

making them effective in less than 30 days. For the remaining SIAPs, an effective date at least 30 days after publication is provided.

Further, the SIAPs contained in this amendment are based on the criteria contained in the U.S. Standard for Terminal Instrument Approach Procedures (TERPs). In developing these SIAPs the TERPs criteria were applied to the conditions existing or anticipated at the affected airports. Because of the close and immediate relationship between these SIAPs and safety in air commerce, I find that notice and public procedure before adopting these SIAPs is unnecessary, impracticable and contrary to the public interest and, where applicable, that good cause exists for making some SIAPs effective in less than 30 days.

List of Subjects in 14 CFR Part 97

Approaches, Standard instrument, Aviation safety.

Adoption of the Amendment

Accordingly, pursuant to the authority delegated to me, Part 97 of the Federal Aviation Regulations [14 CFR Part 97] is amended by establishing, amending, suspending, or revoking Standard Instrument Approach Procedures, effective at 0901 G.m.t. on the dates specified, as follows:

1. By Amending § 97.23 VOR, VOR/DME, VOR or TACAN, and VOR/DME or TACAN SIAPs identified as follows:

* * * Effective February 14, 1985

- Bentonville, AR—Bentonville Muni, VOR—Amdt. 7
- Bentonville, AR—Bentonville Muni, VOR/DME—B, Orig.
- Arcata-Eureka, CA—Arcata, VOR RWY 13, Amdt. 6
- Arcata-Eureka, CA—Arcata, VOR/DME RWY 1, Amdt. 5
- Newnan, GA—Newnan Coweta County, VOR/DME—A, Amdt. 4
- Glasgow, MT—Glasgow Intl, VOR RWY 12, Amdt. 2
- Glasgow, MT—Glasgow Intl, VOR RWY 30, Amdt. 2
- Ainsworth, NE—Ainsworth Muni, VOR RWY 17, Amdt. 6, Cancelled
- Ainsworth, NE—Ainsworth Muni, VOR RWY 17, Orig.
- Ainsworth, NE—Ainsworth Muni, VOR RWY 35, Amdt. 2, Cancelled
- Ainsworth, NE—Ainsworth Muni, VOR RWY 35, Orig.
- Thedford, NE—Thomas County, VOR RWY 8, Amdt. 3
- Clinton, NC—Sampson County, VOR/DME—A, Amdt. 3
- New Holstein, WI—New Holstein Muni, VOR/DME—A, Amdt. 1

* * * Effective January 17, 1985

- Akron, OH—Akron-Canton Regional, VOR RWY 23, Amdt. 5

Effective December 20, 1984

- Fergus Falls, MN—Fergus Falls Muni-Einar Mickelson Fld, VOR RWY 17, Amdt. 6
- Fergus Falls, MN—Fergus Falls Muni-Einar Mickelson Fld, VOR RWY 35, Amdt. 8
- Fergus Falls, MN—Fergus Falls Muni-Einar Mickelson Fld, VOR/DME RWY 31, Amdt. 3

* * * Effective December 19, 1984

- Richmond, VA—Richard Evelyn Byrd Intl, VOR RWY 25, Amdt. 12

2. By amending § 97.25 LOC, LOC/DME, LDA LDA/DME, SDF, and SDF/DME SIAPs identified as follows:

* * * Effective February 14, 1985

- Gainesville, GA—Lee Gilmer Memorial, LOC RWY 4, Amdt. 2

* * * Effective December 13, 1984

- Corvallis, OR—Corvallis Muni, LOC RWY 17, Amdt. 3

3. By amending § 97.27 NDB and NDB/DME SIAPs identified as follows:

* * * Effective February 14, 1985

- Arcata-Eureka, CA—Arcata, NDB—A, Amdt. 6
- Gainesville, GA—Lee Gilmer Memorial, NDB RWY 4, Amdt. 2
- Bellaire, MI—Antrim County, NDB RWY 2, Amdt. 8, Cancelled
- Bellaire, MI—Antrim County, NDB RWY 2, Orig.
- Glasgow, MT—Glasgow Intl, NDB RWY 30, Orig.
- Bassett, NE—Rock County, NDB RWY 31, Amdt. 1
- Valentine, NE—Miller Field, NDB RWY 31, Amdt. 4
- Clinton, NC—Sampson County, NDB RWY 6, Amdt. 3
- Hickory, NC—Hickory Muni, NDB RWY 24, Amdt. 2
- Kelso, WA—Kelso-Longview, NDB—A, Amdt. 2
- New Richmond, WI—New Richmond Muni, NDB RWY 13, Amdt. 1

