

due on October 16, 1992, 50 days from the date of this notice.

Please note that if you are filing a response to a document that was served by mail, an additional 5 days is added to the prescribed filing period under 14 CFR 13.211(e). This rule applies even if the document was served before your case was held in abeyance.

Some changes were made in the new law to the FAA's civil penalty assessment authority that will affect future cases. However, your case is unaffected by these changes in the legislation because it arose under the old statute and regulations. The new provisions have no effect on cases that were pending at the time of the lapse.

If you have questions regarding your case and you are represented by an attorney or other representative in this civil penalty action, please consult with that person. Your attorney or representative may contact the FAA attorney who is handling your case. If you are not represented by an attorney or other representative, you may contact the FAA attorney handling your case.

Issued this 27th day of August, 1992.

Thomas C. Richards,
Administrator, Federal Aviation
Administration.

[FR Doc. 92-21113 Filed 8-28-92; 12:24 pm]
BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 90-AWA-12]

Alteration of the Houston Terminal Control Area and the Revocation of the Houston William P. Hobby Airport, Airport Radar Service Area

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule; correction.

SUMMARY: This action corrects the description of the Houston, TX, Terminal Control Area (TCA). A final rule was published in the Federal Register on July 10, 1992 (57 FR 30818), that altered the Houston, TX, TCA and removed the Houston William P. Hobby Airport, Airport Radar Service Area (ARSA). The rule was ambiguous in identifying the two primary airports. This action corrects the oversight and clarifies the primary airports.

EFFECTIVE DATE: 0901 u.t.c., October 15, 1992.

FOR FURTHER INFORMATION CONTACT: Patricia P. Crawford, Airspace and Obstruction Evaluation Branch (ATP-240), Airspace-Rules and Aeronautical Information Division, Air Traffic Rules and Procedures Service, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-9255.

SUPPLEMENTARY INFORMATION: History

A final rule was published in the Federal Register on July 10, 1992 (57 FR 30818), with an effective date of October 15, 1992, that altered the Houston TCA and removed the Houston William P. Hobby Airport ARSA. The TCA rule description was not specific in identifying the primary airports. This made it difficult to differentiate between the two primary airports and other airports located within the TCA boundary. This action clarifies the TCA description. Terminal control areas are published in § 71.401(b) of Handbook 7400.7 effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1. The terminal control area listed in this document will be published subsequently in the Handbook.

Correction to Final Rule

Accordingly, the publication on July 10, 1992, of the final rule amending the description of the Houston, TX, TCA is corrected as follows:

§ 71.401(b) [Corrected]

On page 30822 under the title "Primary Airports," in the second column the description for Houston, TX, is corrected to read:

Houston Intercontinental Airport (lat. 29°58'49" N., long. 95°20'22" W.) (Primary Airport)

William P. Hobby Airport (lat. 29°38'43" N., long. 95°16'43" W.) (Primary Airport)

Ellington Field (lat. 29°36'26" N., long. 95°09'31" W.)

Humble VORTAC (IAH) (lat. 29°57'24" N., long. 95°20'44" W.)

Hobby VOR/DME (HUB) (lat. 29°39'00" N., long. 95°16'44" W.)

Boundaries

Area A. That airspace extending upward from the surface to and including 10,000 feet MSL bounded by a line beginning at the intersection of the Humble VORTAC (IAH) 8-mile arc and the IAH VORTAC 090° radial; thence clockwise along the IAH VORTAC 8-mile arc to the IAH VORTAC 069° radial; thence east along the IAH VORTAC 069° radial to the 10-mile arc of IAH VORTAC thence clockwise along the 10-mile arc to the IAH VORTAC 090° radial thence west to point of beginning; and that airspace bounded by a line beginning at lat. 29°45'36" N., long. 95°21'57" W.; to lat. 29°45'45" N., long. 95°11'46" W.; thence clockwise along the Hobby VOR/DME (HUB) 8-mile DME arc to intercept Beltway 8, thence south to intercept the 4.6-mile radius of Ellington Field, thence west to the 5.5-mile DME arc of HUB, thence clockwise to Interstate 45, thence southeast to the 7-mile DME arc clockwise to the HUB 156° radial thence north along the HUB 156° to the HUB VOR/DME 6-mile arc clockwise to the HUB 211° radial then south along the HUB 211° to HUB VOR/DME 8-mile arc clockwise to point of beginning.

Area B. That airspace extending upward from 2,000 feet MSL to and including 10,000

feet MSL bounded by a line beginning at the intersection of State Highway 59 and the HUB VOR/DME 15-mile arc, thence counterclockwise along the HUB VOR/DME 15-mile arc to the intersection of HUB VOR/DME 15-mile arc and the IAH VORTAC 15-mile arc, thence counterclockwise along the IAH VORTAC 15-mile arc to the intersection IAH VORTAC 15-mile arc and Westheimer Road (lat. 29°44'06" N., long. 95°28'46" W.), thence southwest to and along State Highway 59 to the point of beginning excluding Areas A and C.

Area C. That airspace extending upward from 3,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at the intersection of State Highway 59 and the IAH VORTAC 20-mile DME arc, thence clockwise along the IAH VORTAC 20-mile DME arc to the intersection of the IAH VORTAC 20-mile DME arc and Interstate 10, west on Interstate 10 to the HUB VOR/DME 15-mile arc, thence counterclockwise along the HUB VOR/DME 15-mile arc to the IAH VORTAC 15-mile DME arc, thence counterclockwise along the IAH VORTAC 15-mile DME arc to the intersection of the IAH VORTAC 15-mile DME arc and Westheimer Road, thence southwest to and along State Highway 59 to the point of beginning; and that airspace beginning at the intersection of HUB VOR/DME 15-mile arc and HUB 156° radial then north along the HUB 156° radial to the HUB VOR/DME 10-mile arc clockwise along the HUB 10-mile arc to HUB 211° radial then south along the HUB 211° radial to intersect the 15-mile arc to point of beginning.

Area D. That airspace extending upward from 4,000 feet MSL to and including 10,000 feet MSL bounded by a line beginning at the intersection of State Highway 59 and the IAH VORTAC 30-mile DME arc, thence clockwise along the IAH VORTAC 30-mile DME arc to Interstate 10, west along Interstate 10 to the HUB VOR/DME 20-mile arc, thence clockwise along the HUB VOR/DME 20-mile arc to State Highway 59; thence southwest on State Highway 59 to the point of beginning excluding Areas A, B, and C.

Issued in Washington, DC, on August 25, 1992.

Harold W. Becker,
Manager, Airspace—Rules and Aeronautical
Information Division.

[FR Doc. 92-21098 Filed 9-1-92; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 92-ANM-5]

Amendment of Worland Control Zone; Worland, WY

AGENCY: Federal Aviation
Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Worland control zone, Worland, Wyoming, from full-time to part-time. A

reduction in personnel staffing of the Worland Flight Service Station has resulted in weather observation not being available 24 hours a day. This action will bring publications up to date giving continuous information to the aviation public.

EFFECTIVE DATE: 0901 u.t.c. October 15, 1992.

FOR FURTHER INFORMATION CONTACT: Robert L. Brown, ANM-535, Federal Aviation Administration, Docket No. 92-ANM-5, 1601 Lind Avenue SW., Renton, Washington 98055-4056, Telephone: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

History

On May 26, 1992, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to change the status of the Worland control zone from full-time to part-time (57 FR 21913).

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Accordingly, the rule is adopted as proposed, except the geographical coordination of the Worland Municipal Airport have been changed to reflect the latest National Flight Data Center data base information. In addition the mileages in the description are expressed in nautical miles. Control zones are published in § 71.171 of Handbook 7400.7 effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1. The control zone listed in this document will be published subsequently in the handbook.

The Rule

This amendment to part 71 of the Federal Aviation Regulations changes the status of the Worland control zone, Worland, Wyoming, from full-time to part-time. A reduction in personnel staffing at the Worland Flight Service Station has resulted in weather observations not being available 24 hours a day, and therefore, full-time control zone services will not be available. The amendment allows for changes in the hours of effectiveness by issuance of Notices to Airmen when minor variations in time of designation are anticipated.

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. Therefore, this regulation—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant

rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Aviation safety, Incorporation by reference, Control zones.

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.7, Compilation of Regulations, published April 30, 1991, and effective November 1, 1991, is amended as follows:

Section 71.171 Designation

Worland, WY [Revised]

Within a 4.2 nautical mile radius of Worland Municipal Airport (lat. 43°57'56" N., long. 107°56'59" W.) and within 3 nautical miles each side of the Worland VOR 352° radial, extending from the 4.2 nautical mile radius zone to 10.5 nautical miles north of the VOR. This control zone shall be effective during the specified dates and time established in advance by Notice to Airmen. The effective date and time thereafter will be continuously published in the airport/facility directory.

Issued in Seattle, Washington, on August 21, 1992.

Helen M. Parke,
Assistant Manager, Air Traffic Division.
[FR Doc. 92-21120 Filed 9-1-92; 8:45 am]

BILLING CODE 4910-13-M

14 CFR Part 71

[Airspace Docket No. 92-ANM-4]

Amendment to Sheridan Control Zone; Sheridan, WY

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Final rule.

SUMMARY: This action amends the Sheridan control zone, Sheridan, Wyoming, from full-time to part-time. A reduction in personnel staffing of the Sheridan Flight Service Station has resulted in weather observation not being available 24 hours a day. This action will bring publications up to date giving continuous information to the aviation public.

