

(3) Appendix E of this section is a protocol which may be followed in the validation of alternative measuring devices as equivalent to the vertical elutriator cotton dust sampler. Other protocols may be used if it is demonstrated that they are statistically valid, meet the requirements in paragraph (d)(1)(iii) of this section, and are appropriate for demonstrating equivalency.

(Appendices A through D are unchanged and not reprinted.)

Appendix E—Vertical Elutriator Equivalency Protocol

a. *Samples to be taken*—In order to ascertain equivalency, it is necessary to collect a total of 100 samples from at least 10 sites in a mill. That is, there should be 10 replicate readings at each of 10 sites. The sites should represent dust levels which vary over the allowable range of 0.5 to 2 times the permissible exposure limit. Each sample requires the use of two vertical elutriators (VE's) and at least one but not more than two alternative devices (AD's). Thus, the end result is 200 VE readings and either 100 or 200 AD readings. The 2 VE readings and the 1 or 2 AD readings at each time and site must be

made simultaneously. That is, the two VE's and one or two AD's must be arranged together in such a way that they are measuring essentially the same dust levels.

b. *Data averaging*—The two VE readings taken at each site are then averaged. These averages are to be used as the 100 VE readings. If two alternate devices were used, their test results are also averaged. Thus, after this step is accomplished, there will be 100 VE readings and 100 AD readings.

c. *Differences*—For each of the 100 sets of measurements (VE and AD) the difference is obtained as the average VE reading minus the AD reading. Call these differences D_i . Thus, we have.

$$D_i = VE_i - AD_i, i = 1, 2, \dots, 100 \quad (1)$$

Next we compute the arithmetic mean and standard deviations of the differences, using equations (2) and (3), respectively.

$$\bar{X}_D = \frac{1}{N} \sum_{i=1}^N D_i \quad (2)$$

$$SD = \sqrt{\frac{\sum D_i^2 - \frac{(\sum D_i)^2}{N}}{N-1}} \quad (3)$$

where N equals the number of differences (100 in this case), $\bar{X}_D$ is the arithmetic mean and S_D is the standard deviation.

We next calculate the critical value as $T = KS_D + |\bar{X}_D|$ where $K = 1.87$, based on 100 samples.

d. *Equivalency test*. The next step is to obtain the average of the 100 VE readings. This is obtained by equation (4)

