the time such arrangements are made is

planned to arrive at the airport of the passenger's next stopover or, if none, at the airport of the final destination not later than 1 hour after the planned arrival time of the passenger's original flight or flights.

9. Paragraph (b) of § 250.9 is amended by removing the tariff-filing requirement so that it reads:

§ 250.9 Written explanation of denied boarding compensation and boarding priorities.

(a) * * *

(b) The statement shall read as follows:

* * * * *

Phyllis T. Kaylor,

Secretary.

[FR Doc. 83-17395 Filed 6-27-83; 8:34 am]

BILLING CODE 6320-01-M

FEDERAL TRADE COMMISSION

16 CFR Part 13

[Docket C-1248]

Herman Miller, Inc.; Prohibited Trade Practices, and Affirmative Corrective Actions

AGENCY: Federal Trade Commission.

ACTION: Modifying order.

SUMMARY: This order reopens the proceeding and modifies the Commission's order issued on June 30, 1967 (32 FR 10975), so as to allow the company to specify the customers to which its dealers can serve.

DATES: Consent Order issued June 30, 1967. Modifying Order issued June 9, 1983.

FOR FURTHER INFORMATION CONTACT: FTC/CC, Elliott Feinberg, Washington, D.C. 20580. (202) 634-4604.

SUPPLEMENTARY INFORMATION: In the Matter of Herman Miller, Inc., a corporation. Codification, appearing at 32 FR 10975, is modified by deleting the following: Subpart—Combining or Conspiring: Section 13.450 To limit distribution or dealing to regular established or acceptable channels or classes.

List of Subjects in 16 CFR Part 13

Office furnishings, Trade practices.

[Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; Sec. 2, 49 Stat. 1526; 15 U.S.C. 45, 13]

The Order Modifying Cease and Desist Order Issued June 30, 1967 is as follows:

By a petition dated January 11, 1983, and a supplement thereto dated February 18, 1983, respondent Herman

Miller, Inc. ("Herman Miller") requests that the Commission reopen the proceeding in Docket No. C-1248 and delete subparagraphs 1., 2. and 3.(a) of the second unnumbered paragraph of the order issued by the Commission on June 30, 1967. Pursuant to § 2.51 of the Commission's Rules of Practice, the petition was placed on the public record for comments. No comments were received.

Upon consideration of Herman Miller's request and supporting materials, and other relevant information, the Commission now finds that changed conditions of fact and law, and the public interest, warrant reopening and modification of the order.

Accordingly,

It is ordered that this matter be, and it hereby is, reopened and that subparagraphs 1., 2. and 3.(a) of the second unnumbered paragraph of the Commission's order be, and they are hereby, deleted.

By direction of the Commission.

Issued: June 9, 1983.

Emily H. Rock,

Secretary.

[FR Doc. 83-17394 Filed 6-27-83; 8:45 am]

BILLING CODE 6750-01-M

16 CFR Part 13

[Docket C-3110]

Chicago Metropolitan Pontiac Dealers' Assoc., Inc.; Prohibited Trade Practices, and Affirmative Corrective Actions

AGENCY: Federal Trade Commission.

ACTION: Consent order.

SUMMARY: In settlement of alleged violations of federal law prohibiting unfair acts and practices and unfair methods of competition, this consent agreement requires a Wheaton, Ill. Pontiac dealers' association, among other things, to cease failing to make clear and conspicuous credit disclosures in T.V. advertisements promoting consumer credit. Under the order, credit terms are required to be displayed in the video portion of the ad for at least five seconds, and rates of finance charges must be quoted as an "annual percentage rate." Further, the association is prohibited from using certain credit terms in advertisements promoting credit sales unless those advertisements also include statutorily required information in the manner prescribed by the Truth In Lending Act and its implementing Regulation Z.

DATE: Complaint and Order issued June 9, 1983.¹

FOR FURTHER INFORMATION CONTACT:

John M. Peterson, Chicago Regional Office, Federal Trade Commission, 55 East Monroe St., Suite 1437, Chicago, Ill. 60603, (312) 353-4423.

SUPPLEMENTARY INFORMATION: On Wednesday, Feb. 23, 1983, there was published in the Federal Register, 48 FR 7582, a proposed consent agreement with analysis in the Matter of Chicago Metropolitan Pontiac Dealers' Association, Inc., a corporation, for the purpose of soliciting public comment. Interested parties were given sixty (60) days in which to submit comments, suggestions or objections regarding the proposed form of order.

