committee office may be cause for cancellation of such handler's Certificate of Privilege and/or the processor's eligibility to receive further shipments pursuant to such Certificate of Privilege. Upon cancellation of any such Certificate of Privilege the handler may appeal to the committee for reconsideration.

(e) *Minimum quantity exemption.* Each handler may ship up to, but not to exceed, one ton of onions each day without regard to the inspection and assessment requirements of this part, if such onions meet minimum grade, size and maturity requirements of this section. This exception shall not apply to any portion of a shipment that exceeds one ton of onions.

(f) *Definitions.* The terms "U.S. No. 1" and "U.S. No. 2" have the same meaning as defined in the United States Standards for Grades of Onions (Other Than Bermuda-Granex-Grano and Creole Types), as amended (7 CFR 51.2830–51.2854), or the United States Standards for Grades of Bermuda-Granex-Grano Type Onions (7 CFR 51.3195–51.3209), whichever is applicable to the particular variety, or variations thereof specified in this section. The term "braided red onions" means onions of red varieties with tops braided (interlaced). The term "moderately cured" means the onions are mature and are more nearly well cured than fairly well cured. Other terms used in this section have the same meaning as when used in Marketing Agreement No. 130 and this part.

(g) *Applicability to imports.* Pursuant to section 8e of the act and § 980.117 *"Import regulations; onions"* (43 FR 5499); onions imported during the effective period of this section shall meet the grade, size, quality and maturity requirements specified in the introductory paragraph and paragraph (a) of this section.

(Secs. 1–19, 48 Stat. 31, as amended; 7 U.S.C. 601–674)

Dated July 28, 1982, to become effective August 1, 1982.

D. S. Kuryloski,

Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[FR Doc. 82-20740 Filed 7-29-82; 8:45 am]

BILLING CODE 3410-02-M

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7 CFR Part 1207

Potato Research and Promotion Plan, Expenses and Rate of Assessment

AGENCY: Agricultural Marketing Service, USDA.

ACTION: Final rule.

SUMMARY: This regulation authorizes expenses for the functioning of the National Potato Promotion Board. It enables the Board to collect assessments from designated handlers on assessable potatoes and to use the resulting funds for its expenses.

EFFECTIVE DATE: July 1, 1982.

FOR FURTHER INFORMATION CONTACT: Charles W. Porter, Chief, Vegetable Branch, F&V, AMS, USDA, Washington, D.C. 20250, (202) 447–2615. The Final Impact Analysis relating to this final rule is available upon request from Mr. Porter.

SUPPLEMENTARY INFORMATION: Information collection requirements contained in this regulation (7 CFR Part 1207) have been approved by the Office of Management and Budget under the provisions of 44 U.S.C. Chapter 35 and have been assigned OMB #0581–0093.

This final rule has been reviewed under Secretary's Memorandum 1512–1 and Executive Order 12291 and has been designated a "nonmajor" rule. William T. Manley, Deputy Administrator, Agricultural Marketing Service, has determined that this action will not have a significant economic impact on a substantial number of small entities because it would not significantly affect costs for the directly regulated handlers.

The Potato Board is the administrative agency established under the Potato Research and Promotion Plan (7 CFR 1207). This program is effective under the Potato Research and Promotion Act (7 U.S.C. 2611–2627).

Notice was published in the July 1 **Federal Register** (47 FR 28680) regarding the proposals. It afforded persons an opportunity to submit written comments not later than July 16, 1982. None was received.

After consideration of all relevant matters, including the proposal in the notice, it is found that the following expenses and rate of assessment should be approved.

It is further found that good cause exists for not postponing the effective date of this section until 30 days after publication in the **Federal Register** (7 U.S.C. 553) because this part requires that the rate of assessment for a particular period apply to all assessable potatoes from the beginning of such period.

List of Subjects in 7 CFR Part 1207

Administrative practice and procedure, Marketing agreements, Advertising, Agricultural research, Potatoes.

PART 1207—POTATO RESEARCH AND PROMOTION PLAN

§ 1207.410 [Removed]

Section 1207.410 (46 FR 48116, October 1, 1981) is hereby removed and § 1207.411 is added as follows:

§ 1207.411 Expenses and rate of assessment.

(a) The reasonable expenses that are likely to be incurred during the fiscal period beginning July 1, 1982, and ending June 30, 1983, by the National Potato Promotion Board for its maintenance and functioning and for such purposes as the Secretary determines to be appropriate will amount to $2,470,000.

(b) The rate of assessment to be paid by each designated handler in accordance with the provisions of the Plan shall be one cent ($0.01) per hundredweight of assessable potatoes handled by such person during said fiscal period.

(c) Unexpended income in excess of expenses for the fiscal period may be carried over as an operating monetary reserve.

(d) Terms used in this section have the same meaning as when used in the Potato Research and Promotion Plan.

(Title III of Pub. L. 91-670; 84 Stat. 2041; 7 U.S.C. 2611–2627)

Dated: July 27, 1982.

William T. Manley,

Deputy Administrator, Marketing Program Operations.

[FR Doc. 82-20685 Filed 7-29-82; 8:45 am]

BILLING CODE 3410-02-M

DEPOSITORY INSTITUTIONS DEREGULATION COMMITTEE

12 CFR Part 1204

[Docket No. D-0027]

Establishment of Interest Rates on Deposits Not Subject to Interest Rate Ceilings

AGENCY: Depository Institutions Deregulation Committee.

ACTION: Interpretive ruling.

SUMMARY: Effective December 1, 1981, Federally insured depository institutions were authorized by the Depository Institutions Deregulation Committee ("Committee") to offer to their IRA/Keogh depositors a new category of time deposit not subject to a Federal interest rate ceiling. In addition, effective May 1, 1982, the Committee authorized depository institutions to offer a new 3½ year or more category of time deposit not subject to a Federal interest rate

ceiling. Questions have arisen concerning the permissible methods by which depository institutions may establish interest rates on such accounts. At its June 29, 1982 meeting, the Committee voted to allow institutions complete discretion in establishing interest rates on deposit accounts not subject to interest rate ceilings.

EFFECTIVE DATE: June 29, 1982.

FOR FURTHER INFORMATION CONTACT: Elaine Boutilier, Attorney-Advisor, Department of the Treasury (202) 566–8737; Rebecca Laird, Senior Associate General Counsel, Federal Home Loan Bank Board (202) 377–6446; Mark Leemon, Attorney, Office of the Comptroller of the Currency (202) 447–1880; F. Douglas Birdzell, Counsel, or Joseph A. DiNuzzo, Attorney, Federal Deposit Insurance Corporation (202) 389–4147; or Paul S. Pilecki, Senior Attorney, Board of Governors of the Federal Reserve System (202) 452–3281.

List of Subjects in 12 CFR Part 1204

Banks, Banking.

SUPPLEMENTARY INFORMATION:

PART 1204—INTEREST ON DEPOSITS

Pursuant to its authority under Title II of the Depository Deregulation and Monetary Control Act of 1980 (94 Stat. 142; 12 U.S.C. 3501 *et seq.*), to prescribe rules governing the payment of interest and dividends on deposits of Federally insured commercial banks, savings and loan associations, and mutual savings banks, the Committee amends, effective June 29, 1982, Part 1204—Interest on Deposits (12 CFR Part 1204) by adding a new Section 201 to read as follows:

§ 1204.201 Establishment of interest rates on deposits not subject to interest rate ceilings.

(a) Effective December 1, 1981, Federally insured depository institutions were authorized by the Committee to offer to IRA/Keogh depositors a new category of time deposit with a maturity of 1½ years or longer not subject to a Federal interest rate ceiling (12 CFR 1204.118). As of May 1, 1982, the Committee also permitted depository institutions to offer a new deposit category with a maturity of 3½ years or longer not subject to interest rate ceilings (12 CFR 1204.119). The Committee's rules regarding these new deposit categories provide that the depository institution may pay interest at any rate as agreed to by the depositor. Subsequently, questions have arisen concerning the permissible methods of establishing interest rates on these accounts. The Board of Governors of the Federal Reserve System, the Federal Home Loan Bank Board, the Office of the Comptroller of the Currency and the Federal Deposit Insurance Corporation have required that all deposit contracts, including those applicable to deposit categories not subject to interest rate ceilings state explicitly either the specific rate to be paid on the deposit or an objectively verifiable method for determining the rate. The type of index that could be used to determine the rate payable on floating-rate time deposits was also limited to a verifiable index or rate outside the discretion of the institution. At its June 29, 1982 meeting, the Committee considered the issue of the extent to which depository institutions will have discretion in establishing interest rates for deposit categories that are not subject to interest rate ceilings limitations. The Committee determined that depository institutions may retain complete discretion in establishing interest rates on deposit categories that are not subject to interest rate ceilings. However, the Committee noted that advertising and other consumer protection requirements are not overriden by this interpretive ruling. It also expressed recognition that State contract laws would remain applicable to such deposit contracts.

(b) For example, depository institutions may contractually provide for completely negotiable rates on deregulated time deposits, which may or may not vary from time to time at the discretion of the depository institution. Alternatively depository institutions may set a minimum interest rate on a deposit not subject to interest rate regulations, and retain the option to pay a higher rate or a bonus any time during the maturity period of the account. This option, since it is nonbinding, is available irrespective of whether it is contained in the deposit contract. Institutions may also offer an account whose interest rate will float in accordance with any index, regardless of whether the index is within the control of the institution. Existing agency regulations providing that increases in rate within the discretion of the depository institution will constitute early withdrawals are hereby superseded to the extent that they conflict with this interpretation.

By order of the Committee.

Steven L. Skancke,

Executive Secretary.

[FR Doc. 82-20687 Filed 7-29-82; 8:45 am]

BILLING CODE 4810-25-M

CIVIL AERONAUTICS BOARD

14 CFR Part 241

[Reg. ER-1297; Amdt. 45 to Part 241; Docket 39077]

Uniform System of Accounts and Reports for Certificated Air Carriers; Reductions in Reporting Requirements

AGENCY: Civil Aeronautics Board.

ACTION: Final Rule.

SUMMARY: The CAB reduces for certificated air carriers the financial and statistical reporting requirements contained in the CAB Form 41 Report by eliminating several reporting schedules, revising the groupings of air carriers for reporting purposes and limiting the applicability of certain CAB Form 41 schedules. These actions will more closely align the data collected with the CAB's data needs.

DATES: Adopted: July 8, 1982. Effective: This rule is subject to OMB clearance for reporting requirements. The rule will become effective September 1, 1982, provided the Board receives OMB clearance. A notice will be issued of OMB's decision.