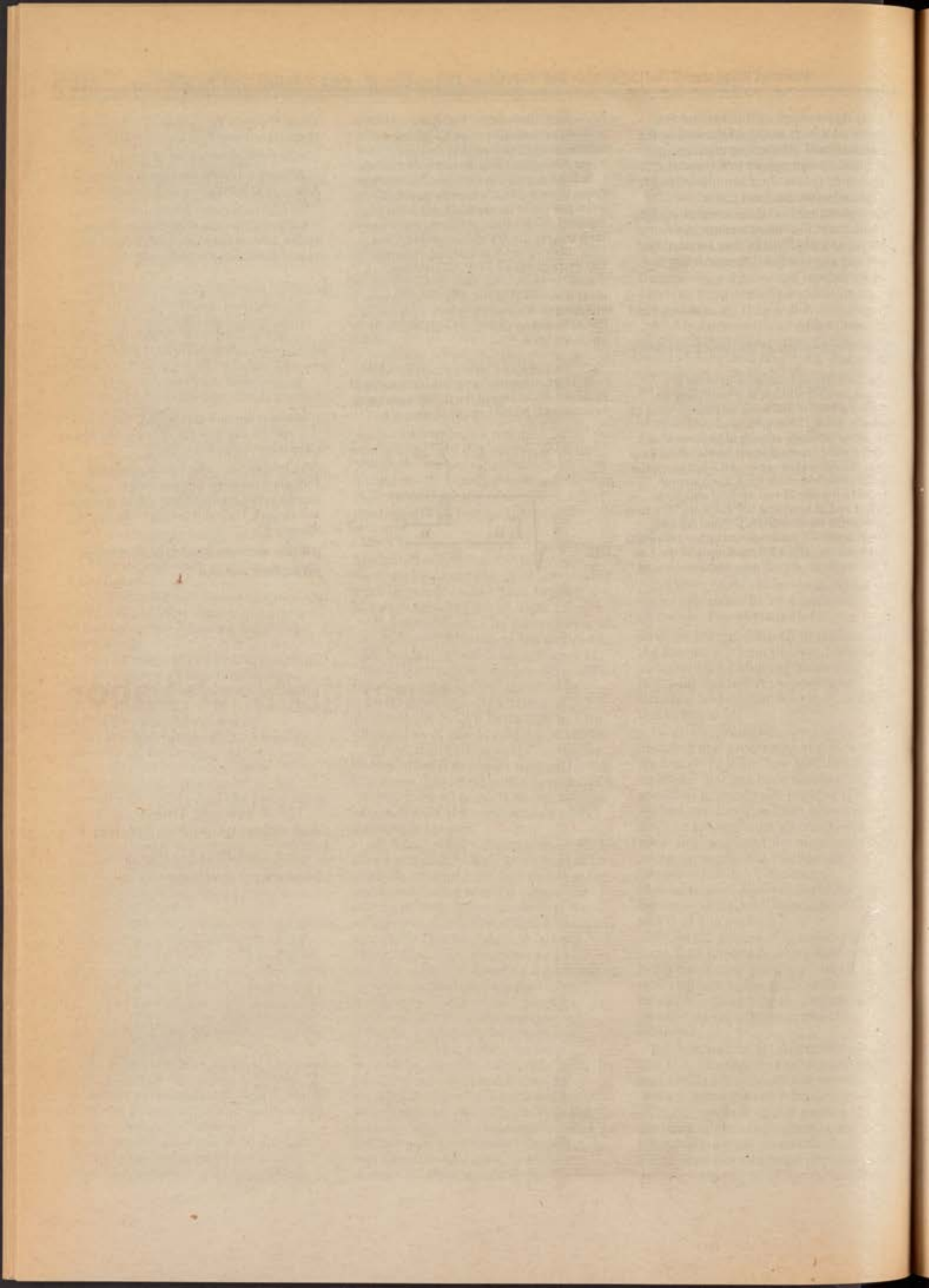
$$\bar{X}_{VE} = \frac{1}{N} \left(\sum_{i=1}^N VE_i \right) \quad (4)$$

We next multiply 0.25 by $\bar{X}_{VE}$. If $T < 0.25 \bar{X}_{VE}$, we can say that the alternate device has passed the equivalency test.

(The information collection requirements contained in the section are under consideration by the Office of Management and Budget. They will not take effect until approved.)

[FR Doc. 85-29293 Filed 12-9-85; 8:45 am]

BILLING CODE 4510-26-M



Federal Register

Friday
December 13, 1985

Part IV

Department of Labor

Employment Standards Administration,
Wage and Hour Division

Minimum Wages for Federal and
Federally Assisted Construction; General
Wage Determination Decisions; New
Publication Procedures; Notices

DEPARTMENT OF LABOR

Employment Standards
Administration, Wage and Hour
DivisionMinimum Wages for Federal and
Federally Assisted Construction;
General Wage Determination
Decisions

General wage determination decisions of the Secretary of Labor specify, in accordance with applicable law and on the basis of information available to the Department of Labor from its study of local wage conditions and from other sources, the basic hourly wage rates and fringe benefit payments which are determined to be prevailing for the described classes of laborers and mechanics employed on construction projects of the character and in the localities specified therein.

The determinations in these decisions of such prevailing rates and fringe benefits have been made by authority of the Secretary of Labor pursuant to the provisions of the Davis-Bacon Act of March 3, 1931, as amended (46 Stat. 1494, as amended 40 U.S.C. 276a) and of other Federal statutes referred to in 29 CFR 5.1 (including the statutes listed at 36 FR 306 (1970) following Secretary of Labor's Order No. 24-70) containing provisions for the payment of wages which are dependent upon determination by the Secretary of Labor under the Davis-Bacon Act; and pursuant to the provisions of part 1 of subtitle A of title 29 of Code of Federal Regulations, Procedure for Predetermination of Wage Rates, 48 FR 19533 (1983) and of Secretary of Labor's Orders 9-83, 48 FR 35736 (1983), and 6-84, 49 FR 32473 (1984). The prevailing rates and fringe benefits determined in these decisions shall, in accordance with the provisions of the foregoing statutes, constitute the minimum wages payable on Federal and federally assisted construction projects to laborers and mechanics of the specified classes engaged on contract work of the character and in the localities described therein.

