

is effected. For the purposes of this paragraph (d), any charge against a specific reserve established pursuant to any provision of this section shall be deemed to be a recovery on an asset the book value of which was previously adjusted unless such charge is made for the purpose of concurrently writing down the book value of such asset.

(Secs. 402, 403, 48 Stat. 1256, 1257, as amended; 12 U.S.C. 1725, 1726. Reorg. Plan No. 3 of 1947, 12 F.R. 4981, 3 CFR, 1947 Supp.)

By the Federal Home Loan Bank Board.

[SEAL] GRENVILLE L. MILLARD, Jr.,
Assistant Secretary.

[F.R. Doc. 65-12148; Filed, Nov. 10, 1965;
8:49 a.m.]

[No. FSLIC-2,320]

PART 570—BOARD RULINGS

Computation of Scheduled Items, Assets and Specified Assets

NOVEMBER 5, 1965.

Resolved that the Federal Home Loan Bank Board, upon the basis of consideration by it of the advisability of amendment of Part 570 of the rules and regulations for insurance of accounts (12 CFR Part 570) as hereinafter set forth, and for the purpose of effecting such amendment, hereby amends said Part 570 as follows, effective December 13, 1965.

Part 570 is hereby amended by adding, immediately after § 570.7, a new § 570.8, to read as follows:

§ 570.8 Computation of scheduled items, assets and specified assets.

(a) Insurance Regulation 563.17-2 provides for the establishment of specific reserves in connection with the reevaluation of assets of an insured institution.

(b) The amount of any specific reserve established to offset the overvaluation of any asset shall be deducted from the book value of the asset in determining scheduled items, assets and specified assets.

Resolved further that, since the aforesaid amendment contains only statements of general policy or interpretations of substantive rules adopted or formulated by the Board for the guidance of the public, the requirements of notice and public procedures set out in § 508.12 of the general regulations of the Federal Home Loan Bank Board (12 CFR 508.12) and section 4(a) of the Administrative Procedure Act do not apply.

By the Federal Home Loan Bank Board.

[SEAL] GRENVILLE L. MILLARD, Jr.,
Assistant Secretary.

[F.R. Doc. 65-12149; Filed, Nov. 10, 1965;
8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Airspace Docket No. 63-SO-55]

PART 71—DESIGNATION OF FEDERAL AIRWAYS, CONTROLLED AIRSPACE, AND REPORTING POINTS

Alteration of Control Zones and Designation of Transition Area

On July 27, 1965, a notice of proposed rule making was published in the FEDERAL REGISTER (30 F.R. 9323) stating that the Federal Aviation Agency is considering amendments to Part 71 of the Federal Aviation Regulations that would alter the Fort Lauderdale, Fla., and Homestead, Fla., control zones and designate the Miami, Fla., transition area.

Interested persons were afforded an opportunity to participate in the rule making through submission of comments. All comments received were favorable. The substance of the final rule is the same as that contained in the Notice except for three minor changes as follows: (a) In the Fort Lauderdale control zone the "134°" bearing is changed to "135°" due to a revision of the AL-744-ADF-1 approach to Fort Lauderdale; (b) in the Homestead control zone the "047°" radial is changed to "046°" and the "233°" radial is changed to "232°" due to revisions to several instrument approaches to Homestead AFB; and (c) in the 1,700-foot portion of the Miami transition area the coordinates shown for the Key West VOR are deleted. The Key West VOR will be moved on November 11, 1965, to a new position approximately a mile northwest of its present location.

In consideration of the foregoing, Part 71 of the Federal Aviation Regulations is amended, effective 0001, e.s.t., January 6, 1966, as hereinafter set forth.

1. In § 71.171 (29 F.R. 17581) the Fort Lauderdale and Homestead control zones are amended to read as follows:

PORT LAUDERDALE, FLA.