FOR FURTHER INFORMATION CONTACT: Jack M. Calloway or M. Clay Moritz, Data Requirements Section, Information Management Division, Office of Comptroller, Civil Aeronautics Board, 1825 Connecticut Avenue, NW., Washington, D.C. 20428, (202) 673–6042.

SUPPLEMENTARY INFORMATION: In a notice of proposed rulemaking issued December 18, 1980, the Board proposed to reduce the reporting requirements contained in its CAB Form 41 Report (EDR–417, 45 FR 85064, December 24, 1980). This proposal was intended to benefit all certificated air carriers by reducing their current level of financial and statistical reporting. These reductions were to be accomplished by:

1. Eliminating ten CAB Form 41 schedules;

2. Limiting the applicability of certain CAB Form 41 schedules to more closely align data collected with the Board's data needs;

3. Consolidating several CAB Form 41 statistical schedules and thereby reducing the number of data items and the overall number of schedules filed;

4. Reducing significantly the level of reporting for the smaller certificated air carriers; and

5. Raising the revenue boundaries between carrier groups to reflect industry revenue growth and the effects of inflation.

Fifteen comments, including one reply comment, were received in response to the rulemaking notice. Of the fifteen, eight were from certificated air carriers,[1] four from manufacturers of commercial airframes and engines,[2] and one each from the Aerospace Industries Association of America, Inc. (AIA), and the New York State Department of Transportation. The reply comment was filed by Delta Air Lines, Inc. The comments generally support the reporting relief proposed in EDR–417, but a majority of them suggest certain modifications to the proposed changes. These modifications are discussed below under separate captions.

Elimination of CAB Form 41 Schedules P–2(a) and T–7

Of the ten CAB Form 41 schedules proposed for elimination,[3] Schedules P–2(a), "Revenue Market Report" and T–7, "Statistical Market Report" are the only ones to receive any support for retention. The AIA, American, Douglas and Lockheed all object to the elimination of P–2(a) and T–7.

The AIA, Douglas and Lockheed indicate that both schedules are useful in industry analyses and in maintaining a historical data base; however, none of the three comments support retention on a "must have" basis. American, on the other hand, supports the retention of both schedules because they are useful in developing information on competitors and the composition of markets in important entities. Furthermore, American states that the schedules are useful to the Board in monitoring the effects of deregulation.

Delta filed a reply comment opposing American's support for retaining P–2(a) and T–7. In rebutting American's position, Delta states that the original purpose of both schedules was to enable the Board to fulfill its regulatory functions and that it was not their purpose to provide detailed market data to competitors. Delta also states that EDR–417 inherently reflects the fact that the Board no longer needs the P–2(a) and T–7 data to perform regulatory functions and that carriers should not be forced to provide sensitive data for use by their competitors.

We have decided to eliminate both schedules. The Board no longer has a regulatory need for geographic revenue data as reported on Schedule P–2(a) or traffic data as reported on Schedule T–7. Nevertheless, traffic data by geographic area can still be extracted from service segment reports.

Consolidation of Accounts on Schedule P–5.2

The AIA, Boeing, Douglas, Lockheed, and Pratt & Whitney comments oppose the proposed consolidation of the airframe and aircraft engine maintenance expense accounts shown on Schedule P–5.2, "Aircraft Operating Expenses." Their comments state that these cost data are used in both projecting cost estimates for aircraft design analyses and in analyzing cost trends for current products. Because the airframe and engine cost data used in these analyses relate to products of totally distinct manufacturers, each needing its own separate data base, the above organizations strongly object to consolidating airframe and engine maintenance expense data on Schedule P–5.2.

Beyond the obvious benefits accruing to airframe and aircraft engine manufacturers from the separate reporting of airframe and engine data, we have also considered the uncertainty surrounding the post-sunset data needs of continuing programs. Changing maintenance expense reporting now and again for the post-sunset environment could actually increase carrier burden by requiring two reporting system changes within a relatively short period of time. Furthermore, carriers may experience only a minimal reduction in reporting burden if the proposed changes are made, since they would still be maintaining separate accounts for airframe and engine maintenance data in their accounting systems. For these reasons, we have decided not to consolidate the reporting of airframe and aircraft engine maintenance expense data on Schedule P–5.2.

We have also decided not to eliminate Schedule P–5.1 "Aircraft Operating Expenses." This schedule is now filed by Group I air carriers and contains less detail than Schedule P–5.2 due to a higher level of account summarization. Under EDR–417, not changing Schedule P–5.2 would force all Group I air carriers that receive section 406 subsidy or have annual revenues of $10 million or more to revise their accounting systems to collect more detailed cost data solely for the purpose of complying with the Schedule P–5.2 reporting requirements. To avoid this unnecessary burden, we have decided to retain Schedule P–5.1 for these carriers. Because of this, the revised Schedule P–5.1 that was proposed in EDR–417 as a minimum level of reporting for all Group I air carriers with annual revenues below $10 million and not receiving section 406 subsidy, has been redesignated as Schedule P–5.1(a) in the final rule.

Consolidation of Traffic and Capacity Statistical Reporting Schedules

Nine of the fifteen comments object to the proposed consolidation of eight Form 41 statistical schedules into four schedules. The changes were to be accomplished by combining service classes and dropping or combining statistical data elements.

Braniff, Delta, Frontier and United object to the proposed changes as being very burdensome, considering the reprogramming effort needed to change their current automated report generation systems. Braniff and Delta estimate that it would cost $15,000 to $20,000 to reprogram for the proposed change. Once the reprogramming is accomplished, these carriers foresee no significant reduction in the level of burden needed to generate the reports currently being filed.

While not objecting to the concept of consolidating the statistical schedules, the AIA, American, Boeing, Douglas, and TWA did suggest certain modifications to the proposed changes that would retain several of the individual data elements that were targeted for elimination.

We have decided not to adopt the proposed consolidation of the statistical schedules. Our decision is based on consideration of the above comments and our concern that other changes may be required for the post-sunset era; thus, carriers would be making two changes to their statistical reporting systems within a relatively short period of time causing a further increase in burden with no increase in benefits.

Consideration of the Board's data requirements in the post-sunset environment has also caused us to drop the proposed Schedule T–2.1, "Traffic, Capacity, Aircraft Operations and Miscellaneous Statistics by Type of Aircraft" from the final rule. This schedule, along with the filing of a Schedule T–9, "Nonstop Market Report," was intended to enable Group I air

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[1] American Airlines, Inc. (American), Braniff International (Braniff), Delta Air Lines, Inc., (Delta), Eastern Air Lines, Inc. (Eastern), Frontier Airlines, Inc. (Frontier), Transamerica Airlines, Inc. (Transamerica), Trans World Airlines, Inc. (TWA) and United Air Lines, Inc. (United).

[2] Boeing Commercial Airplane Company (Boeing), Lockheed-California Company (Lockheed), McDonnell Douglas Corporation (Douglas) and Pratt & Whitney Aircraft Group—United Technologies (Pratt & Whitney).

[3] Schedules A–2, "Controlling Person's Certification;" B–7(a), "Reinvestment of Flight Equipment Capital Gains;" B–8(a), "Flight Equipment Capital Gains Invested or Deposited for Reinvestment in Flight Equipment;" P–1.1, "Statement of Operations—Group I Air Carriers;" P–2(a), "Revenue Market Report;" P–3.1, "Transport Revenues;" P–5.1, "Aircraft Operating Expenses;" P–12, "Fuel Inventories and Consumption;" T–3.1, "Statement of Traffic and Capacity Statistics;" and T–7, "Statistical Market Report."

carriers to reduce their reporting burden by eliminating the need for these carriers to continue reporting their traffic and capacity statistics on Schedules T–1, T–2, and T–3. We believe that changing a carrier's statistical reporting system at this time and then again to reflect post-sunset requirements would effectively increase carrier burden over the long run. In keeping with this rationale, we have also decided to retain the current monthly filing of Schedule T–9. The net effect of not adopting Schedule T–2.1 and the proposed quarterly filing of Schedule T–9 is that existing carrier reporting responsibilities will not increase but merely continue at the current level.

Groupings for Certificated Air Carriers

EDR–417 also proposed to revise the operating revenue boundaries that are used to group similarly sized certificated carriers for the purpose of establishing the level of detailed data that each group must maintain and report. Eastern filed a comment suggesting that the size of the markets served, rather than total operating revenues, should be used to determine a carrier's level of reporting. Eastern feels that all carriers serving the largest markets should be subject to equal reporting requirements, particularly for service segment data reporting. Currently, Group III air carriers file service segment data, which contains traffic data by flight, while nonsubsidized Group I and Group II carriers report traffic data aggregated by service segment and aircraft type on CAB Form 41 Schedule T–9, "Nonstop Market Report."

Forcing small carriers to significantly increase their reporting burden in order to file the detailed service segment data that Eastern seeks would not be consistent with the provisions of the Regulatory Flexibility Act, Pub. L. 96–354, which calls for relating an agency's regulatory and informational requirements to the size of the businesses being regulated. Moreover, the Board's adoption of Order 81–12–9 on December 1, 1981, which grants limited confidential treatment for service segment data reports, should diminish Eastern's concern over the two levels of traffic reporting. With these factors in mind, we have not included Eastern's suggestion in the final rule.

We have also decided not to adopt Eastern's suggestion that carriers automatically be reclassified within the carrier groupings every six months because this approach would not allow the consideration of other relevant factors, such as whether revenue fluctuations are temporary or permanent, in making a reclassification decision. Despite rejecting the automatic reclassification of carriers, the final rule does provide for the issuance of a semiannual update of the carrier groupings by the Office of Comptroller.

Finally, it should be noted that we have not eliminated Section 04 "Air Carrier Groupings and Standard Name Abbreviations" from the final rule. Section 04 has been renamed "Air Carrier Groupings" and revised to contain the new revenue boundaries used in grouping carriers. An initial list of carrier groupings, that reflects the new revenue boundaries, is provided below. This list is based on the total operating revenues for the twelve months ended September 30, 1981.

