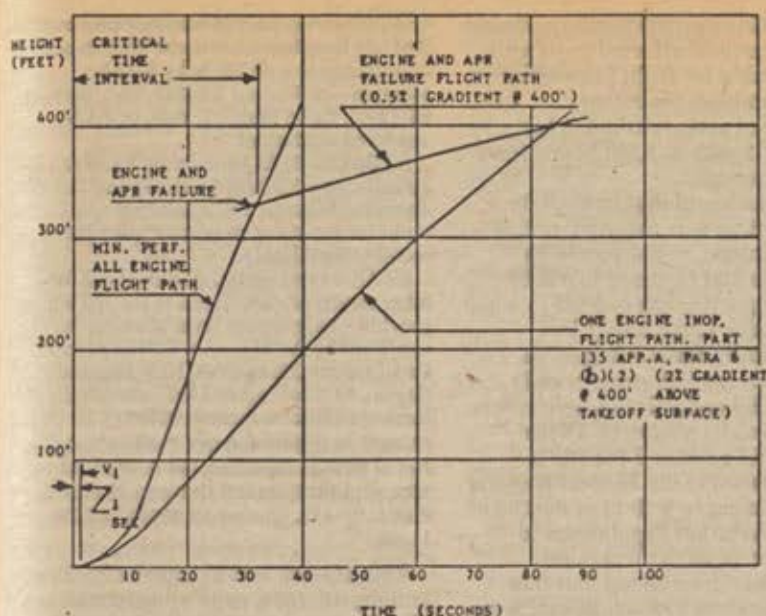




(For illustration only - typical for 120K climb speed)

### 3. Reliability and Performance Requirements

With the APR System and associated systems functioning normally, all applicable requirements of the certification basis previously established, except as provided in these special conditions, must be met without requiring any action by the crew to increase power. In addition:

A. It must be shown that, during the critical time interval, an APR failure which increases or does not affect power on either engine will not create a hazard to the airplane, or it must be shown that such failures are extremely improbable.

B. It must be shown that, during the critical time interval, there are no failure modes of the APR system that would result in a failure that will decrease the power on either engine, or it must be shown that such failures are extremely improbable.

C. It must be shown that, during the critical time interval, there will be no failure of the APR system, in combination with an engine failure, or it must be shown that such failures are extremely improbable.

D. All applicable performance requirements of SFAR 41 must be met with an engine failure occurring at the most critical point during takeoff with the APR system functioning normally.

### 4. Power Setting

The selected takeoff power set on each engine at the beginning of the takeoff roll may not be less than:

A. The power necessary to attain, at  $V_1$ , ninety (90) percent of the maximum takeoff power approved for the airplane for the existing conditions;

B. That required to permit normal operation of all safety-related systems and equipment that are dependent upon engine power or power lever position; and

C. That shown to be free of hazardous engine response characteristics when power is advanced from the selected takeoff power level to the maximum approved takeoff power.

### 5. Powerplant Controls—General

A. In addition to the requirements of § 23.1141, no single failure or malfunction or probable combination thereof, of the APR, including associated systems, may cause the failure of any powerplant function necessary for safety.

B. The APR must be designed to:

(1) Provide a means to verify to the flight crew before takeoff that the APR is in a condition to perform its intended function;

(2) Apply power on the operating engine, following an engine failure during takeoff, to achieve the maximum attainable takeoff power without exceeding engine operating limits;

(3) Provide that, following an engine failure with the APR operating normally, manual adjustments of the power levers by the crew shall not deactivate the APR;

(4) Provide a means for the flight crew to deactivate the automatic function. This means must be designed to prevent inadvertent deactivation; and

(5) Allow normal manual decrease or increase in power up to the maximum takeoff power approved for the airplane under the existing conditions through the use of power levers, as stated in § 23.1141(c), except as provided under paragraph C below.

C. For airplanes equipped with limiters which automatically prevent engine operating limits from being exceeded, other means may be used to increase the maximum level of power controlled by the power levers in the event of an APR failure. In this case, the means must be located on or forward of the power levers, must be easily identified and operated under all operating conditions by a single action of either pilot with the hand that is normally used to actuate the power levers, and must meet the requirements of § 23.777 (a), (b), and (c).