Good cause is hereby found for not utilizing notice and public procedure thereon prior to the issuance of these determinations as prescribed in 5 U.S.C. 553 and not providing for delay in the effective date as prescribed in that

section, because the necessity to issue construction industry wage determination frequently and in large volume causes procedures to be impractical and contrary to the public interest.

General wage determination decisions are effective from their date of publication in the **Federal Register** without limitation as to time and are to be used in accordance with the provisions of 29 CFR Parts 1 and 5. Accordingly, the applicable decision together with any modifications issued subsequent to its publication date shall be made a part of every contract for performance of the described work within the geographic area indicated as required by an applicable Federal prevailing wage law and 29 CFR, Part 5. The wage rates contained therein shall be the minimum paid under such contract by contractors and subcontractors on the work.

Modifications and Supersedes
Decisions to General Wage
Determination Decisions

Modifications and supersedes decisions to general wage determination decisions are based upon information obtained concerning changes in prevailing hourly wage rates and fringe benefit payments since the decisions were issued.

The determinations of prevailing rates and fringe benefits made in the modifications and supersedes decisions have been made by authority of the Secretary of Labor pursuant to the provisions of the Davis-Bacon Act of March 3, 1931, as amended (46 Stat. 1494, as amended, 40 U.S.C. 276a) and of other Federal statutes referred to in 29 CFR 5.1 (including the statutes listed at 36 FR 306 (1970) following Secretary of Labor's Order No. 24-70) containing provisions for the payment of wages which are dependent upon determination by the Secretary of Labor under the Davis-Bacon Act; and pursuant to the provisions of Part 1 of Subtitle A of Title 29 of Code of Federal Regulations, Procedure for Predetermination of Wage Rates, 48 FR 19533 (1983) and of Secretary of Labor's Orders 6-84, 49 FR 32473 (1984). The prevailing rates and fringe benefits determined in foregoing general wage determination decisions, as hereby modified, and/or superseded shall, in accordance with the provisions of the

foregoing statutes, constitute the minimum wages payable on Federal and federally assisted construction projects to laborers and mechanics of the specified classes engaged in contract work of the character and in the localities described therein.

Modifications and supersedes decisions are effective from their date of publication in the **Federal Register** without limitation as to time and are to be used in accordance with the provisions of 29 CFR Parts 1 and 5.

Any person, organization, or governmental agency having an interest in the wages determined as prevailing is encouraged to submit wage rate information for consideration by the Department. Further information and self-explanatory forms for the purpose of submitting this data may be obtained by writing to the U.S. Department of Labor, Employment Standards Administration, Wage and Hour Division, Office of Program Operations, Division of Wage Determinations, Washington, D.C. 20210. The cause for not utilizing the rulemaking procedures prescribed in 5 U.S.C. 553 has been set forth in the original General Determination Decision.

Modifications to General Wage
Determination Decisions

The numbers of the decisions being modified and their dates of publication in the **Federal Register** are listed with each State.

California:	
CA85-5035	Sept. 6, 1985.
District of Columbia:	
DC84-3009	Apr. 6, 1984.
Michigan:	
MI85-5022	June 7, 1985.
MI83-2008	Feb. 11, 1983.
MI83-2009	Feb. 11, 1983.
New York:	
NY83-3018	May 20, 1983.
Pennsylvania:	
PA85-3017	Apr. 5, 1985.
PA85-3054	Oct. 11, 1985.
PA85-3012	Mar. 8, 1985.
Virginia:	
VA85-3020	Apr. 6, 1985.
Washington:	
WA81-5100	Mar. 6, 1981.

Signed at Washington, DC, this 6th day of December 1985.