CARRIER GROUPINGS BASED ON TOTAL OPERATING REVENUES

Name	Abbreviation	Authority			Section 406 subsidy	Operating entity
		Section 401		Section 418		
		Route	Charter	All-cargo		
Group III Air Carriers:						
Air California	Air California	Yes	Yes			Domestic.
Air Florida, Inc	Air Florida	Yes	Yes			Domestic, Atlantic, Latin America
American Airlines, Inc	American	Yes		Yes		Domestic, Latin America.
Continental Air Lines, Inc	Continental	Yes		Yes		Domestic, Pacific, Latin America.
Delta Air Lines, Inc	Delta	Yes		Yes		Domestic, Atlantic, Latin America.
Eastern Air Lines, Inc	Eastern	Yes				Domestic, Latin America.
Flying Tiger Lines, Inc., The	Flying Tiger	Yes		Yes		Domestic, Atlantic, Pacific.
Frontier Airlines, Inc	Frontier	Yes		Yes	Yes	Domestic.
Northwest Airlines, Inc	Northwest	Yes		Yes		Domestic, Atlantic, Pacific.
Ozark Air Lines, Inc	Ozark	Yes		Yes	Yes	Domestic.
Pacific Southwest Airlines	Pacific Southwest	Yes	Yes			Domestic.
Pan American World Airways, Inc	Pan American	Yes		Yes		Domestic, Atlantic, Pacific, Latin America.
Piedmont Aviation, Inc	Piedmont	Yes		Yes	Yes	Domestic.
Republic Airlines, Inc.[1]	Republic	Yes			Yes	Domestic.
Southwest Airlines Co.	Southwest	Yes				Domestic.
Texas International Airlines, Inc	Texas	Yes				Domestic.
Transamerica Airlines, Inc	Transamerica	Yes	Yes	Yes		Domestic, International.
Trans World Airlines, Inc	Trans World	Yes		Yes		Domestic, Atlantic.
United Air Lines, Inc	United	Yes		Yes		Domestic.
US Air, Inc. d/b/a USAIR	USAIR	Yes		Yes		Domestic.
Western Air Lines, Inc	Western	Yes		Yes		Domestic, Latin America.
World Airways, Inc	World	Yes	Yes	Yes		Domestic, Atlantic.
Group II Air Carriers:						
Alaska Airlines, Inc	Alaska	Yes		Yes	Yes	Domestic.
Aloha Airlines, Inc	Aloha	Yes				Domestic.
Capitol Air, Inc	Capitol	Yes	Yes	Yes		Domestic, Atlantic, Latin America.
Hawaiian Airlines, Inc	Hawaiian	Yes		Yes		Domestic.
Wien Air Alaska, Inc	Wien	Yes		Yes	Yes	Domestic.
Group I Air Carriers: Total Operating Revenues Over $10 Million:						
Air Midwest, Inc	Air Midwest	Yes			Yes	Domestic.
Air Wisconsin, Inc	Air Wisconsin	Yes		Yes		Domestic.
Alaska International Air, Inc	Alaska International	Yes		Yes		Domestic.
Altair Airlines, Inc	Altair	Yes				Domestic.
American International Airways, Inc	American International		Yes			Domestic, International.
Aspen Airways, Inc	Aspen	Yes				Domestic.
Britt Airways, Inc	Britt	Yes				Domestic.
Cascade Airways, Inc	Cascade	Yes				Domestic.
Empire Airlines, Inc	Empire	Yes				Domestic.
Evergreen International Airlines, Inc	Evergreen	Yes	Yes	Yes		Domestic, International.
Golden West Airlines Co. d/b/a Golden West Airlines.	Golden West	Yes				Domestic.
Midway Airlines, Inc	Midway	Yes				Domestic.

CARRIER GROUPINGS BASED ON TOTAL OPERATING REVENUES—Continued

Name	Abbreviation	Authority			Section 406 subsidy	Operating entity
		Section 401		Section 418		
		Route	Charter	All-cargo		
Mississippi Valley Airlines, Inc	Mississippi Valley	Yes				Domestic.
Muse Air Corporation	Muse	Yes				Domestic.
New York Airlines, Inc. d/b/a New York Air	NY Air	Yes				Domestic.
People Express Airlines, Inc	People Express	Yes				Domestic.
Reeve Aleutian Airways, Inc	Reeve	Yes				Domestic.
Rocky Mountain Airways, Inc	Rocky Mountain	Yes				Domestic.
Rosenbalm Aviation, Inc	Rosenbalm		Yes			Domestic, International.
Southern Air Transport, Inc	Southern		Yes	Yes		Domestic, International.
Zantop International Airlines, Inc	Zantop International		Yes	Yes		Domestic, International.
Total Operating Revenues Under $10 Million and Receives Section 406 Subsidy:						
Kodiak Western Alaska Airlines, Inc.	Kodiak	Yes			Yes	Domestic.
Sky West Aviation, Ind. d/b/a Sky West Airlines	Sky West	Yes		Yes	Yes	Domestic.
Total Operating Revenues Under $10 Million and Does Not Receive Section 406 Subsidy:						
Aeromech, Inc	Aeromech	Yes				Domestic.
Aerostar Airlines, Inc. d/b/a Aerostar Airlines	Aerostar		Yes			Domestic, International.
Air Nevada Airlines, Inc	Air Nevada	Yes				Domestic.
ANA, Ltd. d/b/a Air North	Air North	Yes				Domestic.
Air United States, Inc	Air U.S.	Yes				Domestic.
American Trans Air, Inc	American Trans Air		Yes			Domestic, International.
Arrow Airways, Inc	Arrow		Yes	Yes		Domestic, International.
Big Sky Transportation Company d/b/a Big Sky Airlines, Inc.	Big Sky	Yes				Domestic.
Challenge Air Transport, Inc	Challenge	Yes	Yes	Yes		Domestic, International.
Cochise Airlines, Inc	Cochise	Yes				Domestic.
Colgan Airways Corporation	Colgan	Yes				Domestic.
Delta Development Corporation d/b/a Western Yukon Air.	Western Yukon	Yes				Domestic.
Elan Air Corp	Elan		Yes	Yes		Domestic, International.
Evergreen Helicopters of Alaska, Inc	Evergreen Helicopters	Yes				Domestic.
Global International Airways, Corp	Global		Yes	Yes		Domestic, International.
Great American Airways, Inc	Great American		Yes			Domestic, International.
Gulf Air Transport, Inc	Gulf		Yes			Domestic, International.
Guy-America Airways, Inc. a/k/a American Overseas Airways.	Guy-America	Yes				Latin America.
Imperial Airlines, Inc	Imperial	Yes				Domestic.
Jet America	Jet America	Yes				Domestic.
L.A.B. Flying Service, Inc	LAB	Yes				Domestic.
Marco Island Airways, Inc	Marco	Yes				Domestic.
Mid-South Airlines, Inc	Mid-South	Yes				Domestic.
Midstate Airlines, Inc	Midstate	Yes				Domestic.
Munz Northern Airlines, Inc	Munz	Yes				Domestic.
Newair Flight, Inc	Newair	Yes				Domestic.
Northeastern International Airways, Inc	Northeastern	Yes	Yes			Domestic, International.
Peninsula Airways, Inc	Peninsula	Yes				Domestic.
Rich International Airways, Inc	Rich	Yes	Yes	Yes		Domestic, International.
Sea Airmotive, Inc	Sea	Yes				Domestic.
South Pacific Island Airways, Inc	South Pacific	Yes				Pacific.
T-Bird Air, Inc	T-Bird		Yes			Domestic, International.
United Air Carriers, Inc. d/b/a Overseas National Airways.	Overseas		Yes			Domestic, International.
WestAir Jet, Inc. d/b/a Pacific Express	Pacific Express	Yes				Domestic.
Wright Air Lines, Inc	Wright	Yes		Yes		Domestic.
Yukon Air Service, Inc. d/b/a Air North and Nenama Air Service.	Air North/Nenana	Yes				Domestic.

[1] Includes Republic Airlines West, Inc.

Entity Reporting by Charter Carriers

The final major issue raised by the comments is Transamerica's concern over the proposed full entity reporting for charter carriers, which requires these carriers to distinguish between domestic and international operations for reporting purposes. The thrust of this is to recognize that many charter carriers are now engaged in scheduled service and that scheduled service represents an increasing proportion of their total operations.

Transamerica, however, states that during 1980 scheduled service accounted for only five percent of the revenue ton-miles flown in its total operations and that the carrier does not anticipate any change in this relationship in the immediate future. Transamerica further states that the impact of its scheduled service operations in any industry analysis of charter carrier operations would be insignificant and that forcing it to make the necessary allocations would be very burdensome. Finally, Transamerica suggests that reporting criteria be established to ensure the collection of entity data from charter carriers only when meaningful data will be derived from the allocation process.

We understand Transamerica's concern about the costs associated with implementing an entity reporting system. However, with the changes that have occurred within the industry since deregulation, we believe all certificated carrier reporting should be on the same basis. As a result of deregulation, charter carriers can apply for a certificate to provide scheduled service, and some of them now provide such service in excess of their charter operations. At the same time, schedule service carriers no longer have restrictions on the volume of off-route charter operations that they can perform. Clearly, the lines of difference between certificated route carriers and certificated charter carriers are diminishing. With this in mind and to facilitate the comparability of data through uniform reporting, the final rule requires charter carriers to report on an entity basis.[4]

[4] This action does not preclude Transamerica from requesting a waiver from this requirement under Section 1-2 of this part.

Editorial Amendment

Section 26, General Corporate Elements, was last amended by ER-1188 on July 17, 1980 (45 FR 48867, July 22, 1980). In the process of changing Title 14 of the Code of Federal Regulations, Section 26 was inadvertently revoked and reserved. To correct this oversight, the attached final rule restores Section 26 to Part 241.

The requirements contained in this regulation are subject to clearance by the Office of Management and Budget. We will publish a notice of the outcome of the OMB review as soon as it is completed.

The authority citation is amended to conform with Federal Register Guidelines.

List of Subjects in 14 CFR Part 241

Air carriers, and Uniform System of Accounts and Reports.

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

Final Rule

Accordingly, the Civil Aeronautics Board amends 14 CFR Part 241, *Uniform System of Accounts and Reports for Certificated Air Carriers* as follows:

1. The authority for Part 241 is amended to read:

Authority: Secs. 204, 401, 407, 416, 417, 901, 902, 1002, Pub. L. 85-726, as amended, 72 Stat. 743, 754, 766, 771, 783, 784, 788, 76 Stat. 145 (49 U.S.C. 1324, 1371, 1377, 1386, 1387, 1471, 1472, and 1482).