Comments were filed and considered by the Commission. The Commission has ordered the issuance of the complaint in the form contemplated by the agreement, made its jurisdictional findings and entered its order to cease and desist, as set forth in the proposed consent agreement, in disposition of this proceeding.

The prohibited trade practices and/or corrective actions, as codified under 16 CFR Part 13, are as follows: Subpart—Corrective Actions and/or Requirements: Section 13.533 Corrective actions and/or requirements; § 13.533-37 Formal regulatory and/or statutory requirements. Subpart—Neglecting, Unfairly or Deceptively, To Make Material Disclosure: Section 13.1852 Formal regulatory and statutory requirements; § 13.1852-75 Truth In Lending Act; § 13.1905 Terms and conditions; § 13.1905-60 Truth In Lending Act.

List of Subjects in 16 CFR Part 13

Consumer credit, Trade practices, Advertising.

[Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 82 Stat. 146, 147; 15 U.S.C. 45, 1601, et seq.]

Emily H. Rock,

Secretary.

[FR Doc. 83-17385 Filed 6-27-83; 8:45 am]

BILLING CODE 6750-01-M

16 CFR Part 13

[Docket C-3111]

The Competitive Edge, Inc.; Prohibited Trade Practices, and Affirmative Corrective Actions

AGENCY: Federal Trade Commission.

ACTION: Consent order.

¹ Copies of the Complaint and the Decision and Order filed with the original document.

SUMMARY: In settlement of alleged violations of federal law prohibiting unfair acts and practices and unfair methods of competition, this consent agreement requires an Albuquerque, N.M. advertising agency, among other things, to cease failing to make clear and conspicuous credit disclosures in T.V. advertisements promoting consumer credit. Under the order, credit terms are required to be displayed in the video portion of the ad for at least five seconds, and rates of finance charges must be quoted as an "annual percentage rate." Further, the corporation is prohibited from using certain credit terms in advertisements promoting credit sales unless those advertisements also include statutorily required information in the manner prescribed by the Truth In Lending Act and its implementing Regulation Z.

DATE: Complaint and Order issued June 9, 1983.¹

FOR FURTHER INFORMATION CONTACT: John M. Peterson, Chicago Regional Office, Federal Trade Commission, 55 East Monroe St., Suite 1437, Chicago, IL 60603. (312) 353-8522.

SUPPLEMENTARY INFORMATION: On Wednesday, Feb. 23, 1983, there was published in the *Federal Register*, 48 FR 7582, a proposed consent agreement with analysis in the Matter of The Competitive Edge, Inc., a corporation, for the purpose of soliciting public comment. Interested parties were given sixty (60) days in which to submit comments, suggestions or objections regarding the proposed form of order.

Comments were filed and considered by the Commission. The Commission has ordered the issuance of the complaint in the form contemplated by the agreement, made its jurisdictional findings and entered its order to cease and desist, as set forth in the proposed consent agreement, in disposition of this proceeding.

The prohibited trade practices and/or corrective actions, as codified under 16 CFR Part 13, are as follows: Subpart—Corrective Actions and/or Requirements; § 13.533 Corrective actions and/or requirements; 13.533-37. Formal regulatory and/or statutory requirements. Subpart—Neglecting, Unfairly or Deceptively, To Make Material Disclosure: Section 13.1852 Formal regulatory and statutory requirements; § 13.1852-75 Truth In Lending Act; § 13.1905 Terms and Conditions; § 13.1905-60 Truth In Lending Act.

¹ Copies of the Complaint and the Decision and Order filed with the original document.

List of Subjects in 16 CFR Part 13

Advertising, Consumer credit, Trade practices.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46 Interpret or apply sec. 5, 38 Stat. 719, as amended; 82 Stat. 146, 147; 15 U.S.C. 45, 1601, *et seq.*)

Emily H. Rock,
Secretary.

[FR Doc. 83-17386 Filed 6-27-83; 8:45 am]

BILLING CODE 6750-01-M

CONSUMER PRODUCT SAFETY COMMISSION

16 CFR Part 1204

Omnidirectional Citizens Band Base Station Antennas; Amendment of Standard

AGENCY: Consumer Product Safety Commission.

ACTION: Final rule.