James L. Valin,
Assistant Administrator.
BILLING CODE 4510-27-M

MODIFICATIONS P. 1

DECISION NO. CARS-5035 MOD. 15 150 FR 38519-September 6, 1985 Imperial, Inyo, Kern, etc., Counties, CA	DECISION NO. CARS-5035 MOD. 15 150 FR 38519-September 6, 1985 Imperial, Inyo, Kern, etc., Counties, CA	DECISION NO. CARS-5035 MOD. 15 150 FR 38519-September 6, 1985 Imperial, Inyo, Kern, etc., Counties, CA	DECISION NO. CARS-5035 MOD. 15 150 FR 38519-September 6, 1985 Imperial, Inyo, Kern, etc., Counties, CA
ADD: Electricians: Area 1: Residential Electrician	13.50	1.50+ 38	
CHANGE: Area 2: Electricians	17.90	4.55+ 38	
Cable Splicers	19.69	4.55+ 38	
Residential Electrician	12.00	2.00+ 38	
Area 3: Electricians	23.00	5.24+ 38	
Cable Splicers	23.40	5.24+ 38	
Sound Technician	16.95	2.69+ 38	
Area 11: Electricians	21.45	4.55+ 38	
Cable Splicers	23.44	4.55+ 38	
Residential Electrician	13.00	2.00+ 38	
Line Construction: Area 2: Ground	13.43	4.40+ 48	
Line worker: Heavy Equipment Operator	17.90	4.40+ 48	
Cable Splicers	19.69	4.40+ 48	
Area 3: Line worker	23.00	5.24+ 38	
Cable Splicers	23.40	5.24+ 38	
Ground	17.25	5.24+ 38	

(2)

MODIFICATIONS P. 2

DECISION NO. M185-5042 MOD. 14 150 FR 24116-June 7, 1985) Macomb, Monroe, Oakland, Washtenaw and Wayne Counties, MI	DECISION NO. M185-5042 MOD. 14 150 FR 24116-June 7, 1985) Macomb, Monroe, Oakland, Washtenaw and Wayne Counties, MI	DECISION NO. M185-5042 MOD. 14 150 FR 24116-June 7, 1985) Macomb, Monroe, Oakland, Washtenaw and Wayne Counties, MI	DECISION NO. M185-5042 MOD. 14 150 FR 24116-June 7, 1985) Macomb, Monroe, Oakland, Washtenaw and Wayne Counties, MI
CHANGE: Carpenters: Area 1	17.12	3.15	
DECISION NO. M183-2008 MOD. 16 148 FR 6456-February 11, 1983) Alger, Baraga, Chippewa, etc., Counties, Michigan			
CHANGE: Plumbers and Pipefitters	17.22	2.80	
DECISION NO. M183-2009 MOD. 14 148 FR 6453-February 11, 1983) Marquette County, Michigan			
CHANGE: Plumbers and Pipefitters	13.42	2.80	
DECISION NO. NY83-3018 - MOD. 112 148 FR 22870 - May 20, 1983) DUTCHESS, ORANGE, SULLIVAN & CUSTER COUNTIES, NEW YORK			
CHANGE: BRICKLAYERS, STONEWORKERS, CEMENT MASONS: PLASTERERS Area 1 Building Heavy & Highway Area 2 Building Heavy & Highway	14.60 14.85 14.34 14.59	4.12 5.12+ 5.42 5.42+ C	

(3)

MODIFICATIONS P. 3

DECISION NO. PARS-3017 MOO #5 150 FR 11702-April 5, 1985 Carlton, Monroe County, including Tobehanna Army Depot and Pike County, Pennsylvania	Basic Hourly Rate	Fringe Benefits	Basic Hourly Rate	Fringe Benefits
Change: POWER EQUIPMENT OPERATORS Zone 1 Group 1	15.89	50+ 26.84+	18.16	2.02+ 1.01
Group 2	15.60	-		
Group 3	14.72	-		
Group 4	13.95	-		
Group 5	12.47	-		
Group 6	12.55	-		
Group 7	16.14	-		
Group 7-A	16.41	-		
Group 7-B	16.64	-		
Zone 2	-	-		
Group 1	16.52	-		
Group 2	16.23	-		
Group 3	15.17	-		
Group 4	14.52	-		
Group 5	13.26	-		
Group 6	12.16	-		
ELECTRICIANS Zone 4	18.16	2.02+ 1.01	13.67	3.40
DECISION NO. PARS-3054 MOO #2 150 FR 41828-October 11, 1985 Berks, Lehigh & Northampton Counties, Pennsylvania Change: Electricians Zone 4	18.16	2.02+ 1.01	14.00 - 85+134 14.71 - 85+134 14.70 1348 14.70 1348 13.67 3.40	59.50 51.45+ 65

BILLING 4510-27-C

Note.—This document was originally published on Dec. 6, 1985 at 50 FR 50118. It is reprinted in this issue at the request of the Department of Labor.