4. By amending § 97.29 ILS ILS/DME, ISMLS, MLS, MLS/DME and MLS/RNAV SIAPs identified as follows:

* * * Effective February 14, 1985

- Arcata-Eureka, CA—Arcata, ILS RWY 31, Amdt. 25
- Jackson, MS—Allen C Thompson Field, ILS RWY 15L, Amdt. 4
- Charlotte, NC—Charlotte/Douglas Intl, ILS RWY 36L, Amdt. 8
- Hickory, NC—Hickory Muni, ILS RWY 24, Amdt. 4
- Portland, OR—Portland Intl, ILS RWY 10R, Amdt. 27

* * * Effective January 17, 1985

- Akron, OH—Akron-Canton Regional, ILS RWY 1, Amdt. 32
- Akron, OH—Akron-Canton Regional, ILS RWY 19, Amdt. 2
- Akron, OH—Akron-Canton Regional, ILS RWY 23, Amdt. 5

* * * Effective December 20, 1984

- Tampa, FL—Tampa Intl, ILS RWY 36L, Amdt. 13

* * * Effective December 19, 1984

- Richmond, VA—Richard Evelyn Byrd Intl, ILS RWY 7, Amdt. 24

5. By amending § 97.31 RADAR SIAPs identified as follows:

* * * Effective January 17, 1985

- Akron, OH—Akron-Canton Regional, RADAR—1, Amdt. 16

* * * Effective December 19, 1984

- Richmond, VA—Richard Evelyn Byrd Intl, RADAR—1, Amdt. 9

(Secs. 307, 313(a), 601, and 1110, Federal Aviation Act of 1958 (49 U.S.C. 1348, 1354(a), 1421, and 1510); 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983); and 14 CFR 11.49(b)(3))

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. For the same reason, the FAA certifies that this amendment 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 December 28, 1984.

Kenneth S. Hunt,

Director of Flight Operations.

Note.—The incorporation by reference in the preceding document was approved by the Director of the Federal Register on December 31, 1980, and reapproved as of January 1, 1982.

[FR Doc. 85-239 Filed 1-3-85; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Parts 121, 127, and 135

[Docket No. 18510; SFAR No. 38-1]

Special Federal Aviation Regulation No. 38 Certification and Operating Requirements

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule; request for comments.

SUMMARY: This amendment extends the effectiveness of Special Federal Aviation Regulation (SFAR) No. 38. In 1978, the FAA promulgated SFAR 38 as an interim regulation to address regulatory questions arising from

legislation that resulted in economic deregulation of the air transportation industry, and from the Civil Aeronautics Board's (CAB) scheduled demise (or "sunset") on December 31, 1984. Having generally reviewed the FAA regulations to determine the most appropriate regulatory response to the Airline Deregulation Act of 1978 and the termination of CAB functions attendant on the CAB sunset, the FAA concludes that it is appropriate to extend the termination date of SFAR 38 to allow time for the FAA, in separate rulemaking, to propose and receive comments on certain revisions to present SFAR 38.

DATES: Effective January 1, 1985, the termination date for SFAR 38 is extended to June 1, 1985. Comments must be received on or before March 5, 1985.

ADDRESSES: Send comments on the rule in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn. Rules Docket (AGC-204), Docket No. 18510, 800 Independence Avenue, SW, Washington, D.C. 20591, or deliver comments in duplicate to: FAA Rules Docket, Room 918, 800 Independence Avenue, SW, Washington, D.C. Comments may be examined in the Rules Docket weekdays, except Federal holidays, between 8:30 a.m. and 5 p.m.

FOR FURTHER INFORMATION CONTACT: Mr. David Catey, Project Development Branch, Air Transportation Division, Office of Flight Operations, Federal Aviation Administration, 800 Independence Ave., SW, Washington, D.C., 20591; telephone (202) 472-4621.

