

C file for a carrier or carriers with the same aircraft type and similar operating characteristics. Such a review validates the reasonableness of the carrier's operating plan.

The quarterly financial submissions by commuter and small certificated air carriers are used in determining each carrier's continuing fitness to operate. Section 41738 of Title 49 of the United States Code requires DOT to find all commuter and small certificated air carriers fit, willing and able to conduct passenger service as a prerequisite to providing such service to an eligible essential air service point. In making a fitness determination, DOT reviews three areas of a carrier's operation: (1) The qualifications of its management team, (2) its disposition to comply with laws and regulations, and (3) its financial posture. DOT must determine whether or not a carrier has sufficient financial resources to conduct its operations without imposing undue risk on the traveling public. Moreover, once a carrier is operating as a commuter, DOT is required to monitor its continuing fitness.

#### Industry Analysis

The Secretary, Deputy Secretary and other senior DOT officials must be kept fully informed and advised of all current and developing economic issues affecting the airline industry. This is accomplished through the preparation of testimony given before Congressional committees, briefing and status papers, speech preparation, and memoranda recommending decisions or listing available options.

The analytical methodologies employed under this program are as varied as the nature of the particular aviation policy issues that confront senior DOT officials. In preparing financial condition reports or status reports on a particular airline, financial and traffic data are analyzed. Briefing papers may use the same information as well as airport activity data and market data. In summary, the nature of a particular aviation issue determines the particular methodology used to prepare the analysis.

#### Safety Analysis

The FAA evaluates the adequacy of aviation safety regulations, standards, policies and procedures. Problem areas are identified and recommendations are developed for appropriate solutions. Enplanement data are used in evaluating the safety status of carriers. Passenger-miles are used to calculate fatality and injury rates, while aircraft-miles are used in performing risk analysis and comparative analyses with

other traffic modes. Departure data are used to calculate accident/incident rates, developing rates of near misses, and assessing the significance of the incident of operational errors.

#### Forecasting

Traffic schedules are used to derive air carrier operations at non-tower airports. Historical aircraft departure data are used to supplement and validate other sources of Terminal Area Forecasts (TAF). The aircraft operations data in the TAF are needed by the National Plan of Integrated Airports System (NPIAS) to prepare airport master plans. In addition, aircraft operations forecast data in TAF are used in developing benefit/cost ratios for tower establishment and tower discontinuance criteria, for supporting decisions on the purchase of safety-related avionics equipment, and for the allocation of scarce resources for the construction or expansion of runways and other airport facilities.

Historical enplanement data are required to produce short, medium, and long range passenger demand forecasts for all airports with passenger service. These forecasts are presented in the TAF data base, which contains approximately 4,000 airports, including all airports in the NPIAS. TAF enplanement data are used in the preparation of various airport master plans and in response to requests for specific airport information from Congress, states, and the general public.

Historical passenger enplanement data, aircraft departure data, and freight and mail tons enplaned by airport are all used to project air carrier traffic and cargo activity levels for hub airports.

#### Cost/Benefit Analysis

Safety rules proposed by the FAA operating units are submitted for economic analysis. Under established costing methodologies, which use various cost and traffic data, accident data, and risk analysis, the proposed rules are evaluated on (1) a cost/benefit basis, (2) regulatory flexibility basis and, (3) an international trade impact basis.

#### Allocation of Airport and Airways Improvement Funds

A revenue passenger enplanement formula prescribed in the Airport and Airway Improvement Act is used to determine the amount of funds to be allocated to each airport. Form 298-C schedules that identify revenue passengers enplaned at individual airports in the United States and Trust Territories, are used for the formula.

Since several airports in the national system are heavily involved in air

freight, all-cargo data, such as revenue tons enplaned and aircraft departures, are used to plan for future needs of those airports. Scheduled aircraft departures by aircraft type by airport are used in determining the practical annual capacity (PANCAP) at airports, as prescribed in FAA Advisory Circular "Airport Capacity Criteria Used in Preparing the National Airport Plan." PANCAP is a safety-related benchmark measure which indicates when airport management should be concerned about capacity problems, delays and possible needed airport expansion or runway construction.

#### Noise Abatement

Air carrier traffic data by airport are used in assessing the level and frequency of service at individual airports in order to determine the environmental noise impact of carrier operations. Also, aircraft operating data are used to assess carrier compliance with noise abatement agreements.

**Donald W. Bright,**

*Acting Director, Office of Airline Information,  
Bureau of Transportation Statistics.*

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## DEPARTMENT OF TRANSPORTATION

### Bureau of Transportation Statistics

#### Agency Information Collection; Activity Under OMB Review; Report of Extension of Credit to Political Candidates: Form 183

**AGENCY:** Bureau of Transportation Statistics (BTS), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the continuing need for and usefulness of BTS collecting reports from air carriers on the aggregated indebtedness balance of a political candidate or party for Federal office. The reports are required when the aggregated indebtedness is over \$5,000 on the last day of a month.

**DATES:** Written comments should be submitted by March 6, 2000.

**ADDRESSES:** Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001, FAX NO. (202) 366-3383 or EMAIL [bernard.stankus@bts.gov](mailto:bernard.stankus@bts.gov).