### 6. Powerplant Instruments

In addition to the requirements of § 23.1305 and paragraph 58 of Part 135, Appendix A, which is incorporated by reference in SFAR 41—

A. A means must be provided to indicate when the APR system is in the armed or ready condition.

B. If the inherent flight characteristics of the airplane do not provide warning that an engine has failed, a warning system that is independent of the APR must be provided to give the pilot a clear warning of any engine failure during takeoff.

C. Following an engine failure at  $V_1$  or above, there must be means for the crew to readily and quickly verify that the APR system has operated satisfactorily.

(Secs. 313(a), 314(a), 601, 603, 608, 609(a), and 1102 of the Federal Aviation Act of 1958 [49 U.S.C. 1354(a), 1355(a), 1421, 1423, 1428, 1429, and 1502]; 49 U.S.C. 106(g) (Revised, Pub. L. 97-449, January 12, 1983.); sec. 6(c), Department of Transportation Act [49 U.S.C. 1655(c)]; and 14 CFR 11.28 and 11.29(b))

Issued in Kansas City, Missouri, on December 17, 1984.

Murray E. Smith,

Director, Central Region.

[FR Doc. 84-33819 Filed 12-31-84; 8:45 am]

BILLING CODE 4910-13-M



## 14 CFR Part 39

[Docket No. 84-ASW-52; Amdt. 39-4972]

**Airworthiness Directives; Sikorsky Model S-76A Helicopters Certificated in All Categories****AGENCY:** Federal Aviation Administration (FAA), DOT.**ACTION:** Final rule.

**SUMMARY:** This action publishes in the Federal Register and makes effective as to all persons an amendment adopting a new airworthiness directive (AD) which was previously made effective as to all known U.S. owners and operators of Sikorsky S-76A helicopters, certificated in all categories, by individual letters. The AD requires replacement of the main rotor pitch horn at 5,500 hours' time in service. The AD is needed to prevent operations with a component that has exceeded its revised replacement time.

**DATES:** Effective January 10, 1984, as to all persons except those persons to whom it was made immediately effective by priority letter AD 84-17-01, issued August 16, 1984, which contained this amendment.

Compliance schedule—As prescribed in the body of AD.

**ADDRESSES:** The applicable sections of the maintenance manual may be obtained from Sikorsky Aircraft, Division of United Technologies, North Main Street, Stratford, Connecticut 06601.

A copy of the applicable sections of the maintenance manual is contained in the Rules Docket, Office of the Regional Counsel, Southwest Region, FAA, 4400 Blue Mound Road, P.O. Box 1889, Fort Worth, Texas 76101.

**FOR FURTHER INFORMATION CONTACT:** Donald F. Thompson, Airframe Section, ANE-152, Boston Aircraft Certification Office, FAA, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803, telephone (617) 273-7113.

**SUPPLEMENTARY INFORMATION:** On August 16, 1984, priority letter AD 84-17-01 was issued and made effective immediately as to all known U.S. owners and operators of Sikorsky S-76A helicopters certificated in all categories. The AD required replacement of the main rotor pitch horn at 5,500 hours' time in service. Additional engineering data compiled by Sikorsky Aircraft for the main rotor pitch horn, Part Number (P/N) 76102-08011-042, shows that a reduction in the replacement time was required. Therefore, AD 84-17-01 was needed to reduce the main rotor pitch horn service life to 5,500 hours' time in

service, provide information for removal and replacement of affected parts with parts acceptable for flight (airworthy part), and establish repetitive replacement of main rotor pitch horn, P/N 76102-08011-042, at 5,500 hours' time in service intervals.

Since it was found that immediate corrective action was required, notice and public procedure thereon were impracticable and contrary to public interest, and good cause existed to make the AD effective immediately by individual letters, issued August 16, 1984, to all known U.S. owners and operators of Sikorsky S-76A helicopters certificated in all categories. These conditions still exist and the AD is hereby published in the Federal Register as an amendment to § 39.13 of Part 39 of the Federal Aviation Regulations to make it effective as to all persons.