SUPPLEMENTARY INFORMATION

Background

On December 12, 1978, the FAA promulgated SFAR 38 in consequence of the Airline Deregulation Act of 1978 (Pub. L. 95-304, 33 U.S.C. 857-14). That Act embodies the Congressional intent that the Federal Government diminish its involvement in regulating the economic aspects of the airline industry. To accomplish this, Congress directed that the Civil Aeronautics Board (CAB) be abolished, and in anticipating its sunset, the CAB curtailed or suspended much of its regulatory activity. On October 4, 1984, additional legislation was enacted further defining the process for CAB sunset.

Because some aspects of FAA safety regulation rest upon CAB definitions and authority, the FAA found it necessary in 1978 to adopt an interim measure to provide for an orderly transition from CAB and FAA interlocking authority, to a regulatory

regime with no CAB in existence. SFAR 38 set out FAA certification and operating requirements applicable to all "air commerce" and "air transportation" operations for "compensation or hire". (SFAR 38 does not address Part 133 external load operations, Part 137 agriculture aircraft operations, or Part 91 training and other special purpose operations.) The FAA has reviewed SFAR 38 and has concluded that it should be revised and clarified and that its effectiveness should be continued until at least May 1, 1986, to give the FAA time to review all of its regulations in a post-CAB sunset light. A proposed revision of SFAR 38 will soon be published for public comment in the Federal Register. This amendment merely extends the termination date of SFAR 38 to June 1, 1985, to allow adequate time for receipt and consideration of public comment on the proposed revisions to present SFAR 38 which are being undertaken in separate rulemaking.

Good Cause Justification for Immediate Adoption

The termination date for SFAR 38, and for the operating certificates issued under SFAR 38, is January 1, 1985. The reasons which justified the adoption of SFAR 38 still exist. Therefore, it is in the public interest to extend the termination date of SFAR 38 from January 1, 1985, to June 1, 1985. This action is necessary to permit continued operations under operating certificates issued under SFAR 38 and to avoid confusion in the administration of FAA regulations regarding operating certificates and operating requirements.

In addition, since this amendment continues in effect the provisions of a currently effective SFAR and imposes no additional burden on any person, I find that notice and public procedures hereon are unnecessary, impracticable, and contrary to the public interest, and that the amendment may be made effective in less than 30 days. However, interested persons are invited to submit such comments as they may desire regarding this amendment. Communications should identify the docket number and be submitted in duplicate to the address specified above. All communications received on or before the close of the comment period will be considered by the Administrator, and this amendment may be changed in light of the comments received. All comments received will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested parties.

Trade Impact Statement

The FAA finds that this amendment will have no impact on international trade.

Regulatory Flexibility Determination

The FAA finds that the amendment will have no significant economic impact on small entities.

The FAA has determined that this document involves a rule change which imposes no additional burden on any person. Accordingly, it has been determined that: the rule change does not involve a major rule under Executive Order 12291; it is not significant under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and its anticipated impact is so minimal that full regulatory evaluation is not required.

List of Subjects

14 CFR Part 121

Aviation safety, Safety, Air carriers, Air transportation, Aircraft, Airmen.

14 CFR Part 127

Aircraft, Air carriers, Airworthiness, Airmen.

14 CFR Part 135

Air carriers, Aviation safety, Safety, Air transportation, Air taxis, Airworthiness, Airmen, Aircraft.

Adoption of the Amendment

In consideration of the foregoing, Parts 121, 127 and 135 of the Federal Aviation Regulations are amended as follows, effective January 1, 1985.

By amending Special Federal Aviation Regulation No. 38 in 14 CFR Parts 121, 127, and 135, to change the termination date from "January 1, 1985," to "June 1, 1985."

(Secs. 313, 601, 603, 604 and 1102, Federal Aviation Act of 1958 as amended (49 U.S.C. 1354, 1421, 1423, 1424, and 1502); 49 U.S.C. 106(g) [Revised, Pub. L. 97-449, January 12, 1983]).

Issued in Washington, D.C. on December 27, 1984.

Donald D. Engen,
Administrator.

[FR Doc. 84-34022 Filed 12-31-84; 3:32 pm]

BILLING CODE 4910-13-M

CIVIL AERONAUTICS BOARD

14 CFR Ch. II

Transfer, Removal, and Reissuance of Regulations to Transportation Department

AGENCY: Civil Aeronautics Board.

ACTION: Notice of Transfer.

SUMMARY: On January 1, 1985, most of the authority of the CAB will transfer to the Department of Transportation. Consequently, most of the Board's existing rules will be administered by DOT after January 1. This notice identifies those rules transferred to DOT, those to be reissued by DOT, and those which are revoked.