EFFECTIVE DATE: 0901 u.t.c. October 15, 1992.

FOR FURTHER INFORMATION CONTACT: Robert L. Brown, ANM-535, Federal Aviation Administration, Docket No. 92-ANM-4, 1601 Lind Avenue SW., Renton, Washington 98055-4056, telephone: (206) 227-2535.

SUPPLEMENTARY INFORMATION:

History

On July 2, 1992, the FAA proposed to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) to change the status of the Sheridan control zone from full-time to part-time (57 FR 29455).

Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Accordingly, the rule is adopted as proposed, except the geographical coordinates of the Sheridan Municipal Airport have been changed to reflect the latest National Flight Data Center data base information. In addition the mileages in the description are expressed in nautical miles. Control zones are published in § 71.171 of Handbook 7400.7 effective November 1, 1991, which is incorporated by reference in 14 CFR 71.1. The control zone listed in this document will be published subsequently in the handbook.

The Rule

This amendment to part 71 of the Federal Aviation Regulations changes the status of the Sheridan control zone, Sheridan, Wyoming, from full-time to part-time. A reduction in personnel staffing at the Sheridan Flight Service Station has resulted in weather observations not being available 24 hours a day, and therefore, full-time control zone services will not be available. The amendment allows for changes in the hours of effectiveness by issuance of Notices to Airmen when minor variations in time of designation are anticipated.

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. Therefore, this regulation—(1) is not a "major rule" under Executive Order 12291; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Aviation safety, Incorporation by reference, Control zones.

Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854, 24 FR 9565, 3 CFR, 1959–1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.7, Compilation of Regulations, published April 30, 1991, and effective November 1, 1991, is amended as follows:

Section 71.171 Designation

* * * * *

Sheridan, WY [Revised]

Within a 4.4 nautical mile radius of Sheridan County Airport (lat. 44°46'26" N., long. 106°58'35" W.) and within 3.5 nautical miles each side of the Sheridan VORTAC 312° and 327° radials, extending the 4.4 nautical mile radius to 10.1 nautical miles northwest of the VORTAC, and within 3.5 nautical miles each side of the Sheridan VORTAC 140° radial extending from the 4.4 nautical mile radius to 21.4 nautical miles southeast of the VORTAC. This control zone shall be effective during the specified dates and time established in advance by Notice to Airmen. The effective date and time thereafter will be continuously published in the airport/facility directory.

* * * * *

Issued in Seattle, Washington, on August 21, 1992.

Helen M. Parke,

Assistant Manager, Air Traffic Division.

[FR Doc. 92-21121 Filed 9-1-92; 8:45 am]

BILLING CODE 4910-13-M

Office of the Secretary

14 CFR Parts 200, 203, 205, 206, 231, 232, 263, 288, 294, 296, 297, 298, 302, 372, 399

[Docket No. 47939]

RIN No. 2105-AB84

Aviation Economic Rules

AGENCY: Department of Transportation, Office of the Secretary.

ACTION: Final rule.

SUMMARY: The Department is amending parts 200, 203, 205, 206, 231, 232, 263, 288, 294, 296, 297, 298, 302, 372, and 399 in order to make technical corrections, eliminate obsolete terms and provisions, and to provide better organization. Of particular note, the U.S. air taxi liability insurance requirements contained in subpart E of part 298 have been relocated to part 205, which contains the liability insurance rules applicable to all other types of direct air carriers, and the allowed liability exclusions set forth in § 298.44 have been eliminated. In addition, the rules governing exemptions for certificated carriers when operating small aircraft, presently contained in subpart I of part 298, have been transferred to part 206 along with various other special authorizations and exemptions applicable to certificated air carriers.

EFFECTIVE DATE: The rule shall become effective on October 2, 1992.

FOR FURTHER INFORMATION CONTACT:

Carol A. Woods, Air Carrier Fitness Division, P-56, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590, (202) 366-9721.

SUPPLEMENTARY INFORMATION:

Background

Section 204 of the Federal Aviation Act (72 Stat. 743, 49 U.S.C. 1324) ("Act") empowers the Department, in part, to make rules and establish procedures to enable it to carry out its functions under the Act. Pursuant to that authority, the Department undertook a review of a number of the aviation economic regulations promulgated by the Civil Aeronautics Board ("CAB"), as contained in 14 CFR chapter II, with a view to eliminating obsolete terms and provisions, and making changes to bring the rules into conformance with the

Department's current needs and to facilitate their use by the public. Toward that end, on January 3, 1992, the Department of Transportation issued a notice of proposed rulemaking (NPRM) (57 FR 3366, January 29, 1992) to amend a number of these aviation economic rules (parts 200, 203, 205, 206, 231, 232, 263, 288, 294, 296, 297, 298, 302, 372, 380, 384, 387, and 399).

The most noteworthy of the substantive revisions proposed in the NPRM are as follows:

The provisions of Subpart E—Liability Insurance Requirements of Part 298—Exemption for Air Taxi Operations would be added to Part 205—Aircraft Accident Liability Insurance. Two new insurance certificates (OST Forms 6410 and 6411) would be created to replace current forms, one (OST Form 6410) to be filed for all U.S. direct air carriers (air taxi operators, commuter air carriers, and certificated carriers operating either large or small aircraft), and one (OST Form 6411) for all foreign direct air carriers (Canadian charter air taxis operating either large or small aircraft and all other foreign air carriers operating either large or small aircraft). The current forms (OST Forms 4520 and 4521, and DOT Form 4522) would still be acceptable during the period of transition to the new forms.

In addition, the liability exclusions contained in § 298.44 and the Standard Endorsement (DOT Form 4522) to air taxi operators' aircraft accident insurance policies would be eliminated.

Air taxi operators would become subject to the cargo liability disclosure provisions of § 205.8.

In § 294.2(j) of Part 294—Canadian Charter Air Taxi Operators, the definition of "small aircraft" would be amended to make the definition consistent with the 1974 U.S.-Canada Non-scheduled Air Services Agreement.

New § 206.5—Small aircraft operations by certificated carriers would replace subpart I of part 298. The new section would provide that, when operating small aircraft, certificated carriers are exempt from certain sections of the Act that are set forth in part 298 Subpart B—Exemptions. New § 206.5 also would specify various other rules to which certificated carriers operating small aircraft would continue to be subject.

Other rules being relocated or redesignated include the following:

(1) Part 288—Exemption of Air Carriers for Military Transportation—relocated to new § 206.4;

(2) Part 263—Participation of Air Carriers Associations in Board Proceedings—redesignated § 302.10a.

Rules to be eliminated include the following:

(1) The provisions of part 298 subpart I not transferred to part 206—specifically, §§ 298.90 (a) and (c), 298.93(a), 298.94, 298.97, 298.100;

(2) Section 206.2—Omission of stop at route junction points;

(3) Part 231—Exemption from Schedule Filing, except for the provision which relieves carriers from the need to periodically file copies of their flight schedules, which would be relocated to new § 206.2;

(4) Part 235—Reinvestment of Gains Derived from the Sale or Other Disposition of Flight Equipment;

(5) Part 295—Classification and Exemption of Alaskan Air Carriers;

(6) Part 384—Statement of Organization, Delegation of Authority, and Availability of Records and Information;

(7) Part 387—Organization and Operation during Emergency Conditions; and

(8) Section 399.110(e) of Part 399—Statements of General Policy.

Summary of Comments

Comments on the proposed changes were received from Sky Service FBO, American Travel Abroad, Inc., American Airlines, Inc., and jointly from American Trans Air, Inc., and Amber Tours, Inc.

Sky Service FBO, a Canadian charter air taxi operator registered under part 294 of the Department's regulations, commented on the Department's proposal to amend § 294.2(j) of Part 294—Canadian Charter Air Taxi Operators. That Part states that the aircraft to be operated by Canadian charter air taxi operators under part 294 must be "small aircraft," which term is defined in § 294.2(j) as "any aircraft designed to have both: (1) A maximum passenger capacity of not more than 30 seats or a maximum payload capacity of not more than 7,500 pounds, and (2) a maximum authorized takeoff weight on wheels not greater than 35,000 pounds." In the NPRM, the Department proposed to change that definition by eliminating the word "both" and changing the word "and" to "and/or" in order to make the definition consistent with the 1974 U.S.-Canada Nonscheduled Air Services Agreement. Sky Service stated that it operates aircraft that are qualified as "small aircraft" under the United States-Canada Agreement but not under § 294.2(j). As a result, in order to register with the Department as a Canadian charter air taxi operator under Part 294, Sky Service has found it necessary to expend time and resources to obtain a waiver from the Department for each

aircraft that does not meet the "small aircraft" definition in our rule. Sky Service therefore supports the Department's intention to change its "small aircraft" definition in line with that contained in the U.S.-Canada Agreement.

American Travel Abroad, Inc. (AMTA), a U.S. tour operator, commented about the Department's proposal to require charter price information to be disclosed in connection with public charter operations under part 380 (see § 380.28(a)(1)) and part 380 appendix B). In the NPRM, the Department proposed to substitute for appendix B a new form, "Statement of Charter Operator and Direct Air Carrier" (OST Form 4532), on which the charter operator was to disclose the charter price for each flight. A footnote to this item authorized the charter operator to show the charter price in separate correspondence if confidentiality was desired. AMTA pointed out that, where a charter operator utilizes blanket security arrangements in accordance with § 380.34(b), the Department has routinely allowed the withholding of charter price information. AMTA recommended that the Department adopt its current practice in such circumstances and eliminate the requirement to reveal the charter price, except where that information is needed to determine the amount of security required under § 380.34(a).