The FAA has determined that this regulation involves 230 helicopters with a cost of compliance of \$414,000. Therefore, I certify that this action (1) is not "major rule" under Executive Order 12291, and (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979). A copy of the final evaluation prepared for this action is contained in the regulatory docket. A copy of it may be obtained by contacting the person identified under the caption "FOR FURTHER INFORMATION CONTACT."

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Safety.

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, § 39.13 of Part 39 of the Federal Aviation Regulations (14 CFR 39.13) is amended by adding the following new AD:

**Sikorsky Aircraft:** Applies to Model S-76A helicopters with main rotor pitch horn, P/N 76102-08011-042, installed and certificated in all categories.

Compliance is required as indicated, unless already accomplished.

For helicopters with main rotor pitch horns with more than 5,500 hours' time in service on the effective date of this AD, compliance is required prior to further flight, unless already accomplished, and thereafter at intervals not to exceed 5,500 hours' time in service.

For helicopters with main rotor pitch horns with 5,500 hours' or less time in service on the effective date of this AD, compliance is required prior to the accumulation of 5,500 hours' time in service, unless already accomplished, and thereafter at intervals not to exceed 5,500 hours' time in service.

To prevent possible failure of the main rotor pitch horn, accomplish the following:

(a) Remove and replace the main rotor pitch horn, P/N 76102-08011-042, with a new

or an airworthy part of the same part number, that has less than 5,500 hours' time in service in accordance with Sikorsky S-76A Maintenance Manual SA4047-76-2, Section 65-12-03, dated March 1, 1984, or FAA-approved equivalent.

(b) Special flight permit may be issued in accordance with FAR §§ 21.197 and 21.199 to operate a helicopter to a base for replacement of the main rotor pitch horns required by this AD.

(c) Alternate repairs, modifications, or other means of compliance to the AD which provide an equivalent level of safety may be approved by the Manager, Boston Aircraft Certification Office, FAA, New England Region, 12 New England Executive Park, Burlington, Massachusetts 01803.

(Secs. 313(a), 601, and 603, Federal Aviation Act of 1958 as amended, (49 U.S.C. 1354(a), 1421, and 1423); 49 U.S.C. 106(g), (Revised, Pub. L. 97-449, January 12, 1983); 14 CFR 11.89)

This amendment becomes effective January 10, 1984, as to all persons except those persons to whom it was made immediately effective by priority letter AD 84-17-01, issued August 16, 1984, which contained this amendment.

Issued in Fort Worth, Texas, on December 13, 1984.

Clinton A. Murphy,

Acting Director, Southwest Region.

[FR Doc. 84-33845 Filed 12-31-84; 8:45 am]

BILLING CODE 4910-13-M

**CIVIL AERONAUTICS BOARD****14 CFR Part 241**

[Reg. ER-1400; Economic Reg. Amdt. No. 53; Docket 41607]

**Uniform System of Accounts and Reports for Certificated Air Carriers**

Editorial Note: FR Doc. 84-33742, published in the Federal Register of Monday, December 31, 1984, renamed Chapter II of Title 14 as follows: "Chapter II—Office of the Secretary, Department of Transportation (Aviation Proceedings)".

**AGENCY:** Civil Aeronautics Board.

**ACTION:** Final rule.

**SUMMARY:** The CAB reduces reporting requirements to a minimal level for certificated air carriers operating small aircraft in strictly domestic passenger service. This action will more closely align the data collected with the Board's data needs at it moves towards sunset, while recognizing the current and post-sunset needs of other Federal agencies that continue to require aviation data now collected by the Board.

**DATES:**

Adopted: December 21, 1984.

Effective: January 1, 1985.



The reporting requirements contained in this rule are subject to Office of Management and Budget clearance, which has been granted under clearance number 3024-0013 until June 30, 1985.