DATES: Adopted: December 28, 1984.
Effective: January 1, 1985.

FOR FURTHER INFORMATION CONTACT: John Craig Weller, Office of the General Counsel, Civil Aeronautics Board, 1825 Connecticut Avenue, N.W., Washington, D.C. 20428; 202 673-5442, (after January 8, 1985, (202) 472-5577).

SUPPLEMENTARY INFORMATION: The Airline Deregulation Act of 1978 (ADA) provided for the gradual transition from an airline industry that was largely controlled by government regulation to one largely controlled by the marketplace. As a part of the final phase of this process, the Civil Aeronautics Board will cease to exist on December 31, 1984, and most of its remaining authority will be transferred to the Department of Transportation. Some of this authority, such as oversight of international air transportation, was included in the ADA; the remainder, such as domestic fitness and consumer protection, was included in the Civil Aeronautics Board Sunset Act of 1984.

This notice lists the current rules administered by the Civil Aeronautics Board and the disposition of those rules upon transfer. While this notice is being issued by the Board, DOT has been consulted and concurs.

In general, one of three things will happen. First, the rules in Subchapter A—Economic Regulations (except for Parts 245 and 246), Subchapter D—Special Regulations (except for Part 370), Subchapter E—Organization (except for Part 385), and Subchapter F—Policy Statements, will transfer intact to DOT and will retain the current numbers.

Most of the rules in Subchapter B—Procedural Regulations, and Part 385 of Subchapter E, are being reissued by DOT to reflect its new organizational structure. See, Notice 84-17, 49 FR 46006, November 21, 1984. For the most part, the organization and numbering of these reissued rules will remain the same as the present CAB rules.

Parts 245 and 246 are being revoked because the underlying statutory authority for them expires. Part 310b concerning public access to Board meeting is being revoked since there will no longer be Board meetings. Parts 312

and 370 are being revoked because DOT already has regulations covering these areas. A final rule for each of these actions is being issued separately.

In addition, DOT is in the process of consolidating all of the Board's antitrust rules, now found in various sections of the Board's rules, into a new Part 303. A notice of proposed rulemaking concerning the antitrust rules should be issued shortly, but the new consolidated rules will not be in effect until after the Board's sunset.

This notice, of course, has no substantive effect on the rules or those subject to them; it merely provides a convenient reference source for the disposition of the Board's rules after sunset.

Accordingly, the following listed rules of the Civil Aeronautics Board will be affected as indicated on January 1, 1985.

Part	Title	Disposition
Subchapter A—Economic Regulations		
200	Definitions and instructions	Transfer to DOT.
201	Applications for certificates of public convenience and necessity	Do.
202	Certificates authorizing scheduled route service: Terms, conditions, and limitations	Do.
203	Waiver of Warsaw Convention liability limits and defenses	Do.
204	Data to support fitness determinations	Do.
205	Aircraft accident liability insurance	Do.
206	Certificates of public convenience and necessity: Special authorizations	Do.
207	Charter trips and special services	Do.
208	Terms, conditions, and limitations of certificates to engage in charter air transportation	Do.
211	Applications for permits to foreign air carriers	Do.
212	Charter trips by foreign air carriers	Do.
213	Terms, conditions, and limitations of foreign air carrier permits	Do.
214	Terms, conditions, and limitations of foreign air carrier permits authorizing charter air transportation only	Do.
215	Names of air carriers and foreign air carriers	Do.
216	Commingling of blind sector traffic by foreign air carriers	Do.
217	Reporting data pertaining to civil aircraft charters performed by U.S. certificated and foreign air carriers	Do.
218	Lease by foreign air carrier or other foreign person of aircraft with crew	Do.
218	Tariffs	Do.
222	Intermodal cargo services by foreign air carriers	Do.
223	Free and reduced-rate transportation	Do.
228	Embargoes on property	Do.
231	Exemption from schedule filing	Do.
232	Transportation of mail, review of orders of Postmaster General	Do.
235	Reinvestment of gains derived from the sale or other disposition of flight equipment	Do.
240	Inspection of accounts and property	Do.
241	Uniform system of accounts and reports	Do.
245	Reports of ownership of stock and other interests	Revoked.

