Frequency: The survey frequency is prescribed by Section 7308(d) of the FAST Act. Specifically, this section requires the Secretary to conduct the survey under Section 7308(c) annually until May 1, 2029.

Public Comments Invited: Interested parties are invited to send comments regarding any aspect of this information collection, including, but not limited to: (1) The necessity and utility of the information collection for the proper performance of the functions of the DOT; (2) the accuracy of the estimated burden; (3) ways to enhance the quality, utility, clarity and content of the collected information; and (4) ways to minimize the collection burden without reducing the quality of the collected information. Comments submitted in response to this notice will be summarized and/or included in the request for OMB’s clearance of this information collection.

Issued in Washington, DC, on March 9, 2017.

Patricia S. Hu,
Director, Bureau of Transportation Statistics,
Office of the Assistant Secretary for Research and Technology.

[FR Doc. 2017–05644 Filed 3–21–17; 8:45 am]
BILLING CODE 4910–9X–P

DEPARTMENT OF TRANSPORTATION
Bureau of Transportation Statistics
[Docket ID Number DOT–OST–2014–0031]

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

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, 44 U.S.C. 3501 et seq., the Bureau of Transportation Statistics invites the general public, industry and other governmental parties to comment on the continuing need for and usefulness of DOT requiring U.S. and foreign air carriers to file traffic and capacity data pursuant to 14 CFR 241.19 and Part 217, respectively. These reports are used to measure air transportation activity to, from, and within the United States. The FAA uses traffic, operational and financial statistics to compute the current value of U.S. air transport systems. Similarly, airport activity is used to compute the value of U.S. airports. Such statistics are used by the FAA to make decisions as to increased safety surveillance. These data are used to allocate inspection resources and in making decisions as to increased safety surveillance. Similarly, airport activity statistics are used by the FAA to develop airport profiles and establish priorities for airport inspections. The FAA monitors changes in the number of air carrier operations as a way to allocate inspection resources. The FAA also monitors changes in the number of air carrier operations as a way to allocate inspection resources and in making decisions as to increased safety surveillance.

DATES: Written comments should be submitted by May 22, 2017.

FOR FURTHER INFORMATION CONTACT: Jennifer Rodes, Office of Airline Information, RTS–42, Room E34–420, OST–R, BTS, 1200 New Jersey Avenue SE., Washington, DC 20590–0001, Telephone Number (202) 366–8513, Fax Number (202) 366–3383 or EMAIL jennifer.rodes@dot.gov.

SUPPLEMENTARY INFORMATION:
OMB Approval No. 2138–0040.

Type of Review: Extension of a currently approved collection.

Respondents: Certificated, commuter and foreign air carriers that operate to, from or within the United States.

T100 Form
Number of Respondents: 119.
Number of Annual Responses: 1,428.
Total Burden per Response: 6 hours.
Total Annual Burden: 8,568 hours.

T100F Form
Number of Respondents: 190.
Number of Annual Responses: 2,280.
Total Burden per Response: 2 hours.
Total Annual Burden: 4,560 hours.

NEEDS AND USES:

Air Carrier Safety

The FAA uses traffic, operational and financial data as important safety indicators and to prepare the air carrier traffic and operation forecasts that are used in developing its budget and staffing plans, facility and equipment funding levels, and environmental impact and policy studies. The FAA monitors changes in the number of air carrier operations as a way to allocate inspection resources. Similarly, airport activity statistics are used by the FAA to develop airport profiles and establish priorities for airport inspections.

Acquisitions and Mergers

While the Justice Department has the primary responsibility over air carrier acquisitions and mergers, the Department reviews the transfer of...
international routes involved to
determine if they would substantially
reduce competition, or determine if the
transaction would be inconsistent with
the public interest. In making these
determinations, the proposed
transaction’s effect on competition in
the markets served by the affected air
carriers is analyzed. This analysis
includes, among other things, a
consideration of the volume of traffic
and available capacity, the flight
segments and origins-destinations
involved, and the existence of entry
barriers, such as limited airport slots or
gate capacity. Also included is a review
of the volume of traffic handled by each
air carrier at specific airports and in
specific markets which would be
affected by the proposed acquisition or
merger. The Justice Department uses T–
100 data in carrying out its
responsibilities relating to airline
competition and consolidation.

Traffic Forecasting

The FAA uses traffic, operational and
capacity data as important safety
indicators and to prepare the air carrier
traffic and operation forecasts. These
forecast as used by the FAA, airport
managers, the airlines and others in the
air travel industry as planning and
budgeting tools.