American Airlines, Inc., suggested that the Department eliminate the airline traffic and financial reporting requirements for carriers operating "small" aircraft, as set forth in subpart F of part 298. In the event such a step is not deemed appropriate, American proposes that new § 206.5 should clarify that a carrier operating both "large" and "small" aircraft is subject only to the reporting requirements applicable to operations with "large" aircraft as set forth in part 241, rather than both that part and part 298.

American Trans Air, Inc., a U.S. charter carrier, and Amber Tours, Inc., an affiliated charter operator (collectively, ATA), supported the technical changes proposed to part 380 in the NPRM, but also recommended that the charter rules should undergo a more comprehensive reform.

Discussion of Comments

Part 294 implements, in part, the U.S.-Canada Nonscheduled Air Services Agreement of 1974 (Agreement). Part 294 authorizes qualified Canadian air carriers to operate nonscheduled transborder charter service with "small

aircraft" as that term is defined in the Agreement.

The manner in which "small aircraft" is defined in the Agreement has made it difficult to develop a small aircraft definition for part 294 that encompasses all qualified aircraft types. The current definition in part 294 is restrictive. Therefore, whenever a carrier desires to operate an aircraft that qualifies as small under the Agreement but not under part 294, it must obtain a Department waiver from part 294 to do so.

In the NPRM, we proposed an expanded, "small aircraft" definition for part 294 to include specifications that would qualify additional aircraft types under the Agreement. Sky Service's comment, while in favor of the proposed change, also noted that the NPRM language is more liberal than the language in the Agreement. The commenter's observation with respect to the liberal nature of the proposed definition is noteworthy. In fact, upon further review, we have determined that the definition in the NPRM is liberal to a fault, as it could be construed as allowing large aircraft cargo charter flights, which is not the intent of part 294.

In light of the above, we are replacing the NPRM language defining small aircraft in part 294 with the following, which is slightly more restrictive than that proposed and precludes an interpretation permitting the use of large aircraft, but which allows the use of the types of aircraft for which the Department has granted most waivers to date:

§ 294.2(j) "Small aircraft" means any aircraft designed to have: (1) A maximum passenger capacity of not more than 30 seats and a maximum payload capacity of not more than 7,500 pounds, and/or (2) a maximum authorized takeoff weight on wheels not greater than 35,000 pounds.

We will make an identical revision in the "small aircraft" definitions which appear in § 294.30(b)(1) and in the new insurance certificate to be used by Canadian charter air taxi operators (OST Form 6411).

In response to American Airlines' concern that new § 206.5 does not clearly state that certificated carriers operating both large and small aircraft are required to comply only with the reporting requirements of part 241, we are amending § 206.5(a) to clarify that certificated carriers with both large and small aircraft operations are subject only to the reporting requirements of part 241.

With respect to the comments of AMTA and ATA concerning the charter

regulations, the Department has decided to undertake a comprehensive review of those rules which will be covered in a future rulemaking. Therefore, in order to avoid a piecemeal approach to rulemaking, we are withdrawing all of the changes proposed to be made in Part 380—Public Charters in the NPRM.

In addition, there are two other changes being made to the NPRM. First, in the NPRM, we amended § 294.60(a) to state that, instead of filing CAB Form 433, as the current rule instructs, Canadian charter air taxi operators should apply for part 294 registration with the Office of Aviation Analysis, Regulatory Analysis Division. That provision is being revised in the Final Rule to instruct Canadian charter air taxi operators to file OST Form 4540 with the Office of International Aviation, Foreign Air Carrier Licensing Division. Second, the Department proposed in the NPRM to delete parts 235, 292, 384 and 387, which contain obsolete provisions. Subsequently, however, as the result of an agency-wide review of its regulations, the Department issued an NPRM which proposed to delete a large number of obsolete and redundant regulations (57 FR 21362, May 20, 1992), including the four parts noted above. Therefore, we are withdrawing the proposed removal of parts 235, 292, 384 and 387.

Conclusion

After carefully weighing the comments provided in response to the NPRM, and for the reasons discussed above, we have decided to adopt the changes as set forth in the NPRM, except as follows:

1. At the end of § 205.4, replace the Office of Management and Budget control information with the following: "(Approved by the Office of Management and Budget under control number 2106-0030)".

2. Section 206.5(a) (2) and (3) are revised and § 206.5(a)(4) is added to read as follows:

Section 206.5 Small aircraft operations by certificated carriers.

(a) * * *

(1) * * *

(2) Part 215,

(3) Part 298, subpart D, § 298.30 and 298.38, and subpart H, and

(4) Part 298, subpart F, if the certificated carrier conducts operations with small aircraft only (a certificated carrier conducting both small and large aircraft operations is subject only to the reporting requirements contained in part 241 of this chapter).

3. In § 294.2(j) and 294.30(b)(1), remove the word "or" where it appears the first time and add, in its place, the word "and".

In addition, the definition of "Canadian Charter Air Taxi Operators with Part 294 Authority Only," found in OST Form 6411, Part 2.A., has been revised to read as follows: "The aircraft covered by this policy have: (1) 30 or fewer passenger seats and a maximum payload capacity of 7,500 pounds or less, and/or (2) a maximum authorized takeoff weight on wheels of no more than 35,000 pounds." Part 2.B on that form, which is applicable to Canadian Charter Air Taxi Operators utilizing large aircraft, has been replaced by a footnote in Part 2.A. stating that the minimum liability limit per occurrence for operations with such aircraft shall be \$20,000,000.

4. In § 294.60(a), remove the words "CAB Form 433", where they appear the first time, through the end of the sentence and add, in their place, the words "OST Form 4540 with the Office of International Aviation, Foreign Air Carrier Licensing Division. OST Form 4540 may be obtained from the Foreign Air Carrier Licensing Division."

5. All amendments to parts 235, 292, 380, 384, and 387 are withdrawn.

Economic Impacts

This action has been reviewed under Executive Order 12291 and it has been determined that this is not a major rule. It will not result in an annual effect on the economy of \$100 million or more. There will be no increase in production costs or prices for consumers, individual industries, Federal, State or local governments, agencies or geographic regions. Furthermore, this rule will not adversely affect competition, employment, investment, productivity, innovation, or the ability of United States-based enterprises to compete with foreign-based enterprises in domestic or export markets. Therefore, a regulatory impact analysis is not required. The regulation amendments are not significant under the Department's Regulatory Policies and Procedures, dated February 26, 1979, because they do not involve important Departmental policies; rather, they are being made solely for the purposes of eliminating or correcting obsolete requirements and reorganizing the presentation of the regulations used by the Department to administer its air carrier economic regulatory functions.

The Department has considered the implications of this rulemaking under the requirements of Executive Order 12612, Federalism, and has determined that the preparation of a Federalism Assessment is not warranted. The regulations herein will not have substantial direct effects on the States, on the relationship between the Federal

Government and the States, or on the distribution of power and responsibility among the various levels of government.

For purposes of its aviation economic regulations, Departmental policy categorizes air carriers operating small aircraft (60 seats or less or 18,000 pounds maximum payload or less) in strictly domestic service as small entities for purposes of the Regulatory Flexibility Act. I certify that this rule will not have a significant economic impact on a substantial number of small entities. The ability of such entities to engage in air carrier operations essentially will be unaffected by the proposed regulation amendments.

The reporting and recordkeeping requirement associated with this rule was approved by the Office of Management and Budget on April 14, 1992, for use through December 31, 1994 under OMB Control No. 2106-0030.

List of Subjects

14 CFR Part 200

Air transportation.

14 CFR Part 203

Air carriers, Air transportation, Foreign relations, Insurance, Reporting and recordkeeping requirements.

14 CFR Part 205

Air carriers, Freight, Insurance, Reporting and recordkeeping requirements.

14 CFR Part 206

Air carriers, Emergency medical services, News media.

14 CFR Part 231

Air carriers, Postal Service.

14 CFR Part 232

Administrative practice and procedure, Air carriers, Postal Service.

14 CFR 263

Administrative practice and procedure, Air carriers.

14 CFR Part 288

Charter flights, Military air transportation.

14 CFR Part 294

Air taxis, Canada, Charter flights, Reporting and recordkeeping requirements.

14 CFR Parts 296 and 297

Air carriers, Freight forwarders.

14 CFR Part 298

Air taxis, Alaska, Canada, Insurance, Reporting and recordkeeping requirements.

14 CFR Part 302

Administrative practice and procedure, Air carriers, Postal Service.

14 CFR Part 372

Charter flights, Military air transportation, Reporting and recordkeeping requirements, Surety bonds.

14 CFR Part 399

Administrative practice and procedure, Air carriers, Air rates and fares, Air taxis, Consumer protection, Small businesses.

Proposed Rule

For the reasons set out in the preamble, title 14, chapter II of the Code of Federal Regulations is proposed to be amended as follows:

1. Part 200 is revised to read as follows:

PART 200—DEFINITIONS AND INSTRUCTIONS

Sec.