**FOR FURTHER INFORMATION CONTACT:** Jack M. Calloway or M. Clay Moritz, Jr., Data Requirements Section, Information Management Division, Office of Comptroller, Civil Aeronautics Board, 1825 Connecticut Avenue, NW., Washington, D.C. 20428 (202) 673-6042 or after December 31, 1984, Office of Aviation Information Management, Data Requirements and Public Reports Division, DAI-10, Room 4125, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590 (202) 426-7372.

**SUPPLEMENTARY INFORMATION:** By EDR-465/ODR-26, 48 FR 36601, August 12, 1983, the Board proposed removing certificated air carriers operating small aircraft (60 seats or less, or 18,000 pounds maximum payload or less) in strictly domestic passenger service from the Part 241 accounting and reporting requirements and place them instead under a less extensive Part 298 reporting system. In a separate rule issued simultaneously (ER-1399), the Board summarized this proposal and stated that it would be adopted as proposed.

In EDR-465/ODR-26 the Board also proposed the following miscellaneous and editorial changes:

- (1) Amending the Table of Contents by adding § 241.19-7;
- (2) Amending § 241.03 by removing the obsolete definitions "air carrier, supplemental" and "operations;"
- (3) Amending § 241.1-8 to reflect recent staff reorganizations;
- (4) Amending § 241.19-2 by eliminating incorrect references to various reporting requirements;
- (5) Amending § 241.19-4 by redefining scheduled and nonscheduled services; and
- (6) Removing "small air carrier" from the title of CAB Form 41, Schedules B-1.1, B-43.1, P-1.1 and P-5.1(a).

No comments were filed in response to any of these proposed technical changes. The Board is, therefore, adopting them as proposed.

#### Regulatory Flexibility Analysis

For reasons stated in EDR-465/ODR-26, the Board certifies that this rule will not have a significant economic impact on a substantial number of small entities.

#### List of Subjects in 14 CFR Part 241

Air carriers, Uniform System of accounts, and reports.

## PART 241—[AMENDED]

### 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:

**Authority:** Sections 101, 204, 401, 402, 403, 404, 407, 411, 418, 417, 901, 902, 1002, 1601, Pub. L. 85-726, as amended, 72 Stat. 737, 743, 754, 758, 766, 769, 774, 783, 788; 76 Stat. 145, 92 Stat. 1744; 49 U.S.C. 1301, 1324, 1371, 1372, 1373, 1374, 1377, 1381, 1472, 1482, 1551; sec. 43, Pub. L. 95-504, 92 Stat. 1750, 49 U.S.C. 1552.

2. The heading for Part 241 is revised to read *Uniform System of Accounts and Reports for Large Certificated Air Carriers*.

3. The Table of Contents would be amended by adding an entry for § 19-7, *Passenger origin-destination survey*, and revising the two undesignated Center headings now reading, *General Reporting Provisions—Route Air Carriers* and *Traffic and Capacity Route Carriers*, to read as follows:

Sec.

19-7 Passenger origin-destination survey.

#### General Reporting Provisions—Large Certificated Air Carriers

#### Traffic and Corporate Reporting Requirements

4. Section 01 is amended by revising the introductory text to read:

#### Section 01 Authority Under Which Accounting and Reporting Rules and Regulations are Prescribed and Administered.

This Uniform System of Accounts and Reports for Large Certificated Air Carriers is issued, prescribed and administered under the following provisions of the Federal Aviation Act of 1958, as amended (72 Stat. 731, 49 U.S.C. 1301):

#### Section 03—[Amended]

5. Section 03, *Definitions for Purposes of this System of Accounts and Reports* is amended by:

A. Adding a new definition immediately following the definition *Air carrier, charter* to read:

*Air carrier, large certificated*—an air carrier holding a certificate issued under section 401 of the Federal Aviation Act of 1958, as amended, that: (1) Operates aircraft designed to have a maximum

passenger capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds; or (2) conducts operations where one or both terminals of a flight stage are outside the 50 states of the United States, the District of Columbia, the Commonwealth of Puerto Rico and the United States Virgin Islands.