Airport Capacity Analysis

The mix of aircraft type are used in
determining the practical annual
capacity (PANCAP) at airports as
prescribed in the FAA Advisory
Circular Airport Capacity Criteria Used
in Preparing the National Airport Plan.
The PANCAP is a safety-related measure of
the annual airport capacity or level of
operations. It is a predictive measure
which indicates potential capacity
problems, delays, and possible airport
expansions or runway construction
needs. If the level of operations at an
airport exceeds PANCAP significantly,
the frequency and length of delays will
increase, with a potential concurrent
risk of accidents. Under this program, the
FAA develops ways of increasing
airport capacity at congested airports.

Airline Industry Status Evaluations

The Department apprizes Congress, the
Administration and others of the
effect major changes or innovations are
having on the air transportation
industry. For this purpose, summary
traffic and capacity data as well as the
detailed segment and market data are
essential. These data must be timely and
inclusive to be relevant for analyzing
emerging issues and must be based
upon uniform and reliable data
submissions that are consistent with the
Department’s regulatory requirements.

Mail Rates

The Department is responsible for
establishing international and intra-
Alaska mail rates. International mail
rates are set based on scheduled
operations in four geographic areas:
Trans-border, Latin America, operations
over the Atlantic Ocean and operations
over the Pacific Ocean. Separate rates
are set for mainline and bush Alaskan
operations. The rates are updated every
six months to reflect changes in unit
costs in each rate-making entity. Traffic
and capacity data are used in
correlation with cost data to develop
the required unit cost data.

Essential Air Service

The Department reassesses service
levels at small domestic communities to
assure that capacity levels are adequate
to accommodate current demand
System Planning at Airports

The FAA is charged with
administering a series of grants that are
designed to accomplish the necessary
airport planning for future development
and growth. These grants are made to
state metropolitan and regional aviation
authorities to fund needed airport
systems planning work. Individual
airport activity statistics, nonstop
market data, and service segment data
are used to prepare airport activity level
forecasts.

Review of IATA Agreements

The Department reviews all of the
International Air Transport Association
(IATA) agreements that relate to fares,
rates, and rules for international air
transportation to ensure that the
agreements meet the public interest
criteria. Current and historic summary
traffic and capacity data, such as
revenue ton-miles and available ton-
miles, by aircraft type, type of service,
and length of haul are needed to
conduct these analyses: To (1) develop
the volume elements for passenger/cargo
fare cost allocations, (2) evaluate
fluctuations in volume of scheduled and
charter services, (3) assess the
competitive impact of different
operations such as charter versus
scheduled, (4) calculate load factors by
aircraft type, and (5) monitor traffic in
specific markets.

Foreign Air Carriers Applications

Foreign air carriers are required to
submit applications for authority to
operate to the United States. In
reviewing these applications the
Department must find that the requested
authority is encompassed in a bilateral
agreement, other international agreement,
understanding, or that granting the
application is in the public interest. In
the latter cases, T–100 data are used in
assessing the level of benefits that
carriers of the applicant’s homeland
presently are receiving from their U.S.
operations. These benefits are compared
and balanced against the benefits U.S.
carriers receive from their operations to
the applicant’s homeland.

Air Carrier Fitness

The Department determines whether
U.S. air carriers are and continue to be
fit, willing and able to conduct air
service operations without undue risk to
passengers and shippers. The
Department monitors a carrier’s load
factor, operational, and enrollment
data to compare with other carriers with
similar operating characteristics.

Carriers that expand operations at a high
rate are monitored more closely for
safety reasons.

International Civil Aviation
Organization

Pursuant to an international
agreement, the United States is
obligated to report certain air carrier
data to the International Civil Aviation
Organization (ICAO). The traffic data
supplied to ICAO are extracted from the
U.S. air carriers’ Schedule T–100
submissions.

The Confidential Information
Protection and Statistical Efficiency Act
of 2002 (44 U.S.C. 3501 note), requires
a statistical agency to clearly identify
information it collects for non-statistical
purposes. BTS hereby notifies the
respondents and the public that BTS
uses the information they collect under
this OMB approval for non-statistical
purposes including, but not limited to,
publication of both Respondent’s
identity and its data, submission of the
information to agencies outside BTS for
review, analysis and possible use in
regulatory and other administrative
matters.

Issued on March 15, 2017.

William Chadwick, Jr.,
Director, Office of Airline Information,
Bureau of Transportation Statistics.

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