SUMMARY: The Consumer Product Safety Commission amends the Safety Standard for Omnidirectional Citizens Band Base Station Antennas to specify that it is applicable to all omnidirectional citizens band base station antennas that are consumer products and that are manufactured or imported on or after May 24, 1983. The Commission issued the final standard on August 19, 1982, at a time when the standard was subject to veto by Congress. Because the date of expiration of the period for exercise of the Congressional veto could not be determined with precision when the standard was issued, the Commission stated that it would be applicable to all antennas manufactured or imported on or after February 25, 1983, or the day following expiration of the period for exercise of the Congressional veto, whichever is later. That period expired on May 23, 1983, with no action by Congress. The standard became effective on May 24, 1983.

DATE: The amendment issued below shall become effective on June 28, 1983.

FOR FURTHER INFORMATION CONTACT: Wade Anderson, Division of Regulatory Management, Directorate for Compliance and Administrative Litigation, Consumer Product Safety Commission, Washington, D.C. 20207; telephone (301) 492-6400.

SUPPLEMENTARY INFORMATION: In the *Federal Register* of August 19, 1982 (47 FR 36186), the Commission issued on a final basis the Safety Standard for Omnidirectional Citizens Band Base Station Antennas to reduce or eliminate risks of injury to consumers from electric shock which may result if a base

station antenna contacts an electric power line when the antenna is being installed or taken down. The standard contains performance requirements intended to assure that if the antenna contacts a power line of 14.5 kV rms or less, line to ground, it will not transmit a harmful amount of electric current to a person holding the antenna mast.

In the same notice, the Commission also issued final certification regulations to establish requirements applicable to manufacturers and importers when conducting tests to ensure that their antennas comply with the standard and when issuing certificates of compliance with the standard.

The standard and certification regulation were issued under the authority of the Consumer Product Safety Act (CPSA, 15 U.S.C. 2051 *et seq.*). Section 36 of the CPSA (15 U.S.C. 2083) provides that Congress may veto a consumer product safety standard "within 90 calendar days of continuous session of the Congress which occurs after the promulgation" of such a standard.

Thus, at the time the Commission issued the final standard, the possibility existed that the standard might not ever become effective. Moreover, the date of expiration of the period for exercise of the Congressional veto cannot be calculated precisely in advance.

For these reasons, § 1204.1(c)(1) of the standard stated that except as provided in § 1204.1 (c)(2), "the standard applies to all omnidirectional CB base station antennas that are consumer products and are manufactured on or after February 25, 1983, or the day after the expiration of the period provided in 15 U.S.C. 2083 for the exercise of a Congressional veto of the standard, whichever date is later."

In the preamble to the standard, the Commission stated that it would confirm the effective date of the standard and certification rule by a subsequent notice in the *Federal Register*.

The 90 calendar day period of continuing session of Congress following promulgation of the standard ended on May 23, 1983, with no action by Congress. Consequently, the standard and certification regulation became effective on May 24, 1983, and applicable to all omnidirectional citizens band base station antennas that are consumer products and that are manufactured or imported on or after that date.

The amendment of the standard issued below clarifies provisions of § 1204.1(c)(1) by specifying that May 24, 1983, is the date on which the standard became effective. However, this

amendment does not change the effective date of the standard from the one described in the notice by which the standard was issued on a final basis. For this reason, the amendment issued below makes no "material change" to the standard.

A proceeding for the amendment of a consumer product safety standard which makes no material change to that standard is exempted from the requirements of sections 7 and 9(a) through (g) of the CPSA (15 U.S.C. 2056, 2058(a) through (g)) by provisions of section 9(h) of the CPSA (15 U.S.C. 2058(h)).

Because the amendment issued below is one which simply clarifies the language of one section of the standard without making any change to its provision, the Commission finds for good cause, in accordance with provisions of the Administrative Procedure Act (5 U.S.C. 553 (b)(B) and (d)(3)) that notice of proposed rulemaking, opportunity for public comment, and delayed effective date are unnecessary in this proceeding. Therefore, the amendment shall be effective upon publication.

List of Subjects in 16 CFR Part 1204

Communications equipment,
Consumer protection, Electronic
products, Radio.

Conclusion

PART 1204—[AMENDED]

The Commission amends Part 1204 of Title 16 of the Code of Federal Regulations by revising § 1204.1(c)(1) to read as follows:

PART 1204—SAFETY STANDARD FOR OMNIDIRECTIONAL CITIZENS BAND BASE STATION ANTENNAS

Subpart A—The Standard

§ 1204.1 Scope of the standard.