B. Removing the definitions *Air carrier, supplemental* and *Operations*.

6. Section 04 is amended by revising paragraph (a) to read:

#### Section 04—Air Carrier Groupings.

(a) All large 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 to \$75,000,000.              |
| II            | \$75,000,001 to \$200,000,000.  |
| III           | \$200,000,001 plus.             |

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.

7. Section 1-1 is amended by substituting "Large certificated air carrier" for "route air carrier and each supplemental air carrier," so that as revised it reads:

#### Sec. 1-1 Applicability of system of accounts and reports.

Each large certificated air carrier shall keep its books of account, records and memoranda and make reports to the Board in accordance with this system of accounts and reports. The Civil Aeronautics Board reserves the right, however, under the provisions of sections 407 and 416 of the Federal Aviation Act of 1958, as amended, to expand or otherwise modify the classes of carriers subject to this system of accounts and reports.

8. Section 1-8 is revised to read:



### Sec. 1-8 Address for reports and correspondence.

All reports required under this part and related correspondence shall be addressed to: Data Administration Division, DAI-20, Room 4123, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590.

9. Section 19-2 is amended by revising paragraphs (a) and (g) to read:

#### Sec. 19-2 Maintenance of data.

(a) Each large certificated air carrier shall maintain its operating statistics covering the movement of traffic according to the uniform classifications prescribed herein. Uniform codes are also prescribed for each operating element and service class for the convenience of the Board, and at the option of each carrier, may or may not be used for internal carrier purposes.

(g) Each large certificated air carrier shall submit to the Civil Aeronautics Board a detailed statement of its method of computing available ton-miles and available seat-miles for each type of aircraft operated. Also, any future changes in methods of computation shall be submitted, subject to review and approval by the Civil Aeronautics Board. (See section 22(d).) The measurement of available aircraft capacity may reflect company minimum fuel requirements in lieu of the requirements under Federal Aviation Regulations, provided that the use of such company fuel requirements is indicated in the above statement and that the statement contain certification by a responsible company official that said fuel loads are not in excess of company safety requirements. The reason for exclusion of any installed seats in the computation of available seat-miles with respect to any aircraft type and the provisions made for protecting against the sale of such seats, shall be described in this statement and shall be certified to by a responsible company official. (See section 03 "seats available.")

10. Section 19-3 is amended by revising paragraph (a) to read:

#### Sec. 19-3 Accessibility and transmittal of data.

(a) Each large certificated air carrier shall maintain its prescribed operating statistics in a manner and at such locations as will permit ready availability for examination by representatives of the Board. All Group I subsidized carriers and Group II subsidized carriers and all Group III

carriers shall transmit to the Board on a monthly basis individual flight stage data for scheduled service as prescribed in Section 19-5, summarized by flight number, service segment, service class and aircraft type. Group I subsidized carriers and Group II subsidized carriers and all Group III air carriers shall utilize either ADP tapes or ADP punched cards for transmitting the prescribed data to the Board unless otherwise specifically permitted by the Office of Comptroller to provide flight stage data on Schedule T-9. All unsubsidized Group I carriers and unsubsidized Group II carriers shall transmit to the Board on a monthly basis individual flight data for scheduled services as prescribed in the reporting instructions for Schedule T-9 in Section 25 of this Part.

11. Section 19-4 is amended by revising paragraphs (a) and (b) to read:

#### Sec. 19-4 Service classes.

(a) *Scheduled services.* For scheduled services, which shall include traffic and capacity elements applicable to air transportation performed pursuant to published schedules, extra sections and other flights performed as an integral part of the published flight schedules, the following classifications shall be maintained, as applicable:

A000 Scheduled First Class Passenger-Cargo Service.

C000 Scheduled Coach Passenger-Cargo Service.

E000 Scheduled Mixed Passenger-Cargo Service.

G000 Scheduled Cargo Service.

(b) *Nonscheduled services.* For nonscheduled services, which shall include all traffic and capacity elements applicable to the performance of aircraft charters, and other air transportation services not constituting an integral part of services performed pursuant to published flight schedules (but shall not include data applicable to flights performed as extra sections to published flight schedules, which shall be reported in the appropriate classification of scheduled services), the following classifications shall be maintained, as applicable:

L000 Nonscheduled Civilian Passenger-Cargo Service.

