

1 Attachment; DD Form 1821

II. I certify that

has satisfactorily flown a proficiency flight  
check on \_\_\_\_\_ (Date).

(Signature of Instr Pilot/Flt Examiner)

III. — Approved — Disapproved

(Signature of Government Flight  
Representative)(Type Name of Government Flight  
Representative)

(Date).

**§ 860.19 Sample format, designating  
government flight representatives.**

(Service Letterhead)

Reply to Attn of:

Subject: Delegation of Authority

To:

1. Pursuant to AR 95-20, NAVAIRINST 3710.1 series, AFR 55-22, and DSAR 8210.1, you are hereby designated primary/alternate Government Flight Representative (as appropriate) and delegated authority to approve contractor personnel and procedures for operating aircraft under your jurisdiction for which the Government, by contract, assumes the risk for loss, damage, or destruction.

2. This authority is granted to you as an individual, and is not to be redelegated. It is effective only so long as you remain physically qualified for flying status and in your present assignment, unless sooner terminated.

3. As the Government flight representative, you shall assure that the procedures contained in AR 95-20, NAVAIRINST 3710.1 series, AFR 55-22, or DSAR 8210.1 and appropriate ASPR provisions including Departmental implementing instructions, are followed in the approval of contractor aircrew personnel and flight operations procedures.

(Signature of Approving Authority)

**§ 860.20 Minimum requirements.**

Minimum requirements for initial qualification of contractor pilots are the satisfactory completion of written questionnaire and demonstration of knowledge of system, including normal and emergency systems pertaining to the specific mission, design, and series of aircraft to be flown. In addition, the Government flight representative may require night flying (up to 5 hours) and instrument practice (up to 5 hours) or until a satisfactory degree of proficiency is demonstrated, if contractor pilots are to fly under these conditions.

Aircraft by group	First pilot time for this group (hours) (note 1)	Dual or supervised time before checkout (hours)	Dual or supervised sorties, each including at least one landing (note 2)	Other requirements	Instructor pilot
Reciprocating aircraft					
Single Engine up to 5,000 lbs gross weight.	5	5	Note 3	At the discretion of the Government flight representative.	
I Single Engine 5,000 to 20,000 lbs gross weight.	5	5	Note 3	Do.	
II Twin Engine up to 12,000 lbs gross weight.	5	5	Note 3	Do.	
Four or More Engines	75	15	10	Note 3	Do.
Jets and Turbo Prop					
Single	50	5	5	Note 3	At the discretion of the Government flight representative.
I Twin Engine	100	5	5	Note 3	Do.
II Three or Four Engines	100	15	10	Note 3	Do.
V Multiengine (more than four)	200	20	10	Note 3	Do.
Rotary Wing Aircraft					
Type of aircraft for group and similar aircraft weight and engine horsepower	Total first pilot time (hours)	Dual time before checkout (hours)	Dual auto-rotations either full touchdown or power recovers as applicable	Other requirements	Instructor pilot
I. 0 to 500 lbs; 10 sorties	100	10	10	Completion of formal ground school course required.	At the discretion of the Government flight representative.
II. 5,000 to 16,000 lbs; 10 sorties...	250	10	10	Previous completion of a formal ground school course. Completion of specialized or formal ground school course for helicopter concerned. (Note 1).	Do.
III. 16,000 to 40,000 lbs; 10 sorties.	500	10	10	Previous completion of a formal ground school course. Completion of specialized or formal ground school course for helicopter concerned. (Note 2).	Do.
IV. 40,000 lbs; and over 10 sorties	500	10	10	Previous completion of a formal ground school course. Completion of specialized or formal ground school course for helicopter concerned. (Note 2).	Do.

NOTES: 1. To include checkout time. 2. For qualification in amphibious aircraft, 10 water landings also are required. 3. Completion of ground school course required for mission, design, and, if necessary, series of aircraft. Reference Army Training Circular 1-34, NATOPS for the Navy, and AFM 50-5 and the 51 series manual for the Air Force.

Carol M. Rose,

Air Force Federal Register Liaison Officer.

[FR Doc. 79-36874 Filed 11-30-79; 8:45 am]

BILLING CODE 3910-01-M

**DEPARTMENT OF TRANSPORTATION****Coast Guard****33 CFR Part 82****[CGD 78-052]****COLREGS Demarcation Line, Capri Pass, Florida; Editorial Amendment****AGENCY:** Coast Guard, DOT.**ACTION:** Final rule.