200.1 Terms and definitions.

200.2 Instructions.

Authority: 49 U.S.C. 1324, 1371, 1373, 1374, 1377, 1378, 1379, 1381, 1382, 1383, 1384, 1385, 1387, 1482.

§ 200.1 Terms and definitions.

Unless otherwise specifically stated, words and phrases other than those listed in this section have the meaning defined in the Act.

(a) *Board* or *CAB* means the Civil Aeronautics Board.

(b) *Department* or *DOT* means the Department of Transportation.

(c) *Act* means the Federal Aviation Act of 1958, as amended.

(d) *Section* refers to a section of the Act or a section of the regulations in this chapter, as indicated by the context. The terms *this section*, *pursuant to this section*, *in accordance with the provisions of this section*, and words of similar import when used in this chapter refer to the section of this subchapter in which such terms appear.

(e) *Rule*, *regulation*, and *order* refer to the rules, regulations, and orders prescribed by the Board or the Department pursuant to the Act.

§ 200.2 Instructions.

The regulations of the Department may be cited by section numbers. For example, this regulation may be cited as "§ 200.2 of the Aviation Economic Regulations." The sections contained in

the Rules of Practice may also be cited by appropriate rule numbers. (See § 302.2 of this chapter.) For example, 14 CFR 302.10 may be cited as "rule 10 of the Rules of Practice."

PART 203—[AMENDED]

2. The authority citation for part 203 is revised to read as follows:

Authority: 49 U.S.C. 1301, 1324, 1371, 1372, 1373, 1374, 1377, 1378, 1381, 1386, 1387, 1388, 1389.

§§ 203.1, 203.4 and 203.5 [Amended]

3. In §§ 203.1, 203.4(a), and 203.5, remove the word "CAB".

4. Section 203.3 is revised to read as follows:

§ 203.3 Filing requirements for adherence to Montreal Agreement.

All direct U.S. and foreign air carriers shall have and maintain in effect and on file in the Department's Documentary Services Division (Docket 17325) on OST Form 4523 a signed counterpart to Agreement 18900, an agreement relating to liability limitations of the Warsaw Convention and Hague Protocol approved by CAB Order E-23680, dated May 13, 1966 (the Montreal Agreement), and a signed counterpart of any amendment or amendments to such Agreement that may be approved by the Department and to which the air carrier or foreign air carrier becomes a party. U.S. air taxi operators registering under part 298 of this chapter and Canadian charter air taxi operators registering under part 294 of this chapter may comply with this requirement by filing completed OST Forms 4507 and 4523, respectively, with the Department's Office of Aviation Analysis. Copies of these forms can be obtained from the Office of Aviation Analysis, Regulatory Analysis Division.

§ 203.4 [Amended]

5. In § 203.4(a), remove the words "Board's Tariff" and add, in their place, the words "Department's Tariffs".

§ 203.5 [Amended]

6. In § 203.5, remove the word "Board" and add, in its place, the word "Department".

PART 205—[AMENDED]

7. The authority citation for part 205 is revised to read as follows:

Authority: 49 U.S.C. 1324, 1371, 1372, 1386, 1388, 1389.

§§ 205.1, 205.3, 205.6, 205.7 [Amended]

In §§ 205.1, 205.3(a), 205.3(e), 205.6(a), 205.6(b)(2)—only where it appears the second time, 205.7(a), and 205.7(b), remove the word "Board" and

add, in its place, the word "Department".

§ 205.1 [Amended]

9. In § 205.1, remove the word "certain"; and, after the word "foreign" where it appears the second time in the section, add the word "direct".

10. Section 205.2 is revised to read as follows:

§ 205.2 Applicability.

These rules apply to all U.S. direct air carriers, including commuter air carriers and air taxi operators as defined in § 298.2 of this chapter, and foreign direct air carriers, including Canadian charter air taxi operators as defined in § 294.2(c) of this chapter.

11. In the third sentence of § 205.3(a), remove the words "self-insurance plan" and add, in their place, the words "complete plan for self-insurance"; in the fourth sentence of § 205.3(a), remove the words "summary of" and add, in their place, the words "a summary of the complete".

12. Sections 205.4 and 205.5 are revised to read as follows:

§ 205.4 Filing of evidence of insurance.

(a) A U.S. or foreign air carrier shall file a certificate of insurance or a complete plan for self-insurance with the Department's Office of Aviation Analysis. Each carrier shall ensure that the evidence of aircraft accident liability coverage filed with the Department is correct at all times. The Department will normally notify the carrier within 20 days of receipt if the certificate or plan does not meet the requirements of this part. The two Certificates of Insurance (OST Form 6410 for U.S. air carriers, including commuter air carriers and air taxi operators, and OST Form 6411 for foreign air carriers, including Canadian charter air taxi operators) are available from the Office of Aviation Analysis. The Department may return the certificate or self-insurance plan to the carrier if it finds for good cause that such plan or certificate does not show adequate evidence of insurance coverage under this part.

(b) If the coverage is by type or class of aircraft or by specific aircraft, endorsements that add previously unlisted aircraft or aircraft types or classes to coverage, or that delete listed aircraft, types, or classes from coverage, shall be filed with the Department's Office of Aviation Analysis not more than 30 days after the effective date of the endorsements. Aircraft shall not be listed in the carrier's operations specifications with the FAA and shall

not be operated unless liability insurance coverage is in force.

(c) When the insured air carrier is a U.S. air taxi operator operating in the State of Alaska, certificates and endorsements shall be filed with the Department's Alaska Field Office, 222 West Seventh Street, Box 27, Anchorage, Alaska 99513.

(Approved by the Office of Management and Budget under control number 2106-0030)

§ 205.5 Minimum coverage.

(a) Insurance contracts and self-insurance plans shall provide for payment on behalf of the carrier, within the specific limits of liability in this section, of all sums that the carrier shall become legally obligated to pay as damages, excluding any deductible in the policy, for bodily injury to or death of a person, or for damage to the property of others, resulting from the carrier's operation or maintenance of aircraft in air transportation provided under its authority from the Department.

(b) U.S. and foreign direct air carriers, including commuter air carriers but excluding U.S. air taxi operators and Canadian charter air taxi operators, shall maintain the following coverage:

(1) Third-party aircraft accident liability coverage for bodily injury to or death of persons, including nonemployee cargo attendants, other than passengers, and for damage to property, with minimum limits of \$300,000 for any one person in any one occurrence, and a total of \$20,000,000 per involved aircraft for each occurrence, except that for aircraft of not more than 60 seats or 18,000 pounds maximum payload capacity, carriers need only maintain coverage of \$2,000,000 per involved aircraft for each occurrence.

(2) Any such carrier providing air transportation for passengers shall, in addition to the coverage required in paragraph (b)(1) of this section, maintain aircraft accident liability insurance coverage for bodily injury to or death of aircraft passengers, with minimum limits of \$300,000 for any one passenger, and a total per involved aircraft for each occurrence of \$300,000 times 75 percent of the number of passenger seats installed in the aircraft.

(c) U.S. air taxi operators registered under part 298 shall maintain the following coverage:

(1) Third-party aircraft accident liability coverage for bodily injury to or death of persons, including nonemployee cargo attendants, other than passengers, with minimum limits of:

(i) \$75,000 for any one person in any one occurrence, and a total of \$300,000

per involved aircraft for each occurrence, and

(ii) A limit of at least \$100,000 for each occurrence for loss of or damage to property.

(2) U.S. air taxi operators carrying passengers in air transportation shall, in addition to the coverage required in paragraph (c)(1) of this section, maintain aircraft accident liability insurance coverage for bodily injury to or death of aircraft passengers, with minimum limits of \$75,000 for any one passenger, and a total per involved aircraft for each occurrence of \$300,000 times 75 percent of the number of passenger seats installed in the aircraft.

(d) Canadian charter air taxi operators registered under part 294 of this chapter shall maintain the following coverage:

(1) Third-party aircraft accident liability coverage for bodily injury to or death of persons, including nonemployee cargo attendants, other than passengers, and for damage to property, with a minimum coverage of \$75,000 for any one person in any one occurrence, and a total of \$2,000,000 per involved aircraft for each occurrence, except that Canadian charter air taxi operators operating aircraft of more than 30 seats or 7,500 pounds maximum cargo payload capacity, and a maximum authorized takeoff weight on wheels not greater than 35,000 pounds shall maintain coverage for those aircraft of \$20,000,000 per involved aircraft for each occurrence.

(2) Canadian charter air taxi operators engaging in passenger charter air service under part 294 of this chapter shall, in addition to the coverage required in paragraph (d)(1) of this section, maintain aircraft accident liability coverage for bodily injury to or death of aircraft passengers, with a minimum coverage of \$75,000 for any one passenger and a total per involved aircraft for each occurrence of \$75,000 times 75 percent of the total number of passenger seats installed in the aircraft.

(e) Notwithstanding paragraphs (b), (c) and (d) of this section, the carrier may be insured for a combined single limit of liability for each occurrence. The combined single-limit coverage must be not less than the combined required minimums for bodily injury and property damage coverage plus, if the aircraft is used in passenger service, the required total passenger coverages stipulated in paragraph (b) of this section for U.S. and foreign direct air carriers and commuter carriers, paragraph (c) of this section for U.S. air taxi operators, or paragraph (d) of this section for Canadian charter air

taxi operators.¹ The single-limit liability policy for the required aircraft accident liability coverage may be provided by a single policy or by a combination of primary and excess policies.