Within a 5-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'25" N., longitude 80°09'10" W.); within 2 miles each side of the Fort Lauderdale VOR 079° radial, extending from the 5-mile radius zone to 10 miles E of the VOR; within 2 miles each side of the Fort Lauderdale VOR 278° radial, extending from the 5-mile radius zone to 8 miles W of the VOR; within 2 miles each side of the Fort Lauderdale VOR 306° radial, extending from the 5-mile radius zone to the INT of the Fort Lauderdale VOR 306° radial and the Miami, Fla. VORTAC 043° radial; within 2 miles each side of the 135° bearing from the Fort Lauderdale RBN, extending from the 5-mile radius zone to the RBN; excluding that portion within a 1.5-mile radius of Bradley Field Airport, Fort Lauderdale, Fla. (latitude 26°09'15" N., longitude 80°09'50" W.).

HOMESTEAD, FLA.

Within a 5-mile radius of the Homestead AFB (latitude 25°29'15" N., longitude 80°23'10" W.); within 2 miles each side of the Homestead VOR 046° radial, extending from the 5-mile radius zone to the VOR; within 2 miles each side of the Homestead ILS localizer SW course, extending from the 5-mile radius zone to the LOM; within 2 miles each side of the Homestead TACAN 232° radial, extending from the 5-mile radius zone to 7.5 miles SW of the TACAN; and within 2 miles each side of the Homestead ILS localizer NE course, extending from the 5-mile radius zone to 6 miles NE of Homestead AFB.

2. Section 71.181 (29 F.R. 17643) is amended by adding the following transition area:

MIAMI, FLA.

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Miami International Airport (latitude 25°47'35" N., longitude 80°17'10" W.); within 5 miles S and 8 miles N of the Miami Runway 9-L ILS localizer W course, extending from the airport to 12 miles W of the Runway 9-L ILS LOM; within 5 miles N and 8 miles S of the Miami Runway 27-L ILS localizer E course, extending from the airport to 12 miles E of the Runway 27-L ILS LOM; within 5 miles S and 8 miles N of the Runway 9-L ILS localizer E course, extending from the airport to 12 miles E of the INT of Runway 9-L ILS localizer E course and the Biscayne Bay VOR 351° radial; within 2 miles each side of the Miami VORTAC 139° radial, extending from the 7-mile radius area to the VORTAC; within a 4-mile radius of the Tamiami Airport, Fla. (latitude 25°45'15" N., longitude 80°22'35" W.); within a 6-mile radius of Opa Locka Airport, Fla. (latitude 25°54'25" N., longitude 80°16'40" W.); within 2 miles each side of the Miami VORTAC 108° radial, extending from the 6-mile radius area to the VORTAC; within a 7-mile radius of Fort Lauderdale-Hollywood International Airport (latitude 26°04'25" N., longitude 80°09'10" W.); within 2 miles each side of the 315° bearing from the Fort Lauderdale RBN, extending from the 7-mile radius area to 8 miles NW of the RBN; within a 7-mile radius of Homestead AFB (latitude 25°29'15" N., longitude 80°23'10" W.); within 2 miles each side of the Homestead ILS localizer NE course, extending from the 7-mile radius area to 9 miles NE of Homestead AFB; that airspace extending upward from 1,200 feet above the surface within a 50-mile radius of Miami International Airport; that airspace south of Miami extending from the 50-mile radius area bounded on the E and S by V-35, and on the W by V-3; that airspace NW of Miami extending from the 50-mile radius area bounded on the W by V-97, on the N by V-492 S alternate, and on the E by V-267; that airspace extending upward from 1,700 feet above the surface bounded by a line beginning at the INT of the eastern edge of V-225 E alternate and the western edge of V-35, thence S along the eastern edge of V-225 E alternate to the INT of a 35-mile radius arc centered at the Key West VOR, thence clockwise along the 35-mile arc to the northwestern edge of V-51/V-157, thence NE along the northwestern edge of V-51/V-157 to the INT of a 50-mile radius arc centered at Miami International Airport, thence clockwise along the 50-mile radius arc to the W edge of V-35 W alternate, thence NW along the western edge of V-35 W alternate

and V-35 to the point of beginning; and that airspace NW of Miami bounded on the N by V-7, on the SW by V-35, and on the E by V-157 W alternate; excluding the portion within W-173.

(Secs. 307(a), 1110, Federal Aviation Act of 1958; 49 U.S.C. 1348, 1510; E.O. 10854, 24 F.R. 9565)

Issued in Washington, D.C., on November 4, 1965.