N000 Nonscheduled Military Passenger-Cargo Service.

P000 Nonscheduled Civilian Cargo Service.

R000 Nonscheduled Military Cargo Service.

12. Section 19-7 is amended by revising paragraph (a) to read:

### Sec. 19-7 Passenger origin-destination survey.

(a) All large certificated air carriers conducting scheduled passenger operations (except helicopter and wholly intra-Alaska carriers) shall participate in a Passenger Origin-Destination Survey covering domestic and international operations, as described in the instruction manuals entitled, *Instructions to Air Carriers for Collection and Reporting Passenger Origin-Destination Survey Statistics*, *Instructions to Air Carriers for Collection and Reporting Passenger Origin-Destination Survey Statistics—Special Edition for Carriers Reporting for the First Time on or After October 1, 1979* and *Passenger Origin-Destination Directives* issued by the Board's staff. Copies of these manuals have been provided to carriers and all revisions made after the adoption of this section will be mailed to each carrier. Copies are also available through the Information Management Division, Office of Comptroller.

13. The undesignated center heading now reading, *General Reporting Provisions—Route Air Carriers*, is revised to read:

### GENERAL REPORTING PROVISIONS—LARGE CERTIFICATED AIR CARRIERS

14. Section 21, is amended by revising paragraphs (a), (c), (g) and (h), to read:

#### Section 21—Introduction to System of Reports.

(a) Each large certificated air carrier subject to the Federal Aviation Act of 1958, as amended, shall file with the Civil Aeronautics Board, monthly, quarterly, semiannually, and annually CAB Form 41 Reports of financial and operating statistics as prescribed herein unless waiver has been made by the Civil Aeronautics Board.

(c) The prescribed system of reports provides that the frequency of reporting shall be monthly for some schedules, quarterly for some, semiannually for some and annually for others. It also provides in some areas for the classification of large certificated air carriers into Group I, Group II, and Group III with the form and content differentiated as between groups.

(g) Four separate air carrier entities shall be established for large certificated air carriers conducting scheduled service for the purpose of submitting the prescribed reports. They are as follows:



(1) Domestic operations; (2) operations via the Atlantic Ocean; (3) operations via the Pacific Ocean; and (4) operations in Latin American areas. With respect to the first classification, the domestic entity shall embrace 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, and shall also include Canadian transborder operations. The reports to be submitted by each entity shall be comparable to those required of a distinct legal entity whether the reporting entity constitutes

such an entity, a semiautonomous physically separated operating division of the carrier, or an entity established for reporting purposes only.

(h) Two separate entities shall be established for large certificated 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.

15. Section 22 is amended by revising the List of Schedules in CAB Form 41 Report in paragraph (a) and by revising the introductory text of paragraph (b) to read:

#### Section 22—General Reporting Instructions.

(a) \* \* \*

LIST OF SCHEDULES IN CAB FORM 41 REPORT

| Schedule No. | Schedule 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                                                                                                                                                                                          | S-A              | (2)                            |     |     |
| B-3          | Statement of Changes in Stockholder Equity                                                                                                                                                             | Q                |                                | X   | X   |
| B-5          | Property and Equipment                                                                                                                                                                                 | Q                | (2)                            | (2) | (2) |
| B-7          | Airframes and Aircraft Engines Acquired                                                                                                                                                                | Q                |                                | (2) | (2) |
| B-7(b)       | Flight Equipment Acquired                                                                                                                                                                              | Q                | (2)                            | (2) | (2) |
| B-8          | Property and Equipment Retired                                                                                                                                                                         | Q                | (2)                            | X   | X   |
| B-10         | Unamortized Developmental and Preoperating Costs                                                                                                                                                       | Q                | (2)                            | (2) | (2) |
| B-12         | Statement of Changes in Financial Position                                                                                                                                                             | Q                | (2)                            | X   | X   |
| B-13         | Summary of Projected Financial Commitments and Related Deposits                                                                                                                                        | Q                | (2)                            | 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                                                                                                                                                                                | A                | (2)                            |     |     |
| B-46         | Long-Term and Short-Term Nontrade Debt                                                                                                                                                                 | A                | (2)                            | (2) | X   |
| P-1.1        | Statement of Operations                                                                                                                                                                                | S-A              | (2)                            |     |     |
| P-1.2        | Statement of Operations                                                                                                                                                                                | Q                | (2)                            | X   | X   |
| P-1(a)       | Interim Operations Report                                                                                                                                                                              | M                |                                | X   | X   |
| P-2          | Notes to CAB Form 41 Report                                                                                                                                                                            | Q                | (1)                            | X   | X   |
| P-3          | Transport Revenues, Depreciation and Amortization; Non-operating 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                | (2)                            | (2) | (2) |
| 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                                                                                                                                                               | S-A              | (2)                            |     |     |
| P-5(a)       | Components of Flight Equipment Depreciation                                                                                                                                                            | Q                | (2)                            | (2) | (2) |
| 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 Carrier                                                                                                     | Q                |                                |     | X   |
| P-10         | Employment Statistics by Labor Category                                                                                                                                                                | A                | (1)                            | X   | X   |
| P-12(a)      | Fuel Consumption by Type of Service and Specific Operational Markets                                                                                                                                   | M                | (1)                            | 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-Non-scheduled 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-8          | Report of All-Cargo Operations                                                                                                                                                                         | A                | (1)                            | (1) | (1) |
| T-9          | Nonstop Market Report                                                                                                                                                                                  | M                | (1)                            | (1) |     |
| G-41         | Persons Holding More than 5 Per Centum of Respondent's Capital Stock                                                                                                                                   | A                | (1)                            | X   | X   |

(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 carriers conducting all-cargo operations.

Note—M—Monthly; Q—Quarterly; S-A—Semiannually; A—Annually; X—All Carriers



(b) Each large certificated 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:

#### Section 23—[Amended]

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

*Schedule A—[Amended]*

A. Revising paragraph (b) of reporting instructions for Schedule A to read:

(b) The certification of the Form 41 reports, embodied in Schedule A thereof, shall read as follows:

I, the undersigned (Title of officer in charge of accounts) — of the (Full name of the reporting company) — do certify that this report and all schedules and supporting documents which are submitted herewith or have been submitted heretofore as parts of this report filed for the above indicated period have been prepared under my direction; that I have carefully examined them and declare that they correctly reflect the accounts and records of the company, and to the best of my knowledge and belief are a complete and accurate statement, after adjustments to reflect full accruals, of the operating revenues and expenses, income items, assets, liabilities, capital, surplus, and operating statistics for the periods reported in the several schedules; that the various items herein reported were determined in accordance with the Uniform System of Accounts and Reports for Large Certificated Air Carriers prescribed by the Civil Aeronautics Board; and that the data contained herein are reported on a basis consistent with that of the preceding report except as specifically noted in explanations accompanying the financial and statistical statements.

B. Revising the heading of Schedule B-1.1 to read:

*Schedule B-1.1—Balance Sheet*

C. Revising the heading of Schedule B-43.1 to read:

*Schedule B-43.1—Aircraft Inventory Data*

#### SECTION 24—[AMENDED]

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

A. Revising the heading of Schedule P-1.1 to read:

*Schedule P-1.1—Statement of Operations*

B. Revising the heading of Schedule P-5.1(a) to read:

#### *Schedule P-5.1(a)—Statement of Aircraft Operating Expenses*

18. The undesignated center heading now reading *Traffic and Capacity—Route Carriers* is revised to read:

#### TRAFFIC AND CORPORATE REPORTING REQUIREMENTS

CAB Form 41 Report is amended accordingly, and copies are available at the address given under **FOR FURTHER INFORMATION CONTACT**.

By the Civil Aeronautics Board.

Phyllis T. Kaylor,

Secretary.