(f) The liability coverage shall not be contingent upon the financial condition, solvency, or freedom from bankruptcy of the carrier. The limits of the liability for the amounts required by this part shall apply separately to each occurrence. Any payment made under the policy or plan because of any one occurrence shall not reduce the coverage for payment of other damages resulting from any other occurrence.

§ 205.6 [Amended]

13. In § 205.6(b)(2), remove the word "CAB".

§ 205.7 [Amended]

14. In § 205.7(a), remove the words beginning with "the Board's Special Authorities Division" through the end of the first sentence, and add, in their place, the words "the Department's Office of Aviation Analysis (or, for Alaskan air taxi operators, to the Department's Alaska Field Office), which 10-day notice period shall start to run from the date such notice is actually received at the Department".

PART 206—CERTIFICATES OF PUBLIC CONVENIENCE AND NECESSITY: SPECIAL AUTHORIZATIONS AND EXEMPTIONS

15. The heading of part 206 is revised to read as set forth above.

16. The authority citation for part 206 is revised to read as follows:

Authority: 49 U.S.C. 1324, 1373, 1375, 1386, 1396, 1551.

17. Section 206.2 is revised to read as follows:

§ 206.2 Exemption from schedule filing.

All air carriers are hereby exempted from the requirements of the first sentence of section 405(b) of the Act, which provides that each air carrier must periodically provide the Department and the U.S. Postal Service a listing of all of its regularly operated aircraft schedules and schedule changes, showing for each schedule the

¹ For example: the minimum single limit of liability acceptable for any aircraft in air taxi passenger service with 16 passenger seats would be computed on the basis of limits set forth in paragraph (c) as follows: $16 \times .75$ equals 12; $12 \times \$75,000$ equals \$900,000; \$900,000 plus \$300,000 (nonpassenger liability per occurrence) plus \$100,000 (property damage per occurrence) equals \$1,300,000. The latter amount is the minimum in which a single-limit liability policy may be written.

points served and the departure and arrival times.

18. Section 206.3 is revised to read as follows:

§ 206.3 Transportation of newpersons by all-cargo carriers.

Notwithstanding the provisions of sections 401(a) and 403 of the Act and part 221 of this chapter, an air carrier holding a certificate of public convenience and necessity for the transportation of only property and mail may provide transportation to persons on regularly scheduled cargo flights for the purpose of collecting data for preparation of feature news, pictorial or like articles provided that the transportation is limited to the writer, journalist, or photographer engaged in the preparation of data for use in feature news, pictorial, or like articles which are to appear in newspapers or magazines, or on radio or television programs and which will publicize the regularly scheduled cargo operations of the carrier.

19. Section 206.4 is added to read as follows:

§ 206.4 Exemption of air carriers for military transportation.

Air carriers providing air transportation pursuant to a contract with the Department of Defense are hereby exempted from section 403 of the Act, and from part 221, §§ 207.4 and 208.32, of this chapter, with respect to those services.

20. Section 206.5 is added to read as follows:

§ 206.5 Small aircraft operations by certificated carriers.

(a) A carrier holding an effective certificate issued under section 401 of the Act, when conducting operations with small aircraft, is exempt from the requirements of the Act as set forth in subpart B of part 298 of this chapter, except section 407 of the Act, and is subject to the requirements set forth in the following provisions of this chapter:

- (1) Part 205, with the minimum coverage requirements of § 205.5(b).
- (2) Part 215.
- (3) Part 298, subpart D, §§ 298.30, and 298.38, and subpart H, and
- (4) Part 298, subpart F, if the certificated carrier conducts operations with small aircraft only (a certificated carrier conducting operations with both small and large aircraft is subject only to the reporting requirements contained in part 241 of this chapter).

(b) If a certificated carrier, when conducting operations with small aircraft, provides foreign air transportation that includes a segment for which tariff filing is required and

another segment for which tariff filing is not required, then for through service over that routing the carrier has the option of filing a tariff or charging the sum of the applicable local rates, fares, or charges. If the carrier files a tariff for through service, it is not exempt from section 403 or section 404(b) of the Act for that air transportation.

PART 231—[REMOVED]

21. Part 231 is removed.

PART 232—[AMENDED]

22. The authority citation for part 232 is revised to read as follows:

Authority: 49 U.S.C. 1324, 1375.

§§ 232.1, 232.2, 232.3, 232.4, 232.5 [Amended]

23. In §§ 232.1(a), 232.1(b)(4), 232.2(a), 232.3, 232.4(a), 232.4(c), and 232.5(a), remove the word "Board" and add, in its place, the word "Department", and in § 232.1(b)(10), remove the word "CAB" and add, in its place, the word "DOT".

PART 263—[REMOVED]

24. Part 263 is removed.

PART 288—[REMOVED]

25. Part 288 is removed.

PART 294—[AMENDED]

26. The authority citation for part 294 is revised to read as follows:

Authority: 49 U.S.C. 1324, 1386.

27. Throughout part 294, remove the word "Board" and add, in its place, the word "Department"; remove the word "Board's" and add, in its place, the word "Department's"; remove the words "Civil Aeronautics Board" and add, in their place, the words "Department of Transportation"; and remove the words "Civil Aeronautics Board's" and add, in their place, the words "Department of Transportation's".

28. Section 294.2(j) is revised to read as follows:

§ 294.2 Definitions.

(j) *Small aircraft* means any aircraft designed to have:

- (1) A maximum passenger capacity of not more than 30 seats and a maximum payload capacity of not more than 7,500 pounds, and/or
- (2) maximum authorized takeoff weight on wheels not greater than 35,000 pounds.

§§ 294.3, 294.20, 294.22 [Amended]

29. In §§ 294.3(d), 294.20(b), and 294.22(a)(2), remove the words "CAB Form 263" or "CAB Forms 263" and add,

in their place, the words "OST Form 4523" or "OST Forms 4523" respectively.

§§ 294.3 and 294.22 [Amended]

30. In §§ 294.3(d) and 294.22(a)(2), remove the word "CAB".

§§ 294.20, 294.21, 294.22 [Amended]

31. In § 294.20(b) 294.21(d), 294.21(e)(1), 294.22 introductory text, and 294.22(a) introductory text, remove the words "CAB Form 294-A" or "Form 294-A" and add, in their place, the words "OST Form 4505" or "Form 4505".

§ 294.20 [Amended]

32. In § 294.20(b), remove the words "Publications Services Division, Washington, DC 20428" and add, in their place, the words "Office of Aviation Analysis, Regulatory Analysis Division".

§§ 294.20, 294.22, 294.21, 294.40 [Amended]

33. In the introductory text of §§ 294.20 and 294.22, and in §§ 294.21(b) and 294.40, remove the words "Bureau of International Aviation, Regulatory Affairs Division" and add, in their place, the words "Office of Aviation Analysis, Regulatory Analysis Division".

§ 294.21 [Amended]

34. In 294.21(e)(1), remove the words "Regulatory Affairs Division, Bureau of International Aviation", and add, in their place, the words "Office of Aviation Analysis, Regulatory Analysis Division".

35. In § 294.30, remove the word "both" in paragraph (b) introductory text, and revise paragraphs (b)(1) and (b)(2) to read as follows:

§ 294.30 Scope of service and equipment authorized.

- (b) * * *
- (1) A maximum passenger capacity of no more than 30 seats and a maximum payload capacity of no more than 7,500 pounds, and/or
 - (2) A maximum authorized takeoff weight on wheels not greater than 35,000 pounds.

§ 294.33 [Amended]

36. In § 294.33, third paragraph, remove the words "Rochester General Aviation District Office, Rochester-Monroe County Airport" and add, in their place, the words "Flight Standards District Office, 1 Airport Way"; and, in the fourth paragraph, remove the words beginning with "Chief, Flight Standards," through the end of the sentence and add, in their place, the words "Federal Aviation

Administration, General Aviation District Office, 1601 Lind Avenue, SW., Renton, Washington 98055.

36a. In § 294.33, the existing four paragraphs of text are designated as paragraphs (a) through (d).

§ 294.60 [Amended]

37. In § 294.60(a), remove the words beginning with "CAB Form 433", where they appear the first time, through the end of the paragraph and add, in their place, the words "OST Form 4540 with the Office of International Aviation, Foreign Air Carrier Licensing Division. OST Form 4540 may be obtained from the Foreign Air Carrier Licensing Division."

PART 296—[Amended]

38. The authority citation for part 296 is revised to read as follows:

Authority: 49 U.S.C. 1301, 1302, 1324, 1378, 1379, 1386.

§ 296.3 [Amended]

39. In § 296.3, remove the word "Board" and add, in its place, the words "Department of Transportation or the Civil Aeronautics Board".

§ 296.20 [Amended]

40. In § 296.20, remove the word "Board" and add, in its place, the word "Department".

PART 297—[Amended]

41. The authority citation for part 297 is revised to read as follows:

Authority: 49 U.S.C. 1324, 1386.

42. Throughout part 297, remove the word "Board" and add, in its place, the word "Department"; remove the word "Board's" and add, in its place, the word "Department's"; remove the words "Civil Aeronautics Board" and add, in their place, the words "Department of Transportation"; and remove the words "Civil Aeronautics Board's" and add, in their place, the words "Department of Transportation's".