(c) *Scope.* (1) Except as noted below, the standard applies to all omnidirectional CB base station antennas that are consumer products and are manufactured or imported on or after May 24, 1983.

(Sec. 9(h), Pub. L. 92-573, 86 Stat. 1207, as amended Pub. L. 95-319, 92 Stat. 386, Pub. L. 95-631, 92 Stat. 3742, Pub. L. 96-373, 94 Stat. 1366, Pub. L. 97-35, 95 Stat. 703, 15 U.S.C. 2058(h))

Dated: June 23, 1983.

Sadye E. Dunn,

Secretary, Consumer Product Safety Commission.

[FR Doc. 83-17405 Filed 6-27-83; 8:45 am]

BILLING CODE 6355-01-M

DEPARTMENT OF THE TREASURY

Customs Service

19 CFR Part 10

[T.D. 83-144]

Customs Regulations Amendment Relating to the Generalized System of Preferences

AGENCY: Customs Service, Treasury.

ACTION: Final rule.

SUMMARY: This document amends the definition of the term "imported directly," to expand that definition to allow treatment under the Generalized System of Preferences (GSP) for eligible articles which: (1) Originate in a beneficiary developing country, (2) are shipped to a developed country and auctioned there, and (3) then are shipped to the United States.

By allowing those eligible articles to be entered free of Customs duty, the beneficiary developing countries of which they are products will obtain the intended benefit established by the GSP.

EFFECTIVE DATE: This rule is effective as to merchandise entered or withdrawn from warehouse, for consumption on or after June 28, 1983.

FOR FURTHER INFORMATION CONTACT: Francis W. Foote, Classification and Value Division, U.S. Customs Service, 1301 Constitution Avenue, NW., Washington, D.C. 20229 (202-566-5727).

SUPPLEMENTARY INFORMATION:

Background

Title V of the Trade Act of 1974, as amended (19 U.S.C. 2461-2465), authorizes the President to establish a Generalized System of Preferences (GSP) to provide duty-free treatment for eligible articles imported directly from designated beneficiary developing countries (BDCs). BDCs and articles eligible for GSP treatment are designated by the President by Executive Order in accordance with the provisions of the Trade Act. The Customs Regulations issued to administer the GSP are contained in §§ 10.171-10.178 (19 CFR 10.171-10.178).

A notice was published in the *Federal Register* on April 7, 1983 (48 FR 15153), inviting public comments on Customs intention to expand the definition of "imported directly" in § 10.175, Customs

Regulations (19 CFR 10-175), to encompass the traditional marketing procedure established for "Cameroon wrapper tobacco," as described in detail in that document. All information contained in the Supplementary Information Background section of that notice is hereby incorporated by reference in this document.

Discussion of Comments

Four comments were received in response to the notice. Three commenters were generally in favor of the proposal and one was opposed.

One commenter in favor of the proposal requested that an explanatory comment be published with the final rule to clarify that the new provisions would apply to shipments of all merchandise meeting the new criteria rather than only to the "Cameroon wrapper" tobacco specifically discussed in the notice. Another commenter, although also in favor of the proposal, requested that the words "except for sale other than at retail" be deleted from proposed new paragraph (d)(3) in order to avoid the implication that the sale of merchandise while in a customs bonded warehouse in an intermediate country would mean that the merchandise had entered the commerce of that country. This comment was based on the fact that under § 10.175(c) the purchase and resale of merchandise within a free trade zone maintained in a beneficiary developing country does not constitute entry of that merchandise into the commerce of that country. This commenter further suggested that the proposed new rule should specify an effective date coextensive with the effective date of Executive Order 12311 which gave GSP treatment to the subject tobacco so that all wrapper tobacco entered, or withdrawn from warehouse for consumption, on or after July 4, 1981, would be eligible for GSP treatment in accordance with the intent behind the Executive Order. The third commenter not opposed to the proposal suggested that, in order to ensure uniformity in the application of the GSP, Customs should specify what constitutes evidence sufficient to establish that a shipment complies with the requirements of the new provision.

The commenter opposed to the proposal questioned whether the legislative history relating to the GSP indicated a Congressional intent to confer duty-free treatment on the subject tobacco and whether it was proper to redefine the statutory term "imported directly" in the regulations. This commenter further suggested: (1) That it would be difficult to maintain