**COMMENTS:** Comments should identify the OMB # 2138-0016 and submit a duplicate copy to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB # 2138-0016. The postcard will be date/time stamped and returned to the commenter.

**FOR FURTHER INFORMATION CONTACT:** Bernie Stankus, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4387.

**SUPPLEMENTAL INFORMATION:**

*OMB Approval No.* 2138-0016.

*Title:* Report of Extension of Credit to Political Candidates—Form 183  
*Form No.:* 183.

*Type of Review:* Extension of a currently approved collection.

*Respondents:* Certificated air carriers.

*Number of Responses:* 2.

*Number of Responses:* 24.

*Estimated Time Per Response:* 1 hour.

*Total Annual Burden:* 24 hours.

*Needs and Uses:* The Department uses this form as the means to fulfill its obligations under the Federal Election Campaign Act to collect data on the extension of unsecured credit to candidates for Federal office.

Certificated air carriers submit this data.

**Donald W. Bright,**

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Bureau of Transportation Statistics.*

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## DEPARTMENT OF TRANSPORTATION

### Bureau of Transportation Statistics

#### Agency Information Collection; Activity Under OMB Review; Report of Traffic and Capacity Statistics—The T- 100 System

**AGENCY:** Bureau of Transportation Statistics (BTS), DOT.

**ACTION:** Notice.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the continuing need for and usefulness of collecting market and segment traffic statistics from U.S. and foreign air carriers.

**DATES:** Written comments should be submitted by March 6, 2000.

**ADDRESSES:** Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001, FAX NO. (202) 366-3383 or EMAIL [bernard.stankus@bts.gov](mailto:bernard.stankus@bts.gov).

**COMMENTS:** Comments should identify the OMB # 2138-0040 and submit a duplicate copy to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB # 2138-0040. The postcard will be date/time stamped and returned to the commenter.

**FOR FURTHER INFORMATION CONTACT:** Bernie Stankus, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4387.

**SUPPLEMENTARY INFORMATION:**

*OMB Approval No.* 2138-0040

*Title:* Report of Traffic and Capacity Statistics—The T-100 System.

*Form No.:* Schedule T-100 and Schedule T-100(f).

*Type of Review:* Extension of a currently approved collection.

*Respondents:* U.S. certificated and foreign air carriers.

*Number of Responses:* 90 U.S. certificated air carriers 176 foreign air carriers.

*Number of Responses:* 3192.

*Estimated Time Per Response:* 10 hours per U.S. carrier 1.5 hours per foreign carrier.

*Total Annual Burden:* 14,000 hours.

*Needs and Uses:* Air services between the United States and most foreign countries are governed by bilateral aviation agreements. Evaluations of existing bilateral agreements and proposed changes to such agreements are based on a determination of the traffic and revenues between the United States and foreign countries for scheduled passenger and cargo flights as well as charter services. In order to determine conditions of reciprocity and the overall balance of trade, DOT conducts similar analyses for countries with which the United States does not have bilateral aviation agreements. Information used in these analyses includes traffic volume by countries and by city-pairs for passenger and cargo services and the corresponding traffic yields. Data such as passenger and cargo load factors, aircraft seating configurations, cargo capacities, and aircraft unit costs are also used.

### Air Carrier Safety

The Department is responsible for monitoring the safety levels and continuing fitness of individual air carrier operators. These programs conduct risk analysis and evaluations based on air carrier traffic and capacity statistics. For instance, if a carrier is rapidly expanding its operations, traffic data may indicate whether its expansion is exceeding its capacity for growth. Further, Departmental decisions as to the frequency and intensity of in-depth inspections are affected by such activity indicators.

### International Routes

In air carrier selection cases for limited entry international routes, the competing air carriers are required to submit an operating plan. To analyze a proposed operating plan, the Department uses current and historical traffic and capacity data of the applicant and other air carriers serving the relevant markets to determine the reliability of the applicant's financial and traffic forecasts and to evaluate the applicant's competing fare and service proposals.

In a route case where an air carrier proposes "primary service" and "behind gateway" service, timely and consistent data are essential for the Department to respond to the procedural deadlines mandated by the Airline Deregulation Act in route application proceedings, such as the 150 days given to the Administrative Law Judge to receive evidence, conduct a hearing, and issue a Recommended Decision.

### International/Alaska Mail Rates

The Department is responsible for establishing international and intra-Alaska mail rates. Separate international mail rates are set based on scheduled operations in four geographic areas: Transborder, Latin America, the Atlantic, and the Pacific. The rate structure is updated biannually to reflect changes in unit costs in each ratemaking entity. In the rate-making process, the investment base and area cost calculations use traffic and capacity data, such as enplaned tons and available ton-miles, to develop the required unit cost data, as well as to evaluate the reasonableness of carrier cost allocations between entities.

### International Fares and Rates

The Department is charged with establishing regulatory benchmarks (zones of reasonableness) for its review of international fares and rates for passenger and cargo traffic, respectively. The benchmark for passenger fares is