§ 297.3 [Amended]

43. In §§ 297.3(a) and 297.3(b), remove the words "air freight forwarder register under part 296" and add, in their place, the words "indirect cargo air carrier as defined in part 296 of this chapter".

44. In § 297.3(c), remove the word "Board" and add, in its place, the words "Department of Transportation or the Civil Aeronautics Board".

§ 297.10 [Amended]

45. In § 297.10(a)(5), the word "interstate" is revised to read "interstate".

§ 297.20 [Amended]

46. In § 297.20(a), remove the words "Director, Bureau of International Aviation" and add, in their place, the words "Director, Office of Aviation Analysis".

§§ 297.20, 297.22, 297.24 [Amended]

47. In §§ 297.20(b), 297.22(a), 297.24(a), and 297.24(b), remove the words "CAB Form 297A" or "Form 297A" and add, in their place, the words "OST Form 4506" or "Form 4506".

§§ 297.20, 297.21, 297.24 [Amended]

48. In § 297.20(b), 297.21, and 297.24(a), remove the words "Bureau of International Aviation, Regulatory Affairs Division" and add, in their place, the words "Office of Aviation Analysis, Regulatory Analysis Division".

§ 297.20 [Amended]

49. In § 297.20(b), remove the words "Civil Aeronautics Board, Publications Services Division, Washington, DC 20428" and add, in their place, the words "Regulatory Analysis Division".

PART 298—[AMENDED]

50. The authority citation for part 298 is revised to read as follows:

Authority: 49 U.S.C. 1301, 1324, 1371, 1374, 1377, 1386, 1388, 1389.

51. Throughout part 298, remove the word "Board" (except in § 298.3(a)(2)) and add, in its place, the word "Department"; remove the word "Board's" and add, in its place, the word "Department's"; remove the words "Civil Aeronautics Board" (except where they occur in § 298.60(a)) and add, in their place, the words "Department of Transportation"; and remove the words "Civil Aeronautics Board's" (except where they occur in § 298.64(e)) and add, in their place, the words "Department of Transportation's".

§§ 298.21, 298.11, 298.30, 298.31 [Amended]

52. In the heading for part 298, the heading for § 298.21, and §§ 298.11 introductory text, 298.11(c) introductory text, 298.30(a), and 298.31, after the words "air taxi" or "air taxi operators", add the words "and commuter air carrier" or "and commuter air carriers", respectively.

§§ 298.3, 298.4, 298.5, 298.11, 298.21, 298.23, 298.24, 298.30, 298.37, 298.38 [Amended]

53. In the heading for § 298.5 and §§ 298.3(b), 298.4, 298.5, 298.11 introductory text, 298.11(b), 298.11(c)(3), 298.11(d), 298.21(b), 298.21(c)(1)(v), 298.21(c)(1)(vi), 298.23(a) introductory

text, 298.24 introductory text, 298.30(b), 298.35, 298.37, and 298.38, after the words "air taxi operator" or "air taxi", add the words "or commuter air carrier"; after the words "air taxi operators", add the words "or commuter air carriers".

54. In § 298.1, the last sentence is revised to read as follows:

§ 298.1 Applicability of part.

* * * This part also establishes reporting requirements for commuter air carriers and small certificated air carriers.

§ 298.2 [Amended]

55. In § 298.2(e-1), remove the number "413" and add, in its place, the number "418".

56. In § 298.2(f), the word "tips" is revised to read "trips".

§ 298.3 [Amended]

57. In § 298.3(a)(2), remove the word "Board" and add, in its place, the words "the Department or the CAB".

58. In § 298.3(a)(4), remove the words "Subpart E of this part" and add, in their place, the words "Part 205 of this chapter".

§§ 298.3, 298.11, 298.21 [Amended]

59. In §§ 298.3(a)(5), 298.11(b)(2), and 298.21(c)(4)(iii), remove the word "CAB" where it occurs in "CAB Agreement 18900"; remove the words "CAB Form 263" and add, in their place, the words "OST Form 4523".

§§ 298.3, 298.21, 298.23 [Amended]

60. In §§ 298.3(a)(5), 298.21(c)(1) introductory text and footnote 6, 298.21(c)(4), and 298.23(b), remove the words "CAB Form 298-A" or "CAB Form 298-A (Rev.)", and add, in their place, the words "OST Form 4507".

§ 298.4 [Amended]

61. In § 298.4, remove the words "Secretary of the Board" and add, in their place, the words "Director, Office of Aviation Analysis".

§ 298.5 [Amended]

62. In § 298.5, remove the words "On or after January 9, 1978, any" and add, in their place the word "Any".

§ 298.11 [Amended]

63. In § 298.11(b)(2), remove the words "Subpart G of this part" and add, in their place, the words "part 203 of this chapter".

64. In § 298.11(d), before the words "air carriers" where they appear for the first time in the paragraph, add the word "certificated".

§ 298.21 [Amended]

65. In § 298.21(a), remove the words "Director of the Bureau of Pricing and Domestic Aviation" and add, in their place, the words "Director, Office of Aviation Analysis".

66. The introductory text of § 298.21(c) is revised to read as follows:

§ 298.21 Filing for registration by air taxi operators and commuter air carriers.

(c) Registration by all commuter air carriers, and by those air taxi operators with a mailing address in any U.S. State or Territory except Alaska, shall be accomplished by filing with the Department's Office of Aviation Analysis (or with the Department's Alaska Aviation Field Office, 222 West Seventh Street, Box 27, Anchorage, Alaska 99513, for air taxi operators that are not also commuter air carriers and that have a mailing address in the State of Alaska) the following:

§ 298.21 [Amended]

67. In § 298.21(c)(1) introductory text, remove the words "Air Taxi Operator and Commuter Air Carrier Registration and Amendments Under part 298 of the Economic Regulations of the Civil Aeronautics Board".

68. In §§ 298.21(c)(1), footnote 6 and 298.21(c)(4), remove the words "Publications Services Section, Civil Aeronautics Board, Washington, DC 20428" or "Publications Services Division, Civil Aeronautics Board, Washington, DC 20428" and add, in their place, the words "Office of Aviation Analysis, Regulatory Analysis Division".

69. In § 298.21(c)(2), remove the word "§ 298.41(b)" and add, in its place, the words "part 205 of this chapter".

70. Section 298.21(d) is revised to read as follows:

§ 298.21 Filing for registration by air taxi operators and commuter air carriers.

(d) No air taxi operator shall provide scheduled passenger service at an eligible point unless it has registered with the Department as a commuter air carrier and has been found by the Department to be fit, willing, and able to conduct such service.

§ 298.22 [Amended]

71. In § 298.22, the word "retrun" is revised to read "return".

§ 298.23 [Amended]

72. In § 298.23(b), remove the words "Bureau of Domestic Aviation" and add,

in their place, the words "Office of Aviation Analysis".

73. In § 298.23(b), remove the words "Board's Field Office," and add, in their place, the words "Department's Alaska Aviation Field Office, 222 West Seventh Avenue,".

§ 298.34 [Removed and reserved]

74. Section 298.34 is removed and reserved.

75. Section 298.35 is revised to read as follows:

§ 298.35 Limitations on carriage of mail.

An air taxi operator or commuter air carrier is not authorized to carry mail except pursuant to contract with the Postal Service entered into pursuant to section 5402 of the Postal Reorganization Act (39 U.S.C. 5402).

§ 298.36 [Amended]

76. In § 298.36(a), remove the word "operating".

77. In § 298.36, paragraph (c) is redesignated paragraph (d), and a new paragraph (c) is added to read as follows:

§ 298.36 Limitation on use of business name.

(c) Commuter air carriers are subject to the provisions of part 215 of this chapter with regard to the use and change of air carrier names.

§ 298.37 [Amended]

78. In § 298.37, remove the words "subpart E" and add, in their place, the words "part 205 of this chapter".

Subpart E—[Removed and reserved]

79. In part 298, subpart E consisting of §§ 298.41–298.45 is removed and reserved.

§ 298.60 [Amended]

80. In § 298.60(a), remove the words "Civil Aeronautics Board" and add, in their place, the words "Department's Research and Special Programs Administration (RSPA)".

§§ 298.60, 298.61, 298.63, 298.64, 298.65 [Amended]

81. In §§ 298.60(a), 298.60(b), 298.60(d), 298.60(e), 298.61(a), 298.61(g), 298.63(a), 298.64(a), and 298.65(a), remove the word "CAB" and add, in its place, the word "RSPA".

§§ 298.60, 298.65, 298.66 [Amended]

82. In §§ 298.60(b), 298.65(b) introductory text, 298.66(a), and 298.66(b), remove the word "Comptroller" and add, in its place, the words "Airline Statistics".

§ 298.60 [Amended]

83. In § 298.60(c), remove the number "4123" and add, in its place, the number "4125"; and remove the words "Aviation Information Management" and add, in their place, the words "Airline Statistics".

84. In § 298.60(e), remove the number "426-8847" and add, in its place, the number "366-9847".

§ 298.61 [Amended]

85. In § 298.61(g), remove the words "Comptroller, Civil Aeronautics Board, Washington, DC 20428" and add, in their place, the words "Director, Office of Airline Statistics, Department of Transportation, Washington, DC 20590".