[FR Doc. 84-33847 Filed 12-31-84; 8:45 am]

BILLING CODE 6320-01-M

#### 14 CFR Part 298

[Reg. ER-1399; Economic Regs. Amdt. No. 30; Docket 41607]

#### Exemptions for Air Taxi Operations

Editorial Note: FR Doc. 84-33742, published in the Federal Register of Monday, December 31, 1984, renamed Chapter II of Title 14 as follows: "Chapter II—Office of the Secretary, Department of Transportation (Aviation Proceedings)".

**AGENCY:** Civil Aeronautics Board.

**ACTION:** Final rule.

**SUMMARY:** The CAB reduces reporting requirements to a minimal level for certificated air carriers operating small aircraft in strictly domestic passenger service, and limits the reporting of mail and cargo data on Form 298-C, Schedule T-1 to intra-Alaskan passenger carriers operating only small aircraft. This action also establishes a confidential period of 3 years for the financial data (operating revenues, operating expenses, scheduled passenger revenues, and net income) reported by certificated air carriers on the new Schedule F-1. These actions align the data collected with the Board's data needs in preparation for sunset, while recognizing the post-sunset needs of other Federal agencies that will continue to require aviation data now collected by the Board.

#### DATES:

*Adopted:* December 21, 1984.

*Effective:* January 1, 1985.

The reporting requirements contained in this rule are subject to Office of Management and Budget clearance, which has been granted under clearance number 3024-0009 until September 30, 1987.

#### FOR FURTHER INFORMATION CONTACT:

Jack M. Calloway or M. Clay Moritz, Jr., Data Requirements Section, Information Management Division, Office of

Comptroller, Civil Aeronautics Board, 1825 Connecticut Avenue, NW., Washington, DC. 20428, (202) 673-6042 or after December 31, 1984, Office of Aviation Information Management, Data Requirements and Public Reports Division, DAI-10, Room 4125, Research and Special Programs Administration, Department of Transportation, 400 Seventh Street, SW., Washington, D.C. 20590, (202) 426-7372.

**SUPPLEMENTARY INFORMATION:** In a notice of proposed rulemaking (NPRM) dated July 27, 1983, the Board proposed to (1) remove certificated air carriers operating small aircraft (60 seats or less or 18,000 pounds maximum payload or less) in strictly domestic passenger service from the Part 241 accounting and reporting requirements, and place these carriers under a less extensive Part 298 reporting system, (2) limit the reporting of mail and cargo data on CAB Form 298-C, Schedule T-1 to intra-Alaskan carriers, (3) establish a new report to obtain summary financial data from commuter air carriers<sup>2</sup> and small certificated air carriers<sup>3</sup> and withhold such financial data from public disclosure for a period of three years.

Only thirteen comments including three reply comments were received in response to the rulemaking notice.<sup>4</sup> The reply comments were filed by RAA, Pilgrim Aviation & Airlines, Inc. (Pilgrim) and Will's Air (Will's). The vast majority of the commenters supported the removal of the certificate carriers operating exclusively with small aircraft from the Form 41 reporting system<sup>5</sup> and placing them under the Form 298 reporting system;<sup>6</sup> however,

<sup>1</sup> EDR-465/ODR-26 (48 FR 36601, August 12, 1983).

<sup>2</sup> Commuter air carrier means an air taxi operator that carries passengers on at least five round trips per week on at least one route between two or more points according to its published flight schedules that specify the times, days of the week, and places between which those flights are performed.

<sup>3</sup> Small certificated air carrier means an air carrier holding a certificate issued under section 411 of the Federal Aviation Act of 1958, as amended, that only operates aircraft with 60 seats or less or 18,000 pounds maximum payload or less in strictly domestic passenger service.

<sup>4</sup> Atlantic Air (Atlantic); Britt Airways, Inc. (Britt); Henson Aviation, Inc. (Henson); Mail Airways, Inc. (Mail); USAir, Inc. (USAir); Scenic Airlines (Scenic); Regional Airline Association (RAA); Air Line Pilots Association (ALPA); U.S. Department of Transportation (DOT); and Office of Management and Budget (OMB).

<sup>5</sup> 14 CFR Part 241.

<sup>6</sup> 14 CFR Part 298.