Minimum Wages for Federal and Federally Assisted Construction; General Wage Determination Decisions, Notice of New Publication Procedures

Beginning January 3, 1986, general wage determinations issued under the Davis-Bacon and Related Act will no longer be published in the **Federal Register**. Instead, notices of wage determinations issued will be published in the **Federal Register**. General wage determinations will be published in full in the Government Printing Office (GPO) document entitled *"General Wage Determinations Issued Under The Davis-Bacon And Related Acts."* This change is being made to enhance the availability and use of Davis-Bacon wage determinations information while lowering Federal Government costs.

The GPO publication *"General Wage Determinations Issued Under The Davis-Bacon And Related Acts"* is organized into three volumes—East, Central, and West. Subscriptions may be purchased for one, two, or all three

volumes (at a cost of \$227 per volume) from: Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402, (202) 783-3283.

This publication is to be available for examination at all 80 Regional Government Depository Libraries and many other of the 1,400 Government Depository Libraries across the country. The State covered by each volume are as follows:

Volume I—East

Alabama	North Carolina
Connecticut	Pennsylvania
Delaware	Rhode Island
Florida	South Carolina
Georgia	Tennessee
Kentucky	Vermont
Maine	Virginia
Maryland	West Virginia
Massachusetts	District of Col.
Mississippi	Canal Zone
New Hampshire	Puerto Rico
New Jersey	Virgin Islands
New York	

Volume II Central

Arkansas	Missouri
Illinois	Nebraska
Indiana	New Mexico
Iowa	Ohio
Kansas	Oklahoma
Louisiana	Texas
Michigan	Wisconsin
Minnesota	

Volume III—West

Alaska	Nevada
Arizona	North Dakota
California	Oregon
Colorado	South Dakota
Hawaii	Utah
Idaho	Washington
Montana	Wyoming

On or about January 1 of each year, an annual edition will be issued that includes all current general wage determinations for the States covered by each volume. Throughout the remainder of the year, regular weekly updates will be distributed to subscribers and libraries providing any modifications or supersedeas wage determinations issued. Each volume's annual and weekly editions will be printed in loose-leaf format, thereby facilitating the orderly and continuous availability of a comprehensive listing of up-to-date general wage determinations.