Part	Title	Disposition
246	Reports of stock ownership of affiliates of air carriers	Do.
247	Direct airport-to-airport mileage records	Transfer to DOT
248	Submission of audit and reconciliation reports	Do.
249	Preservation of air carrier records	Do.
250	Oversales	Do.
251	Prohibited interests, interlocking relationships	Do.
252	Smoking aboard aircraft	Do.
253	Notice of terms of contract of carriage	Do.
254	Domestic baggage liability	Do.
261	Filing of agreements	Do.
263	Participation of air carrier associations in Board proceedings	Do.
270	Criteria for designating eligible points	Do.
287	Exemption and approval of certain interlocking relationships	Do.
288	Exemption of air carriers for military transportation	Do.
291	Domestic cargo transportation	Do.
292	Classification and exemption of Alaskan air carriers	Do.
294	Canadian charter air taxi operators	Do.
296	Indirect air transportation of property	Do.
297	Foreign air freight forwarders and foreign cooperative shippers associations	Do.
298	Exemptions for air taxi operations	Do.
299	Exemption from section 408 for aircraft acquisitions	Do.
Subchapter B—Procedural Regulations		
300	Rules of conduct in Board proceedings	Reissued by DOT.
302	Rules of practice in Board proceedings	Do.
305	Rules of practice in informal non-public investigations	Do.
310	Inspection and copying of Board opinions, orders, and records	Do.
310a	Access to systems of records—regulations and exemptions implementing the Privacy Act of 1974	Do.
310b	Public access to Board meetings	Revoked.
311	Classification and declassification of national security information and material	Reissued by DOT.
312	Implementation of the National Environmental Policy Act	Revoked.
313	Implementation of the Energy Policy and Conservation Act	Reissued by DOT.
314	Employee Protection Program	Do.
315	Information submitted in section 408 applications	Transfers to DOT.
316	Collection of claims owed the United States	Reissued by DOT.
320	Procedures for awarding Japanese charter authorizations	Do.
321	Unused authority procedures	Transfer to DOT.
323	Terminations, suspensions, and reductions of service	Reissued by DOT.
324	Procedures for compensating air carriers for losses	Do.
325	Essential air service procedures	Do.
326	Procedures for bumping subsidized air carriers from eligible points	Do.
Subchapter C—(Reserved)		
Subchapter D—Special Regulations		
370	Employee responsibility and conduct	Revoked.
372	Overseas military personnel charters	Transfer to DOT.
373	Implementation of the Equal Access to Justice Act	Do.
374	Implementation of the Consumer Credit Protection Act with respect to air carriers and foreign air carriers	Do.
374a	Extension of credit by airlines to Federal political candidates	Do.
375	Navigation of foreign civil aircraft within the United States	Do.

Part	Title	Disposition
377	Continuation of expired authorizations by operation of law pending final determination of applications for renewal thereof.	Do.
379	Nondiscrimination in federally assisted programs of the Board—Effectuation of Title VI of the Civil Rights Act of 1964.	Do.
380	Public charters	Do.
382	Nondiscrimination on the basis of handicap.	Do.
Subchapter E—Organization		
384	Statement of organization, delegation of authority, and availability of records and information.	Do.
385	Delegations and review of action under delegation; nonhearing matters.	Reissued by DOT.
387	Organization and operation during emergency conditions.	Transfer to DOT.
389	Fees and charges for special services.	Do.
Subchapter F—Policy Statements		
398	Guidelines for individual determinations of essential air transportation.	Do.
399	Statements of general policy	Do.
400-	(Reserved)	
1199		

By the Civil Aeronautics Board,
Phyllis T. Kaylor,
Secretary.
[FR Doc. 85-261 Filed 1-3-85; 8:45 am]
BILLING CODE 6320-01-M

14 CFR Part 245

[Reg. ER-1403; Amdt. No. 7 to Part 245]

Reports of Ownership of Stock and Other Interests

AGENCY: Civil Aeronautics Board.
ACTION: Final rule.

SUMMARY: The CAB revokes its rule requiring reports of ownership of stock, or other interests, in air carriers or other persons engaged in phases of aeronautics. This action is required because the statutory authority for this section expires on January 1, 1985.

DATES: *Adopted:* December 28, 1984.
Effective: January 1, 1985.