JAMES L. LAMPL,
Acting Chief, Airspace Regulations
and Procedures Division.

[F.R. Doc. 65-12106; Filed, Nov. 10, 1965;
8:45 a.m.]

[Docket No. 7013; Amdt. 151-9]

PART 151—FEDERAL AID TO AIRPORTS

Labor Protective Provisions; Fringe Benefit Requirements

The purpose of this amendment is to revise paragraph A(4) of Appendix H of Part 151 of the Federal Aviation Regulations to conform it to recently amended § 5.5(a) (1) (iv) of the regulations of the Secretary of Labor (30 F.R. 13136), effective October 15, 1965.

Appendix H of Part 151 sets forth the contract provision required by the regulations of the Secretary of Labor. Section 151.49(a) requires sponsors to insert this provision in full in each construction contract. Paragraph A(4) of Appendix H pertains to "Fringe Benefit Requirements" and reflects § 5.5(a) (1) (iv) of the regulations of the Secretary of Labor.

The procedural and effective date requirements of section 4 of the Administrative Procedure Act do not apply to this amendment because it is within the exception in that section relating to public grants, benefits and contracts.

This amendment is made under the authority of the Federal Airport Act, as amended (49 U.S.C. 1101-1120), and Part 5 of Title 29 of the Code of Federal Regulations. It is adopted by the Director, Airports Service, Federal Aviation Agency, under authority delegated in § 151.49(a) of Part 151 of the Federal Aviation Regulations.

In consideration of the foregoing, paragraph A(4) of Appendix H of Part 151 of Chapter I of Title 14 of the Code of Federal Regulations is amended, effective November 11, 1965, to read as follows:

(4) If the contractor does not make payments to a trustee or other third person, he may consider as part of the wages of any laborer or mechanic the amount of any costs reasonably anticipated in providing benefits under a plan or program of a type expressly listed in the wage determination decision of the Secretary of Labor which is a part of this contract: *Provided, however,*

The Secretary of Labor has found, upon the written request of the contractor, that the applicable standards of the Davis-Bacon Act have been met. The Secretary of Labor may require the contractor to set aside in a separate account assets for the meeting of obligations under the plan or program.

Issued in Washington, D.C., on November 3, 1965.

COLE MORROW,
Director, Airports Service.

[F.R. Doc. 65-12107; Filed, Nov. 10, 1965;
8:45 a.m.]

Chapter II—Civil Aeronautics Board

SUBCHAPTER A—ECONOMIC REGULATIONS

[Reg. No. ER-447]

PART 241—UNIFORM SYSTEM OF ACCOUNTS AND REPORTS FOR CERTIFICATED AIR CARRIERS

Reporting of Revenue Plane Mileage Flown by Scheduled Carriers in Charter and Special Service Operations

Adopted by the Civil Aeronautics Board at its office in Washington, D.C., on the 27th day of October 1965.

The Board has published in 30 F.R. 7251 and circulated to the industry in EDR-83, dated May 25, 1965, Docket 16186, a notice of proposed rule making which proposed additional reporting requirements for certificated air carriers. The explanatory statement in the notice sets forth the reasons for the amendment at length. Briefly, they are that by requiring the route carriers to report the details concerning their charter and special service operations in a manner similar to that now supplied by supplemental carriers, the Board would obtain the overall view of the charter market which it requires in order to cope with the problems arising from the enactment of P.L. 87-528, 76 Stat. 143, which authorizes the certification of the supplemental carriers as charter operators, and grants all-cargo carriers the right to conduct passenger charters subject to regulation. Additionally, the report now required by the amendment will provide the Board with precise information, which it now lacks, to police the Part 207 volume limitation upon the charter operations of the scheduled route carriers.

Industry comments on the notice of proposed rule making were filed by two carriers. United Air Lines, Inc., suggested that the reporting requirements with respect to operations between certificated points be clarified so as to insure that they pertain solely to the points authorized in the certificate of the reporting carrier. In order to remove any possibility of ambiguity, United's suggestion has been adopted.