86. At the end of § 298.61, remove the OMB control number "3204-0009" and add, in its place, the number "2138-0009".

§§ 298.63, 298.64, 298.65 [Amended]

87. In §§ 298.63(c), 298.64(e) and 298.65(a), remove the words "the Board's Information Management Division" or "the Civil Aeronautics Board's Information Management Division" or "the Board's Office of Comptroller" and add, in their place, the words "RSPA's Office of Airline Statistics".

Subpart I—[Removed]

88. In part 298, subpart I consisting of §§ 298.90–298.100 is removed.

PART 302—[AMENDED]

89. The authority citation for part 302 is revised to read as follows:

Authority: 5 U.S.C. 551 *et seq.*, 39 U.S.C. 5402; 42 U.S.C., 4321, 49 U.S.C. subtitle I, 1301, 1302, 1324, 1371, 1372, 1373, 1374, 1376, 1382, 1471, 1481, 1482, 1485; Reorganization Plan No. 3 of 1961, 75 Stat. 837, 26 FR 5989.

90. Section 302.10a is added to read as follows:

§ 302.10a Participation of air carrier associations in Department proceedings.

(a) An association composed entirely or in part of direct air carriers may participate in any proceedings of the Department to which the Department's procedural regulations apply only if:

(1) The issues substantially affect the property or financial interests of the association as opposed to an interest derivative from its members;

(2) The association acts as a conduit to the Department of factual information gathered from the members, as distinguished from presentation of opinions or positions on issues; or

(3) The association represents members that are identified in any documents filed with the Department, and that have specifically authorized the

positions taken by the association in that proceeding. The specific authorizations may be informal and evidence of them shall be provided only upon request of the Department.

(b) Upon motion of any interest person or upon its own initiative, the Department may issue an order requiring an association to withdraw from a case on the ground of significant divergence of interest or position within the association.

Part 302, Appendix A—[Amended]

91. In part 302 Appendix A—Index to Rules of Practice, under the heading "PARTIES", a new listing is added to read as follows:

"Participation by Air Carrier Associations. § 302.10(a)"

PART 372—[AMENDED]

92. The authority citation for part 372 is revised to read as follows:

Authority: 49 U.S.C. 1301, 1324, 1371, 1372, 1377, 1386.

93. Throughout part 372, remove the word "Board" and add, in its place, the word "Department"; remove the word "Board's" and add, in its place, the word "Department's"; remove the words "Civil Aeronautics Board" (except where they occur in § 372.30(a) (8) and (9)) and add, in their place, the words "Department of Transportation"; and remove the words "Civil Aeronautics Board's" and add, in their place, the words "Department of Transportation's".

94. Section 372.20 is revised to read as follows:

§ 372.20 Requirement of operating authorization.

No person shall engage in air transportation as an overseas military personnel charter operator by organizing, providing, selling, or offering to sell, soliciting, or advertising an overseas military personnel charter or charters unless there is in force an operating authorization issued pursuant to § 372.31 authorizing such person to engage in such transportation.

95. Section 372.24(b) is revised to read as follows:

§ 372.24 Surety bond, depository agreement, escrow agreement.

(b) As used in this section, the term *bank* means a bank insured by the Federal Deposit Insurance Corporation.

§ 372.24 [Amended]

96. In § 372.24(c), remove the words "appendix B, attached to this part 372" and add, in their place, the words "appendix A to this part"; and remove footnote 1.

§ 372.28 [Amended]

97. In § 372.28, footnote 2 is redesignated footnote 1.

98. The introductory text of § 372.30(a) is revised to read as follows:

§ 372.30 Application.

(a) *Application.* Any person desiring to operate as an overseas military personnel charter operator may apply to the Department for an appropriate operating authorization. Contact the Office of Aviation Analysis, Regulatory Analysis Division, for filing instructions. The application shall be certified by a responsible official of such person and shall contain the following information:

§ 372.30 [Amended]

99. In § 372.30(a), footnote 3 is removed.

100. In § 372.30(a)(8) and 372.30(a)(9), after the words "Civil Aeronautics Board" add the words "or the Department of Transportation".

101. In § 372.30(a)(13), footnote 4 is redesignated footnote 2; and, in newly redesignated footnote 2, the last sentence is removed.

102. A new appendix A is added to part 372 to read as follows:

Appendix A to Part 372—Overseas Military Personnel Charter Operator's Surety Bond Under Part 372 of the Special Regulations of the Department of Transportation (14 CFR Part 372)

Know all men by these presents, that we _____ (name of charter operator) of _____ (address) as Principal hereinafter called "Principal", and _____ (name of surety) a corporation created and existing under the laws of the State of _____ (State) as Surety (hereinafter called "Surety") are held and firmly bound unto the United States of America in the sum of _____ (see § 372.24(a), 14 CFR Part 372) for which payment, well and truly to be made, we bind ourselves and our heirs, executors, administrators, successors, and assigns, jointly and severally firmly by these presents.

Whereas Principal is an overseas military personnel charter operator pursuant to the provisions of Part 372 of the Department's Special Regulations and other rules and regulations of the Department relating to security for the protection of charter participants, and has elected to file with the Department of Transportation such a bond as will insure financial responsibility with respect to all monies received from charter participants for services in connection with overseas military personnel charters to be

operated subject to Part 372 of the Department's Special Regulations in accordance with contracts, agreements, or arrangements therefor, and

Whereas this bond is written to assure compliance by Principal as an authorized charter operator with Part 372 of the Department's Special Regulations, and other rules and regulations of the Department relating to security for the protection of charter participants, and shall inure to the benefit of any and all charter participants to whom Principal may be held legally liable for any damages herein described.

Now, therefore, the condition of this obligation is such that if Principal shall pay or cause to be paid to charter participants any sum or sums for which Principal may be held legally liable by reason of Principal's failure faithfully to perform, fulfill and carry out all contracts, agreements, and arrangements made by Principal while this bond is in effect with respect to the receipt of moneys from charter participants, and proper disbursement thereof pursuant to and in accordance with the provisions of Part 372 of the Department's Special Regulations, then this obligation shall be void, otherwise to remain in full force and effect.

The liability of Surety with respect to any charter participant shall not exceed the charter price paid by or on behalf of such participant.

The liability of Surety shall not be discharged by any payment or succession of payments hereunder, unless and until such payment or payments shall amount in the aggregate to the penalty (face amount) of the bond, but in no event shall Surety's obligation hereunder exceed the amount of said penalty.

Surety agrees to furnish written notice to the Office of Aviation Analysis, Department of Transportation, forthwith of all suits or claims made and judgments rendered, and payments made by Surety under this bond.

This bond shall cover the following

Charters:¹

Surety company's bond No. _____
Date of flight departure _____
Place of flight departure _____

This bond is effective on the _____ day of _____, 199____, 12:01 a.m., standard time at the address of Principal as stated herein and as hereinafter provided. Principal or Surety may at any time terminate this bond by written notice to: "Regulatory Analysis Division (P-57), Office of Aviation Analysis, U.S. Department of Transportation, Washington, DC 20590, such termination to become effective thirty (30) days after the actual receipt of said notice by the Department. Surety shall not be liable hereunder for the payment of any damages hereinbefore described which arise as a result of any contracts, agreements, undertakings, or arrangements for the supplying of transportation and other services made by Principal after the termination of this bond as herein provided, but such termination shall not affect the

¹ These data may be supplied in an addendum attached to the bond; however, all pages are to bear the Surety's seal.

liability of the bond hereunder for the payment of any damages arising as a result of contracts, agreements, or arrangements for the supplying of transportation and other services made by Principal prior to the date that such termination becomes effective.

Liability of Surety under this bond shall in all events be limited only to a charter participant or charter participants who shall within sixty (60) days after the termination of the particular charter described herein give written notice of claim to the charter operator or, if it is unavailable, to Surety, and all liability on this bond shall automatically terminate sixty (60) days after the termination date of each particular charter covered by this bond except for claims made in the time provided herein.

In witness whereof, the said Principal and Surety have executed this instrument on the _____ day of _____, 199____.

PRINCIPAL

Name _____
By: Signature and title _____
Witness _____

SURETY

Name _____
By: Signature and title _____
Witness _____

Only corporations may qualify to act as surety and they must meet the requirements set forth in § 372.24(c) of Part 372.

PART 399—[AMENDED]

103. The authority citation for part 399 continues to read as follows:

Authority: 49 U.S.C. 1301, 1302, 1305, 1324, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1381, 1382, 1384, 1386, 1461, 1481, 1482, 1502 and 1504, unless otherwise noted.

§ 399.110. [Removed and reserved]

104. Section 399.110(e) is removed and reserved.

Issued in Washington, DC, on August 20, 1992.

Jeffrey N. Shane,

Assistant Secretary for Policy and International Affairs.

Appendix

Note: This appendix will not appear in the Code of Federal Regulations

BILLING CODE 4910-62-M



U.S. Department of
Transportation

Office of the Secretary
of Transportation

AGENCY DISPLAY OF ESTIMATED BURDEN

The public reporting burden for this collection of information is estimated to average 30 minutes per response. If you wish to comment on the accuracy of the estimate or make suggestions for reducing this burden, please direct your comments to DOT and OMB at the following addresses:

U.S. Department of Transportation
Office of Aviation Analysis, P-57
400 7th Street, SW
Washington, DC 20590

and

Office of Management and Budget
Office of Information and Regulatory Affairs
Paperwork Reduction Project 2106-0030
Washington, DC 20503

OMB No. 2106-0030 Expires 12-31-94

U.S. AIR CARRIERS CERTIFICATE OF INSURANCE

POLICIES OF INSURANCE FOR AIRCRAFT ACCIDENT BODILY INJURY AND PROPERTY DAMAGE LIABILITY

FILING INSTRUCTIONS: File an original of this form with the Regulatory Analysis Division, P-57, Office of Aviation Analysis, Department of Transportation, 400 7th Street, S.W., Washington, D.C. 20590.