2. The Table of Contents is amended by revising the title of Section 04 now entitled *Air Carrier Groupings and Standard Name Abbreviations* to read:

04 Air Carrier Groupings.

3. Section 04, *Air Carrier Groupings and Standard Name Abbreviations,* is retitled and revised to read:

Section 04—Air Carrier Groupings

(a) All certificated air carriers are placed into three basic air carrier groupings based upon their level of operations and the nature of these operations. In order to determine the level of operations, total operating revenues for a twelve month period are used. The following operating revenue ranges are used to establish air carrier groupings:

Carrier group	Total annual operating revenues
I	0-$75,000,000
II	$75,000,001-$200,000,000
III	$200,000,001+

For reporting purposes, Group I air carriers are further divided into three subgroups: (1) air carriers with total annual operating revenues between $10,000,000 and $75,000,000; (2) air carriers with total annual operating revenues below $10,000,000 that receive subsidy payments under section 406 of the Act, and (3) air carriers with total annual operating revenues below $10,000,000 that do not receive subsidy payments under section 406 of the Act.

(b) Both the criteria for establishing air carrier groupings and the assignment of each air carrier to a specific group of carriers will be reviewed periodically by the Comptroller to assure the maintenance of appropriate standards for the grouping of carriers. When an air carrier's level of operations passes the upper or lower limits of its currently assigned carrier grouping, the carrier is not automatically transferred to a different group and a new level of reporting. The Office of Comptroller will issue an updated listing of the carrier groups on a semiannual basis. A carrier may petition for reconsideration of its assigned carrier grouping or request a waiver from the accounting and reporting requirements that are applicable to a particular group under the provisions of Section 1-2 of this Uniform System of Accounts and Reports.

4. Section 21, is amended by deleting the list of air carriers from paragraph (i) and by revising paragraphs (h) and (i) to read:

Section 21—Introduction to System of Reports

* * * * *

(h) Two separate entities shall be established for air carriers predominantly engaged in conducting charter activities for the purpose of submitting the prescribed reports: (1) domestic operations, and (2) international operations. The domestic entity includes all operations within and between the 50 States of the United States, the District of Columbia, the Commonwealth of Puerto Rico, and the United States Virgin Islands. All other operations will be in the international entity.

(i) The entities for which separate reports shall be made by the different route and charter air carriers will be set semiannually by the Board's Comptroller.

5. Section 22, is amended by revising the List of Schedules in CAB Form 41 Report and the Due Dates of Schedules in CAB Form 41 Report in paragraph (a), and by revising paragraphs (b) and (e) to read:

Section 22—General Reporting Instructions

(a) * * *

LIST OF SCHEDULES IN CAB FORM 41 REPORT

Schedule No.	Title	Filing frequency	Applicability by carrier group		
			I	II	III
A	Certification	Q	(1)	X	X
B-1	Balance Sheet	Q	(1)	X	X
B-1.1	Balance Sheet for Small Air Carriers	S-A	(2)		
B-3	Statement of Changes in Stockholder Equity	Q		X	X
B-5	Property and Equipment	Q	(3)	(3)	(3)
B-7	Airframes and Aircraft Engines Acquired	Q		(4)	(4)
B-7(b)	Flight Equipment Acquired	Q	(3)	(3)	(3)
B-8	Property and Equipment Retired	Q	(1)	X	X
B-10	Unamortized Developmental and Preoperating Costs	Q	(3)	(3)	(3)
B-12	Statement of Changes in Financial Position	Q	(1)	X	X
B-13	Summary of Projected Financial Commitments and Related Deposits	Q	(1)	X	X
B-41	Receivables, Payables and Investments Relating to Affiliates and Other Investment Data.	A	(1)	X	X
B-43	Inventory of Airframes and Aircraft Engines	A	(1)	X	X
B-43.1	Aircraft Inventory Data—Small Air Carriers	A	(2)		
B-46	Long-Term and Short-Term Nontrade Debt	A	(3)	(3)	X
P-1.1	Statement of Operations for Small Air Carriers	S-A	(2)		
P-1.2	Statement of Operations	Q	(1)	X	X
P-1(a)	Interim Operations Report	M	X	X	X
P-2	Notes to CAB Form 41 Report	Q	(1)	X	X
P-3	Transport Revenues; Depreciation and Amortization; Nonoperating Income and Expense (Net).	Q	(1)	X	X
P-3(a)	Income Taxes	Q			X
P-4	Transport-related Revenues and Expenses; Explanation of Extraordinary Items and Cumulative Effect of Accounting Changes on Prior Years; Explanation of Prior Period Adjustments and Dividends Declared.	Q	(3)	(3)	(3)
P-5.1	Aircraft Operating Expenses	Q	(1)		
P-5.2	Aircraft Operating Expenses	Q		X	X
P-5.1(a)	Statement of Aircraft Operating Expenses for Small Air Carriers	S-A	(2)		
P-5(a)	Components of Flight Equipment Depreciation	Q	(3)	(3)	(3)
P-6	Maintenance, Passenger Service and General and Administrative Expense Functions.	Q	(1)	X	X
P-7	Aircraft and Traffic Servicing, and Promotion and Sales Expense Functions—Group II and Group III Air Carriers.	Q		X	X
P-8	Aircraft and Traffic Servicing, and Promotion and Sales Expense Subfunctions—Group III Air Carriers.	Q			X

LIST OF SCHEDULES IN CAB FORM 41 REPORT—Continued

Schedule No.	Title	Filing frequency	Applicability by carrier group		
			I	II	III
P-10	Employment Statistics by Labor Category	A	([3])	X	X
P-12(a)	Fuel Consumption by Type of Service and Specific Operational Markets	M	([3])	X	X
T-1(a)	Traffic and Capacity Statistics by Class of Service	M	X	X	X
T-1(b)	Traffic and Capacity Statistics by Class of Service—Scheduled Services	M	....	X	X
T-1(c)	Traffic and Capacity Statistics by Class of Service—Nonscheduled Services	M	....	X	X
T-2(a)	Traffic, Capacity, Aircraft Operations and Miscellaneous Statistics by Type of Aircraft.	Q	X	X	X
T-2(b)	Traffic, Capacity, Aircraft Operations, and Miscellaneous Statistics by Type of Aircraft.	Q	X	X	X
T-3(a)	Airport Activity Statistics—Revenue Service	Q	X	X	X
T-3(b)	Airport Activity Statistics—Revenue Service	Q	X	X	X
T-3(c)	Airport Activity Statistics—Nonscheduled Revenue Service	Q	X	X	X
T-6	Report of Civil Aircraft Charters	Q	([5])	([5])	X
T-8	Report of All-Cargo Operations	S-A	([6])	([6])	([6])
T-9	Nonstop Market Report	M	([4])	([4])	....
G-41	Persons Holding More Than 5 Per Centum of Respondent's Capital Stock	A	([3])	X	X

M=Monthly. Q=Quarterly. S-A=Semiannually. A=Annually. X=All carriers.

[1] Applicable to Group I air carriers receiving section 406 subsidy and Group I air carriers with annual operating revenues of $10 million or more.

[2] Applicable to Group I air carriers with annual operating revenues below $10 million who do not receive section 406 subsidy.

[3] Applicable only to air carriers receiving section 406 subsidy.

[4] Applicable to air carriers who do not receive section 406 subsidy.

[5] Applicable to charter carriers.

[6] Applicable to carriers conducting all-cargo operations.

DUE DATES OF SCHEDULES IN CAB FORM 41 REPORT

Due dates[1]	Schedule No.
Jan. 20	P-1(a).
Jan. 30	P-1(a), T-1, T-2, T-3, T-6, T-9.
Feb. 10[2]	A, B-1, B-1.1, B-3, B-5, B-7, B-7(b), B-8, B-10, B-12, B-13, P-1.1, P-1.2, P-2, P-3, P-3(a), P-4, P-5.1, P-5.2, P-5.1(a), P-5(a), P-6, P-7, P-8, P-10.
Feb. 20	P-12(a).
Mar. 1	P-1(a), T-1, T-9.
Mar. 20	P-12(a).
Mar. 30	B-41, B-43, B-43.1, B-46, P-1(a), G-41, T-1, T-8, T-9.
Apr. 20	P-12(a).
Apr. 30	P-1(a), T-1, T-2, T-3, T-6, T-9.
May 10	A, B-1, B-3, B-5, B-7, B-7(b), B-8, B-10, B-12, B-13, P-1.2, P-2, P-3(a), P-4, P-5.1, P-5.2, P-5(a), P-6, P-7, P-8.
May 20	P-12(a).
May 30	P-1(a), T-1, T-9.
June 20	P-12(a).
June 30	P-1(a), T-1, T-9.
July 20	P-12(a).
July 30	P-1(a), T-1, T-2, T-3, T-6, T-9.
Aug. 10	A, B-1, B-1.1, B-3, B-5, B-7, B-7(b), B-8, B-10, B-12, B-13, P-1.1, P-1.2, P-2, P-3, P-3(a), P-4, P-5.1, P-5.2, P-5.1(a), P-5(a), P-6, P-7, P-8, T-8.
Aug. 20	P-12(a).
Aug. 30	P-1(a), T-1, T-9.
Sept. 20	P-12(a).
Sept. 30	P-1(a), T-1, T-9.
Oct. 20	P-12(a).
Oct. 30	P-1(a), T-1, T-2, T-3, T-6, T-9.
Nov. 10	A, B-1, B-3, B-5, B-7, B-7(b), B-8, B-10, B-12, B-13, P-1.2, P-2, P-3, P-3(a), P-4, P-5.1, P-5.2, P-5(a), P-6, P-7, P-8.
Nov. 20	P-12(a).
Nov. 30	P-1(a), T-1, T-9.
Dec. 20	P-12(a).
Dec. 30	P-1(a), T-1, T-9

[1] Due dates falling on a Saturday, Sunday or national holiday will become effective the first following work day.

[2] B and P reporting due dates are extended to March 30 if preliminary schedules are filed at the Board by February 10.

(b) Each air carrier shall file the applicable schedules of the CAB Form 41 Report with the Civil Aeronautics Board in accordance with the above instructions with the following exceptions:

(1) The time for filing B and P report schedules for the final quarter or semiannual period of each calendar year may be extended to the following March 30 if the preliminary Schedules B–1, B–1.1, P–1.1 or P–1.2, P–3 and P–3(a) are submitted, as applicable, and are received on or before their respective due dates.

(2) For the third month of any calendar quarter, Schedule P–1(a) need not be filed if Schedule P–1.1 or P–1.2 for the quarter or semiannual period, as applicable, is received on the due date prescribed for Schedule P–1(a).