Cordova Airlines, Inc., has recommended that the regulation be amended so as to be inapplicable to intra-Alaskan air carriers, stating that these carriers are not subject to Part 207 (14 CFR Part 207). However, this recommendation overlooks the fact that the present reporting requirement is designed to obtain industrywide charter operations statistics and that the omission of the charter operations of intra-Alaskan carriers would detract from the overall view of the charter market. For this reason we are not adopting Cordova's suggestion.

We have also determined to make additional modifications in the proposed rule primarily for the purposes of clarification. Thus, with reference to a flight involving both certificated and noncertificated points, we have included an explanation in the instruction for filling out Schedule T-41 that those portions of the flight should be considered mileage between certificated points which are represented by (1) on-loading or off-loading at a certificated point, and then (2) off-loading at a certificated point subsequently reached, so long as there is no off-loading at intermediate noncertificated points. Other mileage on such flights is not between certificated points. We have also provided for separate reporting of paid ferry mileage as a component of revenue aircraft miles in Schedule T-41 although such mileage is not, strictly speaking, part of revenue aircraft mileage. We have done so because separate itemization of paid ferry mileage insures that a paid empty ferry leg on-route cannot be used to enlarge the route carrier's 2-percent allotment of off-route mileage, and that an empty ferry leg off-route will not use up part of the route carrier's allowable off-route mileage. We have also provided for the separate reporting of flights between foreign noncertificated points to insure that such flights will not exhaust part of the route carrier's allowable off-route mileage.

Accordingly, the Board hereby amends Part 241 of the Economic Regulations (14 CFR Part 241), effective December 13, 1965,¹ as follows:

1. By amending paragraph (a) of Section 22 by inserting into the list of schedules a line for new Schedule T-41 "Charter and Special Service Revenue Aircraft Miles Flown," after Schedule T-5 and before Schedule G-41, to read as follows:

Section 22 General reporting instructions.

(a) * * *

¹ Under the revised regulation, the first Schedule T-41, covering the calendar year 1965, shall be filed along with the other annual schedules 90 days after the close of the year.

Schedule No.		Filing	
		Frequency	Postmark interval (days)
T-5	Monthly Listing of Summarized Passenger Loads by Flight Stages—Local Service Air Carriers.	Monthly	(7)
T-41	Charter and Special Service Revenue Aircraft Miles Flown.	Annually	90
G-41	Persons Holding More Than 5 Per Centum of Respondent's Capital Stock or Capital.	do.	90

2. By amending paragraph (a) of "General Instructions" in section 25 and by inserting after the full text of "Schedule T-5 Monthly Listing of Summarized Passenger Loads by Flight Stages—Local Service Air Carriers" language under the heading of "Schedule T-41 Charter and Special Service Revenue Aircraft Miles Flown" to read as follows:

Section 25 Traffic and capacity elements.

General instructions. (a) The prescribed reporting for traffic and capacity elements is designed to reflect, on a uniform basis, the physical factors relating to air transport operations as actually conducted. Schedules T-1 through T-41, reflecting traffic carried, capacity operated and other operating statistics, correlate similar information for the various services regardless of the schedule on which reported. The four-letter codes used on Schedules T-1, T-2 and T-3 are systematically assigned for each item of information to facilitate use of the data irrespective of the schedule in which they appear. Thus, the first digit of the four-letter code denotes basic class of service; for example, 1xxx indicates scheduled First-Class Services, 2xxx Scheduled Coach Services, 8xxx Nonscheduled Services and 9xxx All Services. The second digit denotes the basic operating element involved; for example, x0xx indicates passenger count, x1xx passenger-miles and x9xx unclassified. The last two digits denote the particular detailed operating element involved; for example, xx11 indicates first-class passengers/passenger seats, xx18 nonrevenue passengers, and xx31 through xx53 nonpassenger revenue traffic classes.

Schedule T-41 Charter and Special Service Revenue Aircraft Miles Flown

(a) This schedule shall be filed by each route air carrier.

(b) A complete report shall be made on this schedule for the overall or system operations conducted by the air carrier during the calendar year.