Susan R. Meisinger,

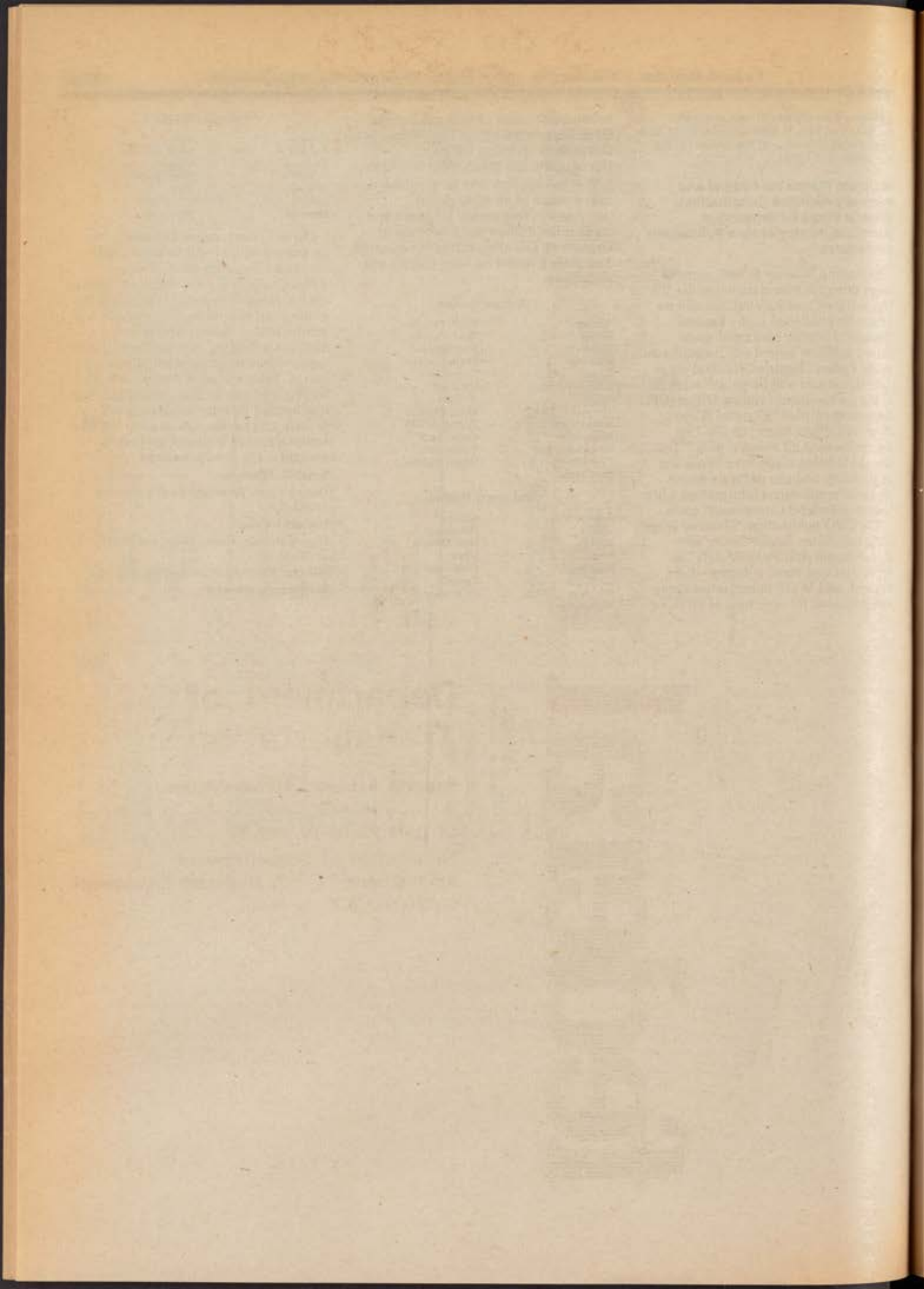
Deputy Under Secretary for Employment Standards.

Herbert J. Cohen,

Deputy Administrator, Wage and Hour Division.

[FR Doc. 85-29402 Filed 12-9-85; 8:45 am]

BILLING CODE 4510-27-M



Federal Register

Friday
December 13, 1985

Part V

Department of Transportation

Federal Aviation Administration

14 CFR Parts 11 and 91

Termination of Suspension of Amendment 91-157; Minimum Equipment Lists (MEL); Final Rule

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 11 and 91

[Docket No. 14607; Amdt. Nos. 11-26 and 91-192]

Termination of Suspension of Amendment 91-157; Minimum Equipment Lists (MEL)

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Termination of suspension of Amendment 91-157; Request for comments.

SUMMARY: This amendment terminates the suspension of Amendment 91-157, published in the *Federal Register* on July 26, 1979 [44 FR 43714]. As adopted, Amendment 91-157 permits general aviation operators of multiengine aircraft to obtain approval to operate their multiengine aircraft under certain conditions with certain instruments and equipment inoperable.

DATES: Effective Date: March 13, 1986.

Comments must be received on or before February 11, 1986.

ADDRESSES: Send comments on the rule in duplicate to Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket (AGC-204), Docket No. 14607, 800 Independence Avenue SW., Washington, DC 20591, or deliver comments in duplicate to: FAA Rules Docket, Room 916, 800 Independence Avenue SW., Washington, DC. 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: John Lynch or Tom Stuckey, Project Development Branch, (AFS-850), General Aviation and Commercial Division, Office of Flight Standards, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, Telephone: (202) 426-8150.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to comment on this final rule by submitting such written data, views, or arguments as they may desire. Communications should identify the regulatory docket and be submitted in duplicate to: Federal Aviation Administration, Office of the Chief Counsel, Attn: Rules Docket, AGC-204, Docket No. 14607, 800 Independence Avenue SW., Washington, DC 20591. All comments submitted will be available in the Rules

Docket for examination by interested persons. This amendment may be changed in light of comments received.