(3) Income and expense data on Schedule P–1(a) for each month will be withheld by the Board from public disclosure, until such time as (i) the semiannual or quarterly financial reports are due, (ii) the semiannual or quarterly financial reports are filed, or (iii) information covered by monthly reports is publicly released by the carrier concerned, whichever occurs first. Before that time, income and expense data reported on Schedule P–1(a) will be disclosed to parties to any proceeding before the Board to the extent that such data are relevant and material to the issues in the proceeding upon a determination to this effect by the administrative law judge assigned to the case or by the Board. Any data to which access is granted may be introduced into evidence, subject to the normal rules of admissibility of evidence. The Board will make other disclosure of these data upon its own motion or upon application of any interested person, when the Board finds the public interest so requires. The Board may, from time to time, publish summary information compiled from Schedule P–1(a) in a form which will not identify the individual carrier. At the request of an air carrier, and upon a showing by such air carriers that public disclosure of its preliminary year-end report would adversely affect its interests and would not be in the public interest, the Board will withhold such preliminary year-end report from public disclosure until such time as (i) the final report is filed, (ii) the final report is due, or (iii) information covered by the preliminary report is publicly released by the carrier concerned, whichever occurs first.

* * * * *

(e) All financial data reported on B, P and G schedules shall reflect the status of the air carrier's books of account for the period for which the report is being made and shall conform to the instructions contained in this Uniform System of Accounts and Reports. At the option of the air carrier, Group III air carriers may round reported financial data to the nearest thousands of dollars by typing "($000)" at the top of each amount column. All Group I and Group II air carriers may, at their option, round reported financial data to the nearest whole dollars by dropping the cents. All rounded amounts must be balanced within and between schedules. This option applies only to the submission of hardcopy reports. Instructions for the submission of data in ADP format are contained in the *Manual of ADP Instructions, Outputs, Codes and Related Material*, which is available from the Board's Information Management Division.

* * * * *

Section 23 [Amended]

6. Section 23, *Certification and Balance Sheet Elements*, is amended by:

A. Removing the title and reporting instructions for Schedule A–2, *Controlling Person's Certification*.

B. Revising paragraph (a) of the reporting instructions for Schedule B–1 to read:

Schedule B–1—Balance Sheet

(a) This schedule shall be filed by Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more.

* * * * *

C. Adding an account title and reporting instructions for a new Schedule B–1.1 immediately following the reporting instructions for Schedule B–1 to read:

Schedule B–1.1—Balance Sheet for Small Air Carriers

(a) This schedule shall be filed semiannually by Group I air carriers with annual operating revenues below

$10 million that do not receive section 406 subsidy.

(b) Each carrier shall insert in the space provided for "OAG Code" its carrier code as contained in the Official Airlines Guide (OAG). If the OAG does not contain a carrier code for the reporting carrier, a code will be provided by the Board's Information Management Division upon request. This code will then be inserted in the space provided for "carrier code."

(c) This schedule shall show the account balances at the close of business on June 30 or December 31, as applicable, of each semiannual reporting period.

(d) "Current Assets" shall include all resources that may reasonably be expected to be realized in cash or sold or consumed within one year. This group of assets is classified into three basic accounts:

(1) "Cash and Equivalents" shall include cash on hand and on deposit, U.S. Government securities, and other temporary cash investments.

(2) "Notes and Accounts Receivable-Net" shall include general traffic accounts receivable, government receivables, notes and receivables from associated companies, officers, employees and others, and a deduction for a reasonable allowance for bad debts.

(3) "Other Current Assets" shall contain all other current assets not provided for in the above classifications. This account shall include, but is not limited to, short-term prepayments, expendable spare parts, supplies and other inventories of flight equipment replacement parts that are usually replaced rather than repaired, and materials and supplies held in stock, such as fuel and oil, expendable tools, office supplies and food service supplies. Spare parts may be reduced by an allowance for obsolescence to provide for losses in value.

(e) "Property and Equipment" shall be segregated into that which is owned and that which is leased under capital leases. All property and equipment, with the deception of land, shall be reported net of accumulated depreciation or amortization.

(f) "Other Assets" shall included all assets not included in the above categories, such as long-term investments, long-term prepayments, long-term receivables, deferred charges, intangible assets, equipment purchase deposits, and construction work in progress.

(g) "Current Liabilities" shall include all obligations, the liquidation of which is reasonably expected to require the use of existing resources within one year. This group of liabilities is classified into three basic accounts:

(1) "Notes and Accounts Payable" shall include any payments on long-term debt, short-term notes and accounts payable, and accrued expenses that are payable within one year.

(2) "Accrued Taxes" shall include tax liabilities, such as those imposed on income, property and payroll, which are reasonably expected to be liquidated within one year.

(3) "Other Current Liabilities" shall include all current liabilities which are not provided for elsewhere, such as air traffic liabilities for unused transportation sold (includes sales of transportation on both the reporting carrier and other carriers).

(h) "Long-Term Debt" shall include all obligations which are not reasonably expected to be liquidated within one year. Typical examples include bonds payable, long-term notes payable, lease obligations, and pension obligations.

(i) "Other Liabilities" shall include any debts or obligations which are not properly listed in the "Current Liabilities" or "Long-Term Debt" sections.

(j) "Deferred Credits" shall include all credit balances of a general clearing nature, including credits held in suspense pending receipt of further information necessary for final disposition. Included in this account are deferred income taxes and deferred investment tax credits.

(k) "Stockholder's Equity" shall be reported as follows:

(1) "Capital Stock" shall be segregated as between common and preferred. The number of shares outstanding, along with the par or stated value of the stock, shall be reported. In the case of no-par stock without stated value, the full consideration received shall be reported.

(2) "Other Paid-In Capital" shall include the difference between the price at which the capital stock is sold and the par or stated value of the stock.

(3) "Retained Earnings" shall represent the net income or loss from all operations of the corporate entity less dividends.

(4) "Treasury Stock" shall represent the cost of stock issued by the carrier and reacquired by it but not retired or cancelled.

(l) The statement of certification shall be signed by the carrier's chief accounting officer.

(m) All substantive matters that may materially influence interpretations or conclusions in regard to the financial condition or the earnings position of the air carrier which are not clearly identified in the body of the schedule or which represent information that cannot be expressed adequately in monetary terms shall be completely and clearly stated in a note attached to this schedule and cross-referenced to the affected account or accounts.

D. Revising paragraph (a) of the reporting instructions for Schedule B–3 to read:

Schedule B–3—Statement of Changes in Stockholder Equity

(a) This schedule shall be filed by all Group III and Group II air carriers.

* * * * *

E. Revising paragraph (a) of the reporting instructions for Schedule B–7 to read:

Schedule B–7—Airframes and Aircraft Engines Acquired

(a) This schedule shall be filed by all Group II and Group III air carriers not receiving section 406 subsidy.

* * * * *

F. Revising paragraph (a) of the reporting instructions for Schedule B–7(b) to read:

Schedule B–7(b)—Flight Equipment Acquired

(a) This schedule shall be filed by all carriers receiving section 406 subsidy.

* * * * *

G. Removing the title and reporting instructions for Schedule B–7(a), *Reinvestment of Flight Equipment Capital Gains.*

H. Revising paragraph (a) of the reporting instructions for Schedule B–8 to read:

Schedule B–8—Property and Equipment Retired

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy.

I. Removing the title and reporting instructions for Schedule B–8(a), *Flight Equipment Capital Gains Invested or Deposited for Reinvestment in Flight Equipment.*

J. Revising paragraph (a) of the reporting instructions for Schedule B–10 to read:

Schedule B–10—Unamortized Developmental and Preoperating Costs

(a) This schedule shall be filed by air carriers receiving section 406 subsidy.

* * * * *

K. Revising paragraph (a) of the reporting instructions for Schedule B–12 to read:

Schedule B-12—Statement of Changes in Financial Position

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more.

* * * * *

L. Revising paragraph (a) of the reporting instructions for Schedule B-13 to read:

Schedule B-13—Summary of Projected Financial Commitments and Related Deposits

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy.

* * * * *

M. Revising paragraph (a) of the reporting instructions for Schedule B-41 to read:

Schedule B-41—Receivables, Payables and Investments Relating to Affiliates and Other Investment Data

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more.

* * * * *

N. Revising paragraph (a) of the reporting instructions for Schedule B-43 to read:

Schedule B-43—Inventory of Airframes and Aircraft Engines

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more.

* * * * *

O. Adding an account title and reporting instructions for a new Schedule B-43.1 immediately following the reporting instructions for Schedule B-43 to read:

Schedule B-43.1—Aircraft Inventory Data—Small Air Carriers

(a) This schedule shall be filed annually by Group I air carriers with annual operating revenues below $10 million that do not receive section 406 subsidy.

(b) Each carrier shall insert in the space provided for "OAG Code" its carrier code as contained in the Official Airlines Guide (OAG). If the OAG does not contain a carrier code for the reporting carrier, a code will be provided by the Board's Information Management Division upon request. This code will then be inserted in the space provided for "carrier code."

(c) The indicated data shall be reported for each individual airframe, identified by type, model, and design of cabin as to use for passengers exclusively, cargo exclusively, or both passengers and cargo in combination. Data pertaining to aircraft engines shall be reported on a group basis by type of engine and by type of aircraft to which related.

(d) Data in this schedule shall be grouped and subtotaled as data pertaining to airframes and data pertaining to aircraft engines. Data pertaining to nonoperating airframes and aircraft engines shall be reported in a group below the data for operating equipment. Data pertaining to airframes and aircraft engines obtained under capital leases shall be reported in a separately captioned grouping below nonoperating airframes and aircraft engines and subgrouped within those groups according to operating and nonoperating equipment.

(e) The data to be reported shall include owned and capitalized leased airframes and aircraft engines currently in operation or in conversion. Data pertaining to airframes and aircraft engines obtained under capital leases shall be captioned separately from owned equipment.

(f) Column 6 "Acquired Cost or Capitalized Value" shall include (1) the acquisition cost of owned airframes and aircraft engines and (2) the total capitalized cost of obtaining airframes and engines under capital leases.

(g) Column 7 "Allowance for Depreciation or Amortization" shall include (1) the accumulations of all provisions for losses due to use and obsolescence that are applicable to owned airframes and aircraft engines and (2) the amount of amortization recorded for amortizing the value of airframes and engines obtained under capital leases.

(h) Column 8 "Depreciated Cost or Amortized Value" shall be calculated as (1) Acquired Cost (column 6) less the Allowance for Depreciation (column 7) and (2) Capitalized Value (column 6) less Amortization (column 7).