(c) Total charter and special service revenue aircraft miles flown by the reporting air carrier during the calendar year shall be reflected in this schedule by combination carriers and all-cargo carriers in the sections provided therefor, respectively. Such data shall be broken down to reflect revenue aircraft miles flown for the Department of Defense and for all other customers.

(d) The revenue aircraft miles flown for the Department of Defense and for

all other customers, moreover, shall be broken down to reflect operations between certificated points of the reporting carrier and operations not between certificated points of the reporting carrier. Include under these headings revenue aircraft miles flown under exemption authority. (When a flight involves both certificated and noncertificated points, that portion or portions of the flight which are represented by (1) on-loading or off-loading at a certificated point, and then (2) off-loading at a certificated point subsequently reached shall be considered revenue aircraft mileage between certificated points: *Provided*, That there is no off-loading at any intermediate non-certificated point. All other revenue aircraft miles flown on such a flight shall be considered as mileage not between certificated points.) Under the heading of operations between certificated points the reported data shall reflect revenue aircraft miles involving (1) passengers exclusively; (2) cargo exclusively; (3) passengers and cargo jointly; and (4) paid ferry mileage. Under the heading of operations not between certificated points the reported data shall reflect revenue aircraft miles involving (1) passengers exclusively; (2) cargo exclusively; (3) passengers and cargo jointly; (4) paid ferry mileage; and (5) flights between foreign points. In the case of charters performed for the Department of Defense by an all-cargo carrier between its certificated points, the passenger legs of trips on which the legs in the other direction involved transportation of cargo shall be shown separately as a subtotal. Also, in the case of an all-cargo carrier, cargo charter revenue aircraft miles flown which are not between points certificated to such carrier shall be broken down to reflect those within and those outside the carrier's "area of operations" as defined in § 207.6 of the Board's Economic Regulations. In the event special services are performed by any reporting carrier, the revenue aircraft miles in such services shall be separately identified.

4. By deleting from Schedule T-3 of CAB Form 41,² herein incorporated by reference, Item 9969 reading "Revenue aircraft miles flown off-route (non-scheduled)."

(Secs. 204, 407, Federal Aviation Act of 1958, 72 Stat. 743, 766; 49 U.S.C. 1324, 1377)

NOTE: The reporting requirements contained herein have been approved by the Bureau of the Budget in accordance with the Federal Reports Act of 1942.

² Filed as part of the original document.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,
Secretary.

[F.R. Doc. 65-12138; Filed, Nov. 10, 1965;
8:48 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Subtitle A—Department of Housing and Urban Development

[Department Interim Order I]

CONTINUITY OF FUNCTIONS

The heading of Subtitle A of Title 24 is amended to read as set forth above.

Pending the appointment of a Secretary of Housing and Urban Development, this Interim Order I is issued to provide, until changed by appropriate authority, for continuity of functions.

1. **Nomenclature changes.** Reference to the "Housing and Home Finance Administrator" or "Administrator" appearing in a rule, regulation, order, authorization, delegation, or other action continued in effect under section 9(c) of Public Law 89-174 shall hereafter be deemed to refer to the Administrator in the Department of Housing and Urban Development pending the appointment of the Secretary.

2. **Certain offices or positions and organizational units; delegation of authority.** The offices or positions and organizational units in the Department shall include:

Office or position	Respective organizational unit
Federal Housing Commissioner.	Federal Housing Administration.
Public Housing Commissioner.	Public Housing Administration.
Community Facilities Commissioner.	Community Facilities Administration.
Urban Renewal Commissioner.	Urban Renewal Administration.
The Board of Directors and the President of the Federal National Mortgage Association.	Federal National Mortgage Association.

Each officer or employee appointed to, or designated to act in, the office or position listed immediately above and each organizational unit so listed is hereby authorized to exercise the functions, powers, and duties vested in, or delegated or assigned to, the office or position or officer or employee or organizational unit having the same title immediately prior to the effective date of the Act, and to redelegate and authorize successive re-delegations of such authority to the extent empowered under authority vested, delegated, or assigned immediately prior to the effective date of the Act.

3. **Applicability of rules, regulations, orders, authorizations, delegations, or other actions continued in effect.** Subject to paragraph 2, a reference in a rule, regulation, order, authorization, delega-