Commenters wishing the FAA to acknowledge receipt of their comments received in response to this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 14607." The postcard will be date and time stamped and returned to the commenter.

Background

On July 18, 1979 (44 FR 43714; July 26, 1979), the Federal Aviation Administration (FAA) issued Amendment 91-157, which added a new § 91.30 to Part 91 of the Federal Aviation Regulations (FAR) to permit the operation of multiengine aircraft with certain inoperable instruments or equipment using the provisions of an FAA-approved minimum equipment list (MEL). Amendment 91-157 was to become effective on November 1, 1979. On October 26, 1979 (44 FR 62884; November 1, 1979), the FAA suspended the effective date of Amendment 91-157 in response to a petition from the National Business Aircraft Association (NBAA). The NBAA petition noted that master minimum equipment lists (MMEL's) were not yet available as a necessary basis for operators' MEL's and requested a delay of the effective date of Amendment 91-157 to enable the FAA to provide for timely development of adequate MMEL's and to make certain clarifying and necessary changes in the rule to correct deficiencies that the petitioner believed would confuse the public.

On September 16, 1981, the FAA issued Notice of Proposed Rulemaking (NPRM) No. 81-14 (46 FR 52278; October 26, 1981), which proposed, in part, to terminate the suspension of effectivity of § 91.30 by revising § 91.30(a) to extend its applicability to both single- and multiengine aircraft. This amendment does not adopt § 91.30 as proposed in MPRM 81-14 since its proposed applicability to single-engine aircraft is currently the focus of continued study by the FAA.

Since November 1979, approximately 70 MMEL's have been developed for small multiengine aircraft. The recent availability of such MMEL's has encouraged general aviation multiengine aircraft operators to develop workable MEL programs. However, with the effectivity of § 91.30 suspended, Part 91 multiengine aircraft operators have been unable to benefit from the MMEL's and MEL's recently developed. As a result, Part 91 operators have applied to the

FAA in increasing numbers for exemptions from the FAR to the extent necessary to permit them to operate their multiengine aircraft using an FAA-approved MEL. In response, the FAA has issued over 200 exemptions to permit Part 91 operators to conduct operations using an MEL, and numerous petitions for similar relief are pending at this time. Based on the satisfactory experience obtained with the exemptions that have been granted to date, the FAA has concluded that the MEL concept can be conducted under FAR Part 91 in large or complex multiengine aircraft and in small multiengine aircraft without adversely affecting aviation safety.

If an FAA-approved MMEL has been developed for a particular aircraft, the MMEL may be used as the primary document from which the operator may develop an MEL for a specific model. To facilitate the use of the MEL, each operator must carry a current approved copy of the MEL aboard the aircraft. This will enable the pilot to determine if the aircraft meets regulatory requirements with instruments or equipment temporarily inoperative and will provide the appropriate procedures and limitations that must be followed to ensure the safe operation of the aircraft until the instruments or equipment can be repaired.

The FAA realizes that termination of the suspension of Amendment 91-157 does not extend the applicability of § 91.30 to operations of single-engine aircraft under Part 91 but cannot reasonably continue the suspension of § 91.30 considering the recent development and availability of MMEL's and MEL's for numerous multiengine aircraft.

There are identifiable benefits associated with the use of MEL's for multiengine aircraft operated under Part 91. Many aircraft have installed equipment that is not essential for safe operations under all operating conditions. Much of this equipment is required for certain kinds of operations such as night, instrument flight rules (IFR), or in icing conditions. Other equipment such as weather radar, inertial navigation systems, entertainment systems, and galley equipment may be installed in the aircraft for the operator's or passenger's convenience. If some temporary deviation from the type-certificated configuration and equipment required by the operating rules were not permitted, the aircraft could not be flown unless all such equipment was operable. Experience has proven that the operation of every system or

component installed on the aircraft is not always necessary when the remaining operative instruments and equipment provide for continued safe operations for a brief period of time until the system or component can be repaired.