(Please type information, except signatures.)

THIS CERTIFIES THAT:

(Name of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to

(Name and address of insured U.S. Air Carrier)

effective from _____ until ten (10) days after written notice from the insurer or carrier of the intent to terminate coverage is received by the Department of Transportation.

NOTE: Part 205 of the Department's Regulations does not allow for a predetermined termination date, and a certificate showing such a date is unacceptable.

1. The Insurer (Check One):

- ☐ is licensed to issue aircraft insurance policies in the United States;
- ☐ is licensed or approved by the government of _____ to issue aircraft insurance policies; or
- ☐ is an approved surplus line insurer in the State(s) of _____

2. The insurer assumes, under the policy or policies listed below, aircraft accident liability insured to minimums at least equal to the following during operation, maintenance, or use of aircraft in "air transportation" as that term is defined in the Federal Aviation Act (Complete applicable section(s) below):

A. U.S. AIR TAXI OPERATORS WITH PART 298 AUTHORITY ONLY

The aircraft covered by this policy are SMALL AIRCRAFT (i.e., with 60 or fewer passenger seats or with a maximum payload capacity of 18,000 pounds or less). (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each Person	Each Occurrence
_____	Bodily Injury Liability (Excluding Passengers)	\$ 75,000	\$300,000
_____	Passenger Bodily Injury Liability	\$ 75,000	\$75,000 x 75% of total number of passenger seats installed in the aircraft.
_____	Property Damage		\$100,000

☐ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury

Policy No. _____ Amount of Coverage _____

☐ This policy covers CARGO operations only and excludes passenger liability insurance.

B. U.S. COMMUTER AND CERTIFICATED AIR CARRIERS OPERATING SMALL AIRCRAFT

The aircraft covered by this policy are SMALL AIRCRAFT (i.e., with 60 or fewer passenger seats or with a maximum payload capacity of 18,000 pounds or less). (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each Person	Each Occurrence
_____	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$300,000	\$2,000,000
_____	Passenger Bodily Injury Liability	\$300,000	\$300,000 x 75% of total number of passenger seats installed in the aircraft.

☐ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

Policy No. _____ Amount of Coverage _____

☐ This policy covers CARGO operations only and excludes passenger liability insurance.

C. U.S. CERTIFICATED AIR CARRIERS OPERATING LARGE AIRCRAFT

The aircraft covered by this policy are LARGE AIRCRAFT (i.e., with more than 60 passenger seats or with a maximum payload capacity of more than 18,000 pounds). (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each Person	Each Occurrence
_____	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$300,000	\$20,000,000
_____	Passenger Bodily Injury Liability	\$300,000	\$300,000 x 75% of total number of passenger seats installed in the aircraft.

☐ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

Policy No. _____ Amount of Coverage _____

☐ This policy covers CARGO operations only and excludes passenger liability insurance.

3. The policy or policies listed in this certificate insure(s) (Check One):

- ☐ Operations conducted with all aircraft operated by the Insured
- ☐ Operations conducted with the following types of aircraft:
- ☐ Operations with the following aircraft: (Use additional page if necessary)

Make and Model

FAA or Foreign Flag
Registration No.

4. Each policy listed in this certificate meets or exceeds the requirements in 14 CFR Part 205.

(Name of Insurer)

(Name of Broker, if applicable)

(Address)

(Address)

(City, State, Zip Code)

(City, State, Zip Code)

Contact (person who can verify the effectiveness of the coverage)

(Officer or authorized representative)

(Area Code, Phone Number)

(Area Code, FAX Number)

(Area Code, Phone Number)

(Area Code, FAX Number)

(Signature, if applicable)

(Signature)

(Date)

(Date)



**U.S. Department of
Transportation**
Office of the Secretary
of Transportation

AGENCY DISPLAY OF ESTIMATED BURDEN

The public reporting burden for this collection of information is estimated to average 30 minutes per response. If you wish to comment on the accuracy of the estimate or make suggestions for reducing this burden, please direct your comments to DOT and OMB at the following addresses:

U.S. Department of Transportation
Office of Aviation Analysis, P-57
400 7th Street, SW
Washington, DC 20590

and

Office of Management and Budget
Office of Information and Regulatory Affairs
Paperwork Reduction Project 2106-0030
Washington, DC 20503

OMB No. 2106-0030 Expires 12-31-94

FOREIGN AIR CARRIERS CERTIFICATE OF INSURANCE

POLICIES OF INSURANCE FOR AIRCRAFT ACCIDENT BODILY INJURY AND PROPERTY DAMAGE LIABILITY

FILING INSTRUCTIONS: File an original of this form with the Regulatory Analysis Division, P-57, Office of Aviation Analysis, Department of Transportation, 400 7th Street, S.W., Washington, D.C. 20590.

(Please type information, except signatures.)

THIS CERTIFIES THAT: _____
(Name of Insurer)

has issued a policy or policies of Aircraft Liability Insurance to _____

(Name and address of Insured Foreign Air Carrier)

effective from _____ until ten (10) days after written notice from the insurer or carrier of the intent to terminate coverage is received by the Department of Transportation.

NOTE: Part 205 of the Department's Regulations does not allow for a predetermined termination date, and a certificate showing such a date is unacceptable.

1. The Insurer (Check One):

- ☐ is licensed to issue aircraft insurance policies in the United States;
- ☐ is licensed or approved by the government of _____ to issue aircraft insurance policies; or
- ☐ is an approved surplus line insurer in the State(s) of _____

2. The Insurer assumes, under the policy or policies listed below, aircraft accident liability insured to minimums at least equal to the following during operation, maintenance, or use of aircraft in "foreign air transportation" as that term is defined in the Federal Aviation Act (Complete applicable section(s) below):

A. CANADIAN CHARTER AIR TAXI OPERATORS WITH PART 294 AUTHORITY ONLY

The aircraft covered by this policy have: (1) 30 or fewer passenger seats and a maximum payload capacity of 7,500 pounds or less; and/or (2) a maximum authorized takeoff weight on wheels of no more than 35,000 pounds. (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each Person	Each Occurrence
_____	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$75,000	\$2,000,000 *(See Note)
_____	Passenger Bodily Injury Liability	\$75,000	\$75,000 x 75% of total number of passenger seats installed in the aircraft.

- ☐ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

Policy No. _____ Amount of Coverage _____

- ☐ This policy covers CARGO operations only and excludes passenger liability insurance.

* NOTE: If the aircraft covered by this policy have more than 30 passenger seats or more than a maximum payload capacity of 7,500 pounds, the minimum limit per occurrence shall be \$20,000,000.

B. FOREIGN AIR CARRIERS OPERATING SMALL AIRCRAFT

The aircraft covered by this policy are **SMALL AIRCRAFT** (i.e., with 60 or fewer passenger seats or with a maximum payload capacity of 18,000 pounds or less). (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each Person	Each Occurrence
_____	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$300,000	\$2,000,000
_____	Passenger Bodily Injury Liability	\$300,000	\$300,000 x 75% of total number of passenger seats installed in the aircraft.

☐ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

Policy No. _____ Amount of Coverage _____

☐ This policy covers CARGO operations only and excludes passenger liability insurance.

C. FOREIGN AIR CARRIERS OPERATING LARGE AIRCRAFT

The aircraft covered by this policy are **LARGE AIRCRAFT** (i.e., with more than 60 passenger seats or with a maximum payload capacity of more than 18,000 pounds). (Check separate or combined coverage as appropriate):

☐ Separate Coverages:

Policy No.	Type of Liability	Minimum Limit	
		Each Person	Each Occurrence
_____	Combined Bodily Injury (Excluding Passengers other than cargo attendants) and Property Damage Liability	\$300,000	\$20,000,000
_____	Passenger Bodily Injury Liability	\$300,000	\$300,000 x 75% of total number of passenger seats installed in the aircraft.

☐ Combined Coverage: This combined coverage is a single limit of liability for each occurrence at least equal to the required minimums stated above for bodily injury (excluding passengers), property damage, and passenger bodily injury.

Policy No. _____ Amount of Coverage _____

☐ This policy covers CARGO operations only and excludes passenger liability insurance.

3. The policy or policies listed in this certificate insure(s) (Check One):

- ☐ Operations conducted with all aircraft operated by the Insured
- ☐ Operations conducted with the following types of aircraft:
- ☐ Operations with the following aircraft: (Use additional page if necessary)

Make and Model

FAA or Foreign Flag
Registration No.

4. Each policy listed in this certificate meets or exceeds the requirements in 14 CFR Part 205.

(Name of Insurer)

(Name of Broker, if applicable)

(Address)

(Address)

(City, State, Zip Code)

(City, State, Zip Code)

Contact (person who can verify the effectiveness of the coverage)

(Officer or authorized representative)

(Area Code, Phone Number)

(Area Code, Phone Number)

(Signature, if applicable)

(Signature)

(Date)

(Date)