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

SUPPLEMENTARY INFORMATION: The Civil Aeronautics Board will cease to exist at the end of 1984 and most of its present authority and rules will transfer to the Department of Transportation on January 1, 1985. However, pursuant to the Civil Aeronautics Sunset Act of 1984, sections 407 (b) and (c), and section 409 of the Federal Aviation Act are abolished on January 1, 1985. These sections of the Act provide the statutory

basis for Parts 245 and 246 of the Board's Economic Regulations. For that reason, the Board is revoking Parts 245 and 246, effective January 1, 1985.

Because this action is required by the statutory changes made by Congress, the Board finds for good cause that notice and comment are not required and that this rule may become effective when posted at the Federal Register.

List of Subjects in 14 CFR Part 245

Air carriers, Banks, Reporting and recordkeeping requirements, Securities.

Accordingly, the Civil Aeronautics Board amends 14 CFR Chapter II, *Civil Aeronautics Board*, as follows:

PART 245—[REMOVED]

1. The authority for Part 245 is:

Authority: Secs. 204, 407, 409, Pub. L. 85-726, as amended; 72 Stat. 743, 766, 768; 49 U.S.C. 1324, 1377, 1379.

2. 14 CFR Part 245, *Reports of ownership of stock and other interests*, is removed and reserved.

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

[FR Doc. 84-34024 Filed 12-31-84; 3:40 pm]
BILLING CODE 6320-01-M

14 CFR Part 246

[Reg. ER-1404; Amdt. No. 3 to Part 246]

Reports of Stock Ownership of Affiliates of Air Carriers

AGENCY: Civil Aeronautics Board.
ACTION: Final rule.

SUMMARY: The CAB revokes its rule requiring reports of ownership of stock by affiliates of air carriers. This action is required because the statutory authority for this section expires on January 1, 1985.

DATES: *Adopted:* December 28, 1984.
Effective: January 1, 1985.

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

SUPPLEMENTARY INFORMATION: For the reasons explained in ER-1403, adopted today, the Board revokes its rules in 14 CFR Part 246 concerning reporting of stock interests by affiliates of air carriers.

List of Subjects in 14 CFR Part 246

Air carriers, Holding companies, Reporting and recordkeeping requirements, Securities.

Accordingly, the Civil Aeronautics Board amends 14 CFR Chapter II, *Civil Aeronautics Board*, as follows:

PART 246—[REMOVED]

1. The authority for Part 246 is:

Authority: Secs. 204, 407, 409, Pub. L. 85-726, as amended; 72 Stat. 743, 766, 768; 49 U.S.C. 1324, 1377, 1379.

2. 14 CFR Part 246, *Reports of stock ownership of affiliates of air carriers*, is removed and reserved.

By the Civil Aeronautics Board,

Phyllis T. Kaylor,

Secretary.

[FR Doc. 84-34025 Filed 12-31-84; 3:40 pm]

BILLING CODE 6320-01-M

14 CFR Part 291

[Reg. ER-1402; Economic Regulations; Amdt. No. 17 to Part 291; Docket 42585]

Domestic Cargo Transportation

AGENCY: Civil Aeronautics Board.

ACTION: Final rule.

SUMMARY: The CAB changes the applicability of its rules for domestic all-cargo air transportation to include air transportation wholly within the States of Alaska and Hawaii. The change is required by the Civil Aeronautics Board Sunset Act of 1984. All-cargo air transportation within those States will now be subject to the same liberal rules as in other States.

DATES: *Adopted:* December 28, 1984.
Effective: February 4, 1985.

FOR FURTHER INFORMATION CONTACT: Joanne Petrie, Office of the Assistant General Counsel for Regulations and Enforcement, U.S. Department of Transportation, 400 Seventh Street, SW, Washington, D.C. 20590, (202) 426-4723.

SUPPLEMENTARY INFORMATION: The Board's rules in 14 CFR Part 291 relieve domestic all-cargo carriers from many statutory requirements in accordance with the policy of the cargo deregulation amendment in 1977 (Pub. L. 95-163) and the Airline Deregulation Act (Pub. L. 96-504). In accordance with the cargo deregulation amendments, these rules do not apply to air transportation wholly within the States of Alaska and Hawaii.

Congress has now, however, decided that all-cargo air transportation in these States should be treated as it is in all other interstate and overseas air transportation. The Civil Aeronautics Board Sunset Act of 1984 eliminates the distinction created by the cargo deregulation amendments. In view of this statutory change, Transamerica has