(i) Column 9 "Estimated Residual Value" shall state in dollars the residual value assigned to owned and leased airframes and aircraft engines, including any overhaul value not subject to depreciation.

(j) Column 10 "Estimated Depreciable or Amortizable Life (Months)" shall state the estimated depreciable or amortizable life from the date of acquisition of each airframe and each group of aircraft engines.

P. Revising the reporting instructions for Schedule B-46 to read:

Schedule B-46—Long-Term and Short-Term Nontrade Debt

(a) This schedule shall be filed by all Group III air carriers and Group I and Group II air carriers that receive section 406 subsidy.

(b) This schedule shall be filed for the overall corporate or other legal entity comprising the air carrier.

(c) Column I shall include a description of each particular issue of debt, such as "Sinking Fund Debentures," "Bank Notes," "Credit Agreement," *etc.* This column shall also include for each issue a brief description of the terms of payment and, where applicable, conversion privileges, including conversion periods, rates of conversions, and the securities into which convertible.

(d) Columns 2, 3 and 4 shall state the date of issue, date of maturity, and the interest rate per annum, respectively.

(e) Column 5 shall state the amount of bonds or other debt originally issued, as distinguished from the amount authorized.

(f) Column 6 shall state the face value or principal amount of debt securities issued or assumed which have not been retired or canceled, and are not payable within one year of the reporting date.

(g) Column 7 shall state the face value of all notes, drafts, acceptances or other similar evidences of indebtedness payable on demand or within one year, including the portion of long-term debt due within one year of the reporting date.

(h) Column 6 shall state the balance outstanding as of the end of the reporting period in account 2210 Long-Term Debt and the total in column 7 the sum of the balances outstanding in accounts 2000 Current Maturities of Long-Term Debt, 2005 Notes Payable—Banks, and 2015 Notes Payable—Others on Schedule B-1.

(i) Columns 8 and 9 shall state the name and address of each person holding more than 5 percent of the issue or $500,000, whichever is smaller, and the amount held by that person as of December 31.

Section 24 [Amended]

7. Section 24. *Profit and Loss Elements,* is amended by:

A. Adding separate reporting instructions for a revised Schedule P-1.1 to read:

Schedule P-1.1—Statement of Operations for Small Air Carriers

(a) This schedule shall be filed semiannually by Group I air carriers with annual operating revenues below $10 million that do not receive section

406 subsidy. Data reported on this schedule shall be for the overall or system operations of the air carrier.

(b) This schedule shall show the results of operations for six-month periods ending June 30 and December 31. Data reported in the "12 Months-to-Date" column shall represent for each individual item the sum of the amount reported in the "Current Period" column and the next previous six-month period.

(c) Each carrier shall insert in the space provided for "OAG Code" its carrier code as contained in the Official Airlines Guide (OAG). If the OAG does not contain a carrier code for the reporting carrier, a code will be provided by the Board's Information Management Division upon request. This code will then be placed in the space provided for "carrier code."

(d) "Operating Revenue" shall be put in categories as follows:

(1) "Transport Revenue" shall include the revenue generated by the performance of air transportation services. This category shall be subdivided as follows:

(i) "Scheduled Service" shall include all transport revenue derived from operations between pairs of points which are served on a regularly scheduled basis. Transport revenue received from scheduled service operations shall be subdivided as follows:

(A) Passengers. Revenue generated from the transportation of passengers shall be included in this category.

(B) Other. Revenue generated by the transportation of property and mail shall be included in this category.

(ii) "Nonscheduled Service" shall include all transport revenue derived from operations between pairs of points which are not served on a regularly scheduled basis.

(2) "Transport-Related Revenue" shall include monies received for providing air transportation facilities associated with the performance of services which flow from and are incidental to air transportation services performed by the air carrier. This category shall be subdivided as follows:

(i) Public Service Revenue. This category shall include amounts of compensation paid to the carrier under Section 419 of the Federal Aviation Act.

(ii) Other. This category shall include other transport-related revenue such as in-flight sales, restaurant and food service (ground), rental of property or equipment, limousine service, interchange sales, and cargo pick-up and delivery charges.

(e) "Operating Expense" shall be segregated as follows:

(1) "Flying Operations" shall include expenses incurred directly in the in-flight operation of aircraft and expenses incurred in the holding of aircraft and aircraft operation personnel in readiness for assignment to an in-flight status.

(2) "Maintenance" shall include all expenses which are specifically identifiable with the repair and upkeep of property and equipment used in the performance of air transportation.

(3) "General and Administrative" shall include that portion of all expenses of a general corporate nature and all other expenses not provided for elsewhere which are related to air transport operations either directly or indirectly.

(4) "Depreciation and Amortization" shall include all depreciation and amortization expenses applicable to property and equipment used in providing air transportation services. These expenses shall be segregated between those applicable to owned property and equipment and those applicable to property and equipment which is leased.

(5) "Transport-Related Expense" shall include all expenses associated with the transport-related revenues reported on line 5 of this schedule.

(f) "Operating Profit (Loss)" shall be computed by subtracting the total operating expenses from the total operating revenues.

(g) "Nonoperating Income and Expense" shall include all revenues and expenses resulting from commercial ventures which are not inherently related to the performance of air transport services. For example, the revenues and expenses related to operating a hotel or motel would be reported under this category. This category shall also include the total interest expense incurred from all sources and shall be subdivided as follows:

(1) Interest Expense.

(2) Other Nonoperating (Net).

(h) "Income Tax" shall reflect the provisions for accruals of Federal, State, local, and foreign taxes based upon taxable income, and computed at the normal and surtax rates in effect during the current accounting year.

(i) "Discontinued Operations, Extraordinary Items or Accounting Changes" shall reflect any earnings or losses from discontinued operations, the net of the tax amount of extraordinary items, and the cumulative effect of any changes in accounting principles.

(j) Any air carrier that does not file Schedule P–1(a) in accordance with the filing option described in Section 22—General Reporting Instructions shall, for the sixth month of any semi-annual period during which the option is exercised, type in the bottom margin of this statement of operations the total number of full-time and part-time employees to be labeled as such and calculated in accordance with paragraph (d) of the reporting instructions for Schedule P–1(a).

B. Establishing separate reporting instructions for Schedule P–1.2 to read:

Schedule P–1.2—Statement of Operations

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more.

(b) Route and charter carriers shall file separate statements of operations for each separate operating entity and for the overall, or system operations.

(c) Data reported on this schedule shall conform with the instructions pertaining to profit and loss classifications within this Uniform System of Accounts and Reports.

(d) Data reported in the "12 Months-to-Date" column shall represent for each item the sum of amounts reported in the "Quarter" column for the current and next previous three quarters. Data in the "Year-to-Date" column need not be provided when this schedule is not used for submission to the SEC. But when the schedule is used for SEC purposes, data reported in the "Year-to-Date" column shall represent, for the first three quarters of the carrier's fiscal year or calendar year, amounts from the beginning of the carrier's fiscal or calendar year to the end of the quarter for which the schedule is being submitted. For the fourth quarter of the air carrier's fiscal or calendar year, the "Year-to-Date" column shall be used for the comparative presentation of data for the prior year.

(e) Earnings-per-share data shall be filed on a quarterly basis by those air carriers that are required to file such data with the Securities and Exchange Commission.

(f) Any air carrier that does not file Schedule P–1(a) in accordance with the filing option described in Section 22—General Reporting Instructions shall, for the third month of any calendar quarter during which the option is exercised, type in the bottom margin of the system statement of operations the total number of full-time and part-time employees to be labeled as such and calculated in accordance with paragraph (d) of the reporting instructions for Schedule P–1(a).

C. Revising paragraphs (a) and (b) and removing and reserving paragraphs (l) and (m) of the reporting instructions for Schedule P-2 to read:

Schedule P-2—Notes to CAB Form 41 Report

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more.

(b) Route and charter air carriers shall file this schedule for each separate operating entity and for the overall, or system operations of the carrier.

* * * * *

(l) (reserved)

(m) (reserved)

* * * * *

D. Removing the title and reporting instructions for *Schedule P-2(a)—Revenue Market Report.*

E. Removing the title and reporting instructions for *Schedule P-3.1—Transport Revenues.*

F. Revising paragraph (a) of the reporting instructions for Schedule P-3 to read:

Schedule P-3—Transport Revenues; Depreciation and Amortization; Nonoperating Income and Expense (Net)

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more.

* * * * *

G. Revising paragraphs (a) and (c) of the reporting instructions for Schedule P-3(a) to read:

Schedule P-3(a)—Income Taxes

(a) This schedule shall be filed by all Group III air carriers.

* * * * *

(c) Report in accounts 91.1 through 93.2, respectively, the amount for each as reflected in the books of account. Accounts 93.7, 93.8 and 93.9 shall state income taxes for the current period, income taxes on extraordinary items, and total income taxes, respectively.

H. Revising paragraph (a) of the reporting instructions for Schedule P-4 to read:

Schedule P-4—Transport-Related Revenues and Expenses; Explanation of Extrodordinary Items and Cumulative Effect of Accounting Changes in Prior Years; Explanation of Prior Period Adjustments and Dividends Declared

(a) This schedule shall be filed by air carriers receiving section 406 subsidy.

* * * * *

I. Revising the reporting instructions for Schedules P-5.1 and P-5.2 to read:

Schedules P-5.1 and P-5.2—Aircraft Operating Expenses

(a) Schedule P-5.1 shall be filed by all Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more. Schedule P-5.2 shall be filed by all Group II and Group III air carriers.

(b) Route and charter air carriers shall file this schedule for each operating entity of the air carrier.

(c) Route air carriers shall file this schedule with quarterly data only for the first three quarters of each calendar year and shall file both quarterly and 12 months-to-date data for the period ended December 31. An "x" shall be inserted in the box designated "Qr" at the head of each column of the set covering quarterly data, and an "x" shall be inserted in the box designated "Yr" at the head of each column of the set covering 12 months-to-date data. Charter air carriers shall file this schedule for quarterly data only.

(d) Data applicable to each aircraft type operated by the air carrier shall be reported in separate columns of this schedule. Each aircraft type for which a report is being made shall be identified at the head of each column in the space provided opposite "Aircraft Type." All aircraft shall be separately reported as distinct aircraft types as established in the *Manual of ADP Instructions, Outputs, Codes and Related Material,* which is available from the Board's Information Management Division. For route air carriers, expenses of operating aircraft provided by other carriers under interchange agreements shall be separately reported in total for all such aircraft as if for a distinct aircraft type. Interchange expenses applicable to aircraft of the same type as those owned or operated by the air carrier shall be distributed in summary memo form as item 98.1 and 98.2 to each aircraft type owned or operated by that air carrier. Aircraft types not generally used in revenue services shall be separately reported. If more than one type of aircraft is involved, a separation of data relating to each type of aircraft shall not be required.