**SUMMARY:** This rule revises the description of the COLREGS Demarcation Line at Capri Pass, Florida. The line is presently described as being drawn across Capri Pass through daybeacons "2A" and "3". However, daybeacon "2A" has been moved seaward and daybeacon "3" has been moved seaward and replaced by a buoy. Due to the relocation of the daybeacons, the described line does not cross nor fully enclose Capri Pass. This rule



eliminates the inconsistencies in the description of the line by redescribing it using a bearing from a fixed point.

**EFFECTIVE DATE:** January 3, 1980.

**FOR FURTHER INFORMATION CONTACT:**

Lieutenant (jg) George W. Molessa, Jr., Office of Marine Environment and Systems (G-WLE-4/TP11), Room 1608, U.S. Coast Guard Headquarters, 2100 Second Street SW., Washington, DC 20593, (202) 426-4958.

**SUPPLEMENTARY INFORMATION:** Since this amendment is purely editorial, notice and public procedure are unnecessary under 5 U.S.C. 553, and the amendment may be made effective in less than 30 days after publication in the Federal Register.

**Drafting Information**

The principal persons involved in the drafting of this document are: Lieutenant (jg) George W. Molessa, Jr., Project Manager, Office of Marine Environment and Systems, and Lieutenant John W. Salter, Project Counsel, Office of the Chief Counsel.

**Evaluation**

The Coast Guard has determined, in accordance with the Department of Transportation's "Regulatory Policies and Procedures" (44 FR 11034), that this amendment is not significant. Additionally, since this amendment merely redescribes, without relocating, an existing line, there will be no economic impact and a full evaluation is not necessary.

Accordingly, Part 82 of Title 33 of the Code of Federal Regulations is amended as follows:

By revising paragraph (b) of § 82.748 to read as follows:

**§ 82.748 Cape Romano, FL to Sanibel Island, FL.**

(a) \* \* \*

(b) A line drawn from the northwesternmost extremity of Coconut Island 000°T across Capri Pass.

(Rule 1, International Regulations for Preventing Collisions at Sea, 1972, TIAS 8587; E.O. 11984; (14 U.S.C. 2); Pub. L. 95-75, 91 Stat. 310 (33 U.S.C. 1607); 49 CFR 1.46(b))

Dated: November 27, 1979.

J. B. Hayes,

Admiral, U.S. Coast Guard, Commandant.

[FR Doc. 79-37109 Filed 11-30-79; 8:45 am]

BILLING CODE 4910-14-M

**DEPARTMENT OF DEFENSE**

**Corps of Engineers, Department of the Army**

**33 CFR Part 204**

**Danger Zone Regulations; Atlantic Ocean and Vieques Sound in Vicinity of Culebra Island**

**AGENCY:** U.S. Army Corps of Engineers, DoD

**ACTION:** Final rule.

**SUMMARY:** The Department of the Army is amending the regulations which establish a danger zone in the Atlantic Ocean and Vieques Sound to delete references to three buoys which have been removed. The buoys were placed in the water to mark the boundaries of the danger zone.

**DATE:** Effective on November 30, 1979.

**ADDRESS:** HQDA, DAEN-CWO-N, Washington, D.C. 20314.

**FOR FURTHER INFORMATION CONTACT:** Mr. Ralph T. Eppard, Telephone No. (202) 272-0200.

**SUPPLEMENTARY INFORMATION:**

Regulations have been promulgated by the Department of the Army in 33 CFR 204.230 to establish a bombing and gunnery target practice area in the Atlantic Ocean and Vieques Sound in the vicinity of Culebra Island. The Commander, U.S. Naval Forces, Caribbean has reported that buoys identified as "4RA", "2RA", and "24" have been removed and accordingly, the regulation is amended to reflect this change.