In complying with the applicable airworthiness requirements of Parts 21 and 91 of the FAR, operators subject to the operating rules of Part 91 have sometimes been burdened with delays and increased costs attributable to the need to expeditiously repair or replace inoperable instruments or equipment which, under the circumstances existing at the time, were not needed in the interest of safety. To alleviate the burden placed on multiengine aircraft Part 91 operators because of the lack of authority to use MEL's and the large number of exemption requests being processed concerning use of MEL's by Part 91 operators, the FAA has determined that the suspension of effectivity of § 91.30 should be terminated without further delay.

Good Cause Justification for Making This Rule Effective Without Further Public Comment

Because Amendment 91-157 was adopted after full public participation as required by the Administrative Procedure Act, and because this action reinstates its effectivity with no substantive change, the FAA has determined that this action is appropriate without further delay. The underlying rationale for the rule and the issues involved are the same. Those issues were addressed at the time Amendment 91-157 was adopted. The practical impediment to application of the rule cited as the reason for its suspension (absence of MMEL's) has been removed. Because of this and since no additional burden is being placed on any person, additional notice and public procedures are impracticable and unnecessary.

Paperwork Reduction Act

Information collection requirements in this regulation (§ 91.30) have been

approved by the Office of Management and Budget under the provisions of the Paperwork Reduction Act of 1980 (Pub. L. 96-511) and have been assigned OMB Control Number 2120-0522.

Conclusion

This amendment reinstates previously adopted Amendment 91-157 and therefore permits operators of multiengine aircraft who elect to develop and obtain FAA-approved MEL's to operate their aircraft with certain instruments and equipment temporarily inoperable. This amendment merely reinstates the effectivity of an amendment adopted in 1979. Since that time, circumstances have heightened the need for this amendment's effectivity consistent with the economic costs and benefits discussed in the Regulatory Evaluation prepared for Amendment 91-157. As indicated in that Regulatory Evaluation, there are operational costs of the status quo to Part 91 operators which are unnecessary, and the adverse economic costs of this amendment are minimal or nonexistent. Accordingly, it has been determined that this document does not involve a rule change that is major under Executive Order 12291 or significant under Department of Transportation Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). Although numerous small operators may be impacted by this amendment, the impact, if any, will be minimal since the costs of operating pursuant to § 91.30 do not exceed the FAA's threshold cost for "significant economic impact." For the reasons stated above, under the criteria of the Regulatory Flexibility Act, I certify that this regulation will not have a significant economic impact on a substantial number of small entities.

List of Subjects

14 CFR Part 11

Aircraft, Airmen, Aviation safety, General aviation, Safety

14 CFR Part 91

Aviation safety, Safety, Aircraft, Air transportation, General Aviation

The Amendment

Accordingly, Parts 11 and 91 of the Federal Aviation Regulations (14 CFR Parts 11 and 91) are amended as follows, effective March 13, 1986:

PART 11—GENERAL RULEMAKING PROCEDURES

1. The authority citation for Part 11 is revised to read as follows:

Authority: 49 U.S.C. 1341(a), 1343(d), 1348, 1354(a), 1401 through 1405, 1421 through 1431, 1481, 1502; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 12, 1983).

2. By amending § 11.101 by adding a new OMB Control Number to the table in paragraph (b), as follows:

§ 11.101 OMB control numbers assigned pursuant to the Paperwork Reduction Act:

(b) * * *

Section 91.30.....	2120-0522
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PART 91—GENERAL OPERATING AND FLIGHT RULES

3. The authority citation for Part 91 is revised to read as follows:

Authority: 49 U.S.C. 1301(7), 1303, 1344, 1348, 1352 through 1355, 1401, 1421 through 1431, 1471, 1472, 1502, 1510, 1522, and 2121 through 2125; Articles 12, 29, 31, and 32(a) of the Convention on International Civil Aviation (61 Stat 1180); 42 U.S.C. 4321 et seq.; E.O. 11514; 49 U.S.C. 106(g) (Revised Pub. L. 97-449, January 21, 1983).

4. By terminating the suspension of effectivity of § 91.30.

Issued in Washington, D.C., on December 6, 1985.

Donald D. Engen,

Administrator.

[FR Doc. 85-29518 Filed 12-12-85; 8:45 am]

BILLING CODE 4910-13-M