(e) "Aircraft Type" refers to models such as B-707-100, B-707-300, DC-9-30, etc. "Aircraft Code" refers to a four-digit aircraft code established in the *Manual of ADP Instructions, Outputs, Codes and Related Material.* Data applicable to aircraft designed primarily for cargo services and only incidentally used for passenger services shall be reported in separate columns, and the word "cargo" shall be inserted after the aircraft type at the head of the column. The prescribed reporting by aircraft types may be reviewed from time to time upon request by individual air carriers, or upon the initiative of the Board, and groupings of aircraft types for reporting purposes may be prescribed or amended in specific instances.

(f) Italicized codes and item titles do not constitute accounts or account numbers prescribed for air carrier accounting, but shall be used for reporting purposes only.

(g) Item 79.6 "Applied Maintenance Burden" shall reflect a memorandum allocation by each air carrier of the total expenses included in subfunction 5300 "Maintenance Burden" between maintenance of flight equipment, by aircraft type, and maintenance of ground property and equipment in accordance with item (g) of the instructions for Schedule P-6. The amount reported for this item, in aggregate for all aircraft types, shall agree with the amount reported for the same item reflected on Schedule P-6.

(h) Item 73.1 "Current Provisions" (for obsolescence and deterioration of flight equipment expendable parts) shall reflect the gross provisions for losses in value of expendable parts during the current accounting period.

(i) Item 73.2 "Inventory Decline Credits" shall reflect credits applicable to the current period for any adjustments for excess inventory levels determined pursuant to section 6-1311.

(j) The total of function 5100 "Flying Operations" reported on this schedule shall agree with corresponding amounts reported on Schedule P-1.2; the total of item 5278 "Total Direct Maintenance—Flight Equipment" shall agree with the corresponding amount reported in Schedule P-6; and the total of item 75.6 "Total Depreciation—Flight Equipment" shall agree with the corresponding amount in Schedule P-3.

J. Adding a schedule title and reporting instructions for a new Schedule P-5.1(a) immediately following the instructions for Schedules P-5.1 and P-5.2 to read:

Schedule P-5.1(a)—Statement of Aircraft Operating Expenses for Small Air Carriers

(a) This schedule shall be filed semiannually by Group I air carriers with annual operating revenues below $10 million that do not receive section 406 subsidy. Data reported on this schedule shall be for the overall or system operations of the air carrier.

(b) Each carrier shall insert in the space provided for "OAG Code" its carrier code as contained in the Official Airlines Guide (OAG). If the OAG does not contain a carrier code for the reporting carrier, a code will be provided by the Civil Aeronautics Board's Information Management Division upon request. This code will then be inserted in the space provided for "Carrier Code."

(c) This schedule shall show the direct and indirect expenses incurred in aircraft operations. Direct expense data applicable to each aircraft type operated by the carrier shall be reported in separate columns of this schedule. Each aircraft type reported shall be identified at the head of each column in the space provided below "Aircraft Type." "Aircraft Type" refers to aircraft models such as Beech-18, Piper PA-32, etc. Aircraft Type designations are prescribed in the *Manual of ADP Instructions, Outputs, Codes and Related Material,* which is available from the Board's Information Management Division. In the space provided for "Aircraft Code" carriers shall insert the four digit code which is prescribed in the *Manual of ADP Instructions, Outputs, Codes and Related Material* for the reported aircraft type.

(d) Direct aircraft operating expenses shall be reported in the following categories:

(1) "Flying Operations" shall be subdivided as follows:

(i) "Fuel" expense shall include the cost of fuel used in flight operations.

(ii) "Oil" expense shall include the cost of oil used in flight operations.

(iii) "Other" expenses shall include pilots', copilots' and other flight personnel salaries, related employee benefits, pensions, payroll taxes and personnel expenses, and general (hull) insurance.

(2) "Total Flying Operations" shall agree with the amount reported on line 7 of Schedule P-1.1 "Statement of Operations for Small Air Carriers."

(3) "Maintenance" expense shall include the cost of labor and material expended by the carrier to maintain flight equipment, general services purchased for flight equipment maintenance from associated or other outside companies, and provisions for flight equipment overhauls.

(4) "Depreciation and Rental" expense shall include depreciation of flight equipment, amortization of capitalized leases for flight equipment, rental expense, and provision for obsolescence and deterioration of spare parts.

(e) Indirect aircraft operating expenses shall be reported in total for all aircraft types only and shall be segregated according to the following categories:

(1) "Traffic Related Expenses" shall include traffic solicitor salaries, traffic commissions, passenger food expense, traffic liability insurance, advertising and other promotion and publicity expenses, and the fringe benefit expenses related to all salaries in this classification.

(2) "Capacity Related (Station) Expenses" shall include aircraft and traffic handling salaries, landing fees, clearance, customs and duties, and related fringe benefit expenses.

(3) "Capacity Related (Other) Expenses" shall include all other operating expenses not included in the above categories.

K. Revising paragraphs (a), (b) and (d) of the reporting instructions for Schedule P-6 to read:

Schedule P-6—Maintenance, Passenger Service and General Services and Administration Subfunctions

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more.

(b) Route and charter air carriers shall file this schedule for each separate operating entity.

* * * * *

(d) Charter air carriers shall file this schedule for quarterly data only.

* * * * *

L. Revising paragraphs (b) and (d) of the reporting instructions for Schedule P-7 to read

Schedule P-7 Aircraft and Traffice Servicing, Promotion and Sales and General and Administrative Expense Functions

* * * * *

(b) Route and charter air carriers shall file this schedule for each separate entity.

* * * * *

(d) Charter carriers shall file this schedule for quarterly data only.

* * * * *

M. Revising paragraphs (b) and (d) of the reporting instructions for Schedule P-8 to read:

Schedule P-8—Aircraft and Traffic Servicing, and Promotion and Sales Expense Subfunctions

* * * * *

(b) Route and charter air carriers shall file this schedule for each separate entity.

* * * * *

(d) Charter air carriers shall file this schedule for quarterly data only.

* * * * *

N. Revising paragraph (a) of the reporting instructions for Schedule P-10 to read:

Schedule P-10—Employment Statistics by Labor Category

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that recieve section 406 subsidy or have annual operating revenues of $10 million or more.

* * * * *

O. Removing the title and reporting instructions for Schedule P-12, *Fuel Inventories and Consumption.*

P. Revising paragraph (a) and removing paragraph (g) of the reporting instructions for Schedule P-12(a) to read:

Schedule P-12(a)—Fuel Consumption by Type of Service and Specific Operational Markets

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more.

* * * * *

(f) Where the amounts reported for a specific market include other than Jet A fuel, a footnote shall be added indicating the number of gallons and applicable costs of such other fuel included in the amounts reported for that market.

Section 25 [Amended]

8. Section 25 Traffic and Capacity Elements is amended by:

A. Revising paragraph (a) of the reporting instructions for Schedules T-1(a), T-1(b) and T-1(c) to read:

Schedule T-1(a)—Traffic and Capacity Statistics by Class of Service

Schedule T-1(b)—Traffic and Capacity Statistics by Class of Service-Scheduled Services

Schedule T-1(c)—Traffic and Capacity Statistics by Class of Service-Nonscheduled Services

(a) Schedule T-1 shall be filed monthly as follows:

Schedule No.	Applicability
T-1(a)	All air carriers.
T-1(b)	All Group II and Group III air carriers.
T-1(c)	All Group II and Group III air carriers.

* * * * *

B. Revising paragraph (a) of the reporting instructions for Schedules T-2(a) and T-2(b) to read:

Schedule T-2(a)—Traffic, Capacity, Aircraft Operations and Miscellaneous Statistics by Type of Aircraft

Schedule T-2(b)—Traffic, Capacity, Aircraft Operations and Miscellaneous Statistics by Type of Aircraft

(a) Schedule T-2 shall be filed quarterly as follows:

Schedule No.	Applicability
T-2(a)	All air carriers.
T-2(b)	All air carriers.

* * * * *

C. Revising paragraph (a) of the reporting instructions for Schedules T-3(a), T-3(b) and T-3(c) to read:

Schedule T-3(a)—Airport Activity Statistics

Schedule T-3(b)—Airport Activity Statistics-Revenue Service

Schedule T-3(c)—Airport Activity Statistics-Nonscheduled Revenue Service

(a) Schedule T-3 shall be filed quarterly as follows:

Schedule No.	Applicability
T-3(a)	All air carriers.
T-3(b)	All air carriers.
T-3(c)	All air carriers.

* * * * *

D. Removing the title and reporting instructions to Schedule T-3.1, *Statement of Traffic and Capacity Statistics.*

E. Revising paragraphs (a),(b), (c), (d) and (e) of the reporting instructions for Schedule T-8 to read:

Schedule T-8—Report of All-Cargo Operations

(a) This schedule shall be filed semiannually by all air carriers holding section 401 certificates that conduct all-cargo operations.

(b) Data reported on this schedule shall include only results of operations conducted in all-cargo aircraft. Data shall be segregated between domestic all-cargo operations conducted within the geographic limitations of section 418 certificates and all other all-cargo operations.

(c) "Total Operating Revenue" shall be segregated between transport and transport-related revenues.

(d) Transport revenues shall be subdivided between those generated by scheduled service operations and those generated by nonscheduled service operations. Scheduled service revenues shall be further subdivided between property and mail.

(e) "Operating Expenses" shall reflect the segregation of the all-cargo portion of the total operating expenses reported on line 13 of Schedule P-1.1 or line 7199 of Schedule P-1.2 for the overall or system operations of the air carrier.

* * * * *

F. Revising paragraphs (a) and (g) of the reporting instructions for Schedule T-9 to read:

Schedule T-9—Nonstop Market Report

(a) This schedule shall be filed monthly by all unsubsidized Group I and Group II air carriers providing scheduled service and may be used, with the approval of the Board's Comptroller, by new entrants and others without Automatic Data Processing capability that would otherwise be required to comply with the requirements of Section 19-3.

* * * * *

(g) In column 4, carriers shall disclose the aircraft type used in accordance with four-digit codes established in the *Manuual of ADP Instructions, Outputs, Codes, and Related Material,* which is available from the Board's Information Management Division.

* * * * *

9. Add a new Section 26 to read:

Section 26— General Corporate Elements.