The Department of the Army has determined that notice of proposed rulemaking is unnecessary and impractical since this amendment reflects only minor changes within the danger zone. 33 CFR 204.230 (a) is amended by deleting buoys 4RA, 2RA, and 24. As amended paragraph (a) reads as set forth below:

**§ 204.230 Atlantic Ocean and Vieques Sound, in vicinity of Culebra Island, bombing and gunnery target area.**

(a) The danger zone. From Punta Resaca on the north coast of Culebra at latitude 18°20'12", longitude 65°17'29" to latitude 18°25'07", longitude 65°12'07"; thence to latitude 18°26'31", longitude 65°16'45"; thence to latitude 18°23'00", longitude 65°24'30"; thence to the charted position of nun buoy "2" at latitude 18°20'19", longitude 65°24'51"; thence to latitude 18°18'47", longitude

65°24'35"; thence to latitude 18°15'30", longitude 65°21'30"; thence to a point on the southeast coast of Cayo de Luis Pena at latitude 18°17'51", longitude 65°19'41"; and thence to Punta Tamarindo on the west coast of Culebra at latitude 18°19'12" longitude 65°19'22".

(40 Stat 266; 33 U.S.C. 1) and (40 Stat. 892; 33 U.S.C. 3)

**Note:** The Department of the Army has determined that this document does not contain a major proposal requiring the preparation of a regulatory analysis under EO 12044, Improving Government Regulations.

Dated: November 5, 1979.

Edward Lee Rogers,

Deputy Assistant Secretary of the Army (Civil Works).

[FR Doc. 79-36820 Filed 11-30-79; 8:45 am]

BILLING CODE 3710-92-M

**ENVIRONMENTAL PROTECTION AGENCY**

**40 CFR Part 60**

[FRL 1369-3]

**New Source Performance Standards; Delegation of Authority to the State of Maryland**

**AGENCY:** Environmental Protection Agency.

**ACTION:** Final rulemaking.

**SUMMARY:** Pursuant to the delegation of authority for New Source Performance Standards (NSPS) to the State of Maryland on September 15, 1978, EPA is today amending 40 CFR 60.4, *Address*, to reflect this delegation.

**EFFECTIVE DATE:** December 3, 1979.

**FOR FURTHER INFORMATION CONTACT:** Tom Shiland, 215 597-7915.

**SUPPLEMENTARY INFORMATION:** A Notice announcing this delegation is published today elsewhere in this Federal Register. The amended 60.4 which adds the address of the Maryland Bureau of Air Quality to which all reports, requests, applications, submittals, and communications to the Administrator pursuant to this part must also be addressed, is set forth below.

The Administrator finds good cause for foregoing prior public notice and for making this rulemaking effective immediately in that it is an administrative change and not one of substantive content. No additional substantive burdens are imposed on the parties affected. The delegation which is reflected by this administrative



amendment was effective on September 15, 1978, and it serves no purpose to delay the technical change of this address to the Code of Federal Regulations.

This rulemaking is effective immediately, and is issued under the authority of Section 111 of the Clean Air Act, as amended, 42 U.S.C. 7411.

Dated: November 14, 1979.

Douglas M. Costle,  
Administrator.

Part 60 of Chapter I, Title 40 of the Code of Federal Regulations is amended as follows:

1. In § 60.4 paragraph (b) is amended by revising Subparagraph (V) to read as follows:

**§ 60.4 Address.**

\* \* \* \* \*

(b) \* \* \*

(A)-(U) \* \* \*

(V) State of Maryland: Bureau of Air Quality and Noise Control, Maryland State Department of Health and Mental Hygiene, 201 West Preston Street, Baltimore, Maryland 21201.

[FR Doc. 79-37032 Filed 11-30-79; 8:45 am]

BILLING CODE 6560-01-M

## COMMUNITY SERVICES ADMINISTRATION

### 45 CFR Part 1060

[CSA Instruction 6004-1L]

### CSA Income Poverty Guidelines

**AGENCY:** Community Services Administration.

**ACTION:** Clarification of existing policy.

**SUMMARY:** The Community Services Administration (CSA) is issuing a Clarification of Existing Policy concerning the application of its Income Poverty Guidelines, "farm family" thresholds of poverty, to persons deriving their wages or income from employment by persons owning or having a proprietary interest in a farm. The term "farm family" as found in CSA's Income Poverty Guidelines shall include only those families who own or otherwise have some proprietary interest in a "farm residence" as defined in 45 CFR 1060.2-2(c)(2). This Clarification of Existing Policy is necessary because of information and inquiries received by CSA's Office of General Counsel indicating that some hospitals assisted by Titles VI and XVI of the Public Health Services Act are misapplying CSA's Income Poverty Guidelines when determining financial eligibility for persons unable to pay for health services. Specifically, persons

employed as farmworkers are being denied medical care in some instances because their income is above the poverty threshold as measured by the "farm family" guideline. This Clarification of Existing Policy is intended to clarify CSA's policy in this instance as well as in any other instance wherein the application of CSA's "farm family" Income Poverty Guidelines may be at issue.