Schedule G-41—Persons Holding More than 5 Per Centum of Respondent's Capital Stock or Capital

(a) This schedule shall be filed by all Group II and Group III air carriers and Group I air carriers that receive section 406 subsidy or have annual operating revenues of $10 million or more.

(b) Columns 1 and 2 shall reflect the names and addresses of all persons who hold, as of the end of any month of the year, more than five (5) per centum of the issued and outstanding capital stock or, in the case of an unincorporated business enterprise, more than five (5) per centum of the total invested capital of the reporting carriers.

(c) Column 3, "Held for Own Account" shall reflect by either of the words "yes" or "no", whether or not the interest is held for the account of the person named in column 1. In cases where the answer is "no," the name and address of the persons for whose account the interest is held shall be indicated by footnotes.

(d) Columns 4 through 7 shall pertain to the capital stock or the invested capital (exceeding 5 percent) held by the persons named in column 1. Column 4 shall reflect the class(es) of those shares held; column 5 shall reflect the maximum number of shares of each class of stock or the maximum amount of invested capital held as of the end of any month of the year; column 6 shall reflect the percent of total outstanding capital which such maximum shares or maximum invested capital represent; and column 7 shall reflect the number of such shares or amount of invested capital held at year end.

10. CAB Form 41 Report is amended as shown in Exhibits A through H attached.

By the Civil Aeronautics Board:

Phyllis T. Kaylor,

Secretary.

BILLING CODE 6320-01-M

Exhibit A

BALANCE SHEET
FOR SMALL AIR CARRIERS

(OAG Code)

Air Carrier (Corporate Name) ______________

(Carrier code)

As at ______________

ASSETS

Current assets:		
Cash and equivalents	1	
Notes and accounts receivable-net	2	
Other current assets	3	
Total current assets	4	
Property and equipment:		
Owned property and equipment	5	
Less accumulated depreciation	6	
Property and equipment obtained under capital leases	7	
Less accumulated amortization	8	
Total property and equipment	9	
Other assets	10	
Total assets	11	

LIABILITIES AND STOCKHOLDERS' EQUITY

Current liabilities:		
Notes and accounts payable	12	
Accrued taxes	13	
Other current liabilities	14	
Total current liabilities	15	
Long-term debt	16	
Other liabilities	17	
Deferred credits	18	
Stockholders' equity:		
Capital stock		
Preferred ______ shares outstanding	19	
Common ______ shares outstanding	20	
Other paid-in capital	21	
Retained earnings	22	
Total stockholders' equity	23	
Less: Treasury stock	24	
Net stockholders' equity	25	
Total liabilities and stockholders' equity	26	

I, the undersigned, (Title) ______________ of the above-named air carrier certify that the above report and the attached Financial Schedules and Statements of Operations and Traffic and Capacity Statistics have been examined by me and to the best of my knowledge and belief are true, correct and complete reports for the period stated.

Date ______________ Signature: ______________
Name (Please Type or Print): ______________

Schedule B-1.1 CAB Form 41

*Denotes inverse amount.

Exhibit B

AIRCRAFT INVENTORY DATA

Air Carrier (Corporate Name) ____________ ____________ (OAG Code)

____________ (Carrier Code)

Year Ended December 31, 19 ___

LINE NO.	Airframe License Number (1)	Date Placed in Service Month/Day/Year (2)	Usual Seat Configuration (3)	Manufacturer (4)	Type, Model and Cabin Design (5)	Acquired Cost or Capitalized Value (6)	Allowance for Depreciation or Amortization (7)	Depreciated cost or Amortized Value (8)	Estimated Residual Value (9)	Estimated Depreciable or Amortizable Life (Months) (10)

Schedule B-43.1

Exhibit C

LONG-TERM AND SHORT-TERM NONTRADE DEBT

Air Carrier ____________

As at December 31, 19 ____

Line No.	Description or Type of Obligation (1)	Date of Issue (2)	Date of Maturity (3)	Interest Rate per Annum (4)	Original Principal Amount Issued (5)	Balance Outstanding at December 31: Long-term Maturities (6)	Balance Outstanding at December 31: Current maturities of Long-term debt and Short-term debt (7)	Holders of More than 5% of Issue or $500,000, Whichever is Smaller: Name and Address (8)	Holders of More than 5% of Issue or $500,000, Whichever is Smaller: Amount Held at Dec. 31 (9)	Line No.
1										1
2	Debt issue	xxx	xxx	x	xxx					2
3	Unamortized Discount				xxx	xxx	xxx			3
4										4
5										5
6										6
7										7
8										8
9										9
10										10
11										11
12										12
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31										31
32										32
33										33
34										34
35										35
36										36
37										37

Schedule B-46

Form 41

Exhibit D

STATEMENT OF OPERATIONS
FOR SMALL AIR CARRIERS

__________ (OAG Code)

Air Carrier (Corporate Name) ____________________

__________ (Carrier code)

Six Months Ended ____________________

		Current Period	12-Months To Date
Operating Revenue			
Transport Revenue			
Scheduled Service			
Passenger	1		
Other	2		
Nonscheduled Service	3		
Transport Related Revenue			
Public Service Revenue	4		
Other	5		
Total Operating Revenue	6		
Operating Expense			
Flying Operations	7		
Maintenance	8		
General and Administrative	9		
Depreciation and Amortization			
Owned Property and Equipment	10		
Leased Property and Equipment	11		
Transport Related Expense	12		
Total Operating Expense	13		
Operating Profit	14		
Non-operating Income and Expense:			
Interest Expense	15		
Other Nonoperating (Net)	16		
Income Tax	17		
Discontinued operations, extraordinary items or Accounting changes	18		
Net Income	19		

Schedule P-1.1

CAB Form 41

***Denotes inverse amount; on lines 16 and 18 denotes a debit amount.**

Exhibit E

Air Carrier ______
Operation ______

STATEMENT OF OPERATIONS

	Account No.	Quarter Ended ______, 19__	12 Months Ended ______, 19__	☐ Calendar ☐ Fiscal Year to Date ______, 19__
OPERATING REVENUES				
Passenger	3901			
Mail	3905			
Property	3906			
Charter	3907			
Air transport—other	3919			
Public service revenues (Subsidy)	4808			
Transport related revenues	4898			
Total Operating Revenues	*4999			
OPERATING EXPENSES				
Flying operations	5100			
Maintenance	5400			
Passenger service	5500			
Aircraft and traffic servicing	6400			
Promotion and sales	6700			
General and administrative	6800			
General and administrative	6900			
Depreciation and amortization	7000			
Transport related expenses	7100			
Total Operating Expenses	7199			
Operating profit or loss	7999			
NONOPERATING INCOME AND EXPENSE				
Interest income	8180			
Interest on long-term debt and capital leases	8181			
Other interest expense	8182			
Capitalized interest	8183			
Amortization of debt discount, premium and expense	8184			
Foreign exchange gains and losses	8185			
Equity in income of investor-controlled companies	8187			
Other income and expense-net	8189			
Nonoperating income and expense	8199			
Income before income taxes	8999			
INCOME TAXES FOR CURRENT PERIOD	9100			
Income before discontinued operations, extraordinary items and accounting changes	9199			
DISCONTINUED OPERATIONS	9600			
Income before extraordinary items and accounting changes	9699			
EXTRAORDINARY ITEMS	9796			
Income taxes applicable to extraordinary items	9797			
Income before accounting changes	9799			
ACCOUNTING CHANGES	9800			
Net income	9899			

*Denotes inverse amount; in accounts 8100 9600, 9700, and 9800 denotes debit amount.

EARNINGS PER SHARE

Schedule P-1.2

CAB Form 41

Exhibit F

	Air Carrier______ Operation______ Period Ended______		Air Carrier______ Operation______ Period Ended______	
Item	Quarter		12 Months to date	
INCOME TAXES	9100		9100	
Income taxes before investment tax credits	91.1	______	91.1	______
Investment tax credits utilized	91.2	______	91.2	______
Deferred income taxes	92.9	______	92.9	______
Investment tax credits deferred	93.1	______	93.1	______
Amortization of deferred investment tax credits	93.2	______	93.2	______
Income taxes for current period (to Sch. P-1.2, Acc't 9100)	93.7	______	93.7	______
Income taxes on extraordinary items (to Sch. P-1.2, Acc't 97)	93.8	______	93.8	______
Total income taxes	93.9	______	93.9	______

*Denotes inverse amount

CAB Form 41
(Rev.)

SCHEDULE P-3(a) SCHEDULE P-3(a) SCHEDULE P-3(a)

Exhibit G

STATEMENT OF AIRCRAFT OPERATING EXPENSES FOR SMALL AIR CARRIERS

Air Carrier (Corporate Name) ____________________ (OAG Code)

Six Months Ended ____________________ (Carrier Code)

	TOTAL-ALL AIRCRAFT TYPES	AIRCRAFT TYPE CODE	AIRCRAFT TYPE CODE	AIRCRAFT TYPE CODE	AIRCRAFT TYPE CODE
Direct Expense:					
Flying Operations:					
Fuel					
Oil					
Other					
Total Flying Operations					
Maintenance					
Depreciation & Rental					
Total Direct Expense					
Indirect Expense:					
Traffic Related					
Capacity Related (Station)					
Capacity Related (Other)					
Total Indirect Expense					

Schedule P-5.1(a) CAB Form 41

*Denotes inverse amount.

Exhibit H

REPORT OF ALL-CARGO OPERATIONS

Air Carrier		All-Cargo Operations	
Six-Months Ended ________		Domestic (418)	Other Than Section 418
		(A)	(B)
Operating Revenue and Expenses			
Transport			
Scheduled Service			
Property	1		
Mail	2		
Nonscheduled Service	3		
Transport-Related Revenues	4		
Total Operating Revenues	5		
Total Operating Expenses	6		
Traffic on Revenue Flights			
Revenue Ton-miles			
Scheduled Service:			
Property	7		
Mail	8		
Nonscheduled Service	9		
Total Revenue Ton-Miles	10		
Nonrevenue Ton-Miles	11		
Revenue Tons Enplaned	12		
Aircraft Capacity Operated			
Aircraft Ton-miles:			
Scheduled Service	13		
Nonscheduled Service	14		
Aircraft Miles Flown:			
Revenue	15		
Nonrevenue	16		
Aircraft Departures Performed:			
Revenue	17		
Nonrevenue	18		
Aircraft Hours (Airborne)			
Revenue	19		
Nonrevenue	20		

Schedule T-8

CAB Form 41

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