**FURTHER INFORMATION CONTACT:** Mr. Roger Schwartz, Office of Legal Affairs and General Counsel, Community Services Administration, 1200 19th Street, N.W., Washington, D.C. 20506, Telephone: (202) 653-7520, Teletypewriter (202) 254-6218.

**SUPPLEMENTARY INFORMATION:** On May 18, 1979, the Secretary of Health, Education, and Welfare issued new rules "establishing requirements for health care facilities assisted by the Department under Titles VI and XVI of the Public Health Services Act to fulfill assurances required to be given in their applications for assistance that they would make their services available to all persons in the community and that they would make available a reasonable volume of services to persons unable to pay". (44 FR 29372, May 18, 1979).

Subpart 124.506 of this regulation provides that uncompensated services shall be provided to persons whose income is not more than the current poverty income guidelines of the Community Services Administration. 42 CFR 124.506; 44 FR 29377, May 18, 1979. Since the adoption of this rule by HEW, some individuals employed as farmworkers have been denied uncompensated care by hospitals assisted by Titles VI and XVI on the basis that they are considered "farm families", and as such their incomes must not be more than the current poverty income guidelines for "farm families". The statutory basis for CSA's Income Poverty Guidelines is found at 42 U.S.C. 2971d, and also at section 624 of the Economic Opportunity Act of 1964, as amended. Section 624 states that the official poverty line is determined by the Office of Management and Budget. OMB adopted as the official poverty line, the "Orshansky poverty threshold pattern" which was originally developed in 1963 for the Social Security Administration. The category of "farm family" poverty thresholds was created by Ms. Orshansky as a result of studies published by the Department of Agriculture which indicated that farm families raise a significant proportion of their own food, permitting them to maintain the same diet while requiring

less money income than non-farm families. Further, in making their home on the farm they operate, farm families are relieved of some direct outlays for items other than food.

Therefore, to categorize persons employed as farmworkers as "farm families" in determining financial eligibility under CSA's Income Poverty Guidelines is contrary to the intent behind the justification for developing the "farm family" thresholds of poverty, and is a misapplication of such guidelines. CSA clarifies the existing policy that the term "farm families" as found in CSA's Income Poverty Guidelines shall include only those families who own or otherwise have some proprietary interest in a "farm residence" as defined in CSA Instruction section 6004-1L also found at 45 CFR 1060.2-2(c)(2).

This Clarification of Existing Policy is issued under the authority of Sec. 802, 78 Stat. 530; 42 U.S.C. 2942.

Graciela (Grace) Olivarez,  
Director.

[FR Doc. 79-36800 Filed 11-29-79; 8:45 am]

BILLING CODE 6315-01-M

## DEPARTMENT OF TRANSPORTATION

### Coast Guard

### 46 CFR Parts 151 and 153

[CGD 75-075]

### Benzene Carriage Requirements

**AGENCY:** Coast Guard, DOT.

**ACTION:** Final rule.

**SUMMARY:** The Coast Guard is amending its regulations to provide protection to maritime personnel from hazardous exposure to benzene vapor. The probable danger to tankermen, ship's personnel, and towboat personnel necessitates adoption of benzene exposure limits.

**EFFECTIVE DATE:** This amendment is effective on January 3, 1980.

**FOR FURTHER INFORMATION CONTACT:** LTJG R. F. MURRAY, (G-MVI-2/TP24), U.S. Coast Guard, Trans Point Bldg., 2100 2nd St. SW., Washington, D.C. 20593 (202) 426-2190.

**SUPPLEMENTARY INFORMATION:** On August 21, 1978, a NPRM was published in the Federal Register (41 FR 37149) stating that the Coast Guard was planning to amend its regulations to provide protection to maritime personnel from hazardous exposure to benzene vapors. Interested persons were invited to participate in the rulemaking proceedings through