

FOR FURTHER INFORMATION CONTACT:

Benny L. McGlamery, Operations Branch, Air Traffic Division, Federal Aviation Administration, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 305-5570.

SUPPLEMENTARY INFORMATION:**Comments Invited**

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views or arguments as they may desire. Comments that provide the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, aeronautical, economic, environmental, and energy-related aspects of the proposal. Communications should identify the airspace docket and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 96-ASO-12." The postcard will be date/time stamped and returned to the commenter. All communications received before the specified closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of the comments received. All comments submitted will be available for examination in the Office of the Assistant Chief Counsel for Southern Region, Room 550, 1701 Columbia Avenue, College Park, Georgia 30337, both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Manager, Operations Branch, ASO-530, Air Traffic Division, P.O. Box 20636, Atlanta, Georgia 30320. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A which describes the application procedure.

The Proposal

The FAA is considering an amendment to Part 71 of the Federal Aviation Regulations (14 CFR Part 71) to modify class E airspace at Tampa, FL. A GPS RWY 13 SIAP has been developed for Vandenburg Airport. Controlled airspace extending upward from 700 feet AGL is needed to accommodate this SIAP and for IFR operations at Vandenburg Airport. The operating status of the airport will change from VFR to include IFR operations concurrent with publication of this SIAP. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface are published in Paragraph 6005 of FAA Order 7400.9C dated August 17, 1995, and effective September 16, 1995, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore, (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule, when promulgated, will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR part 71

Airspace, Incorporation by reference, Navigation (Air).

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend 14 CFR Part 71 as follows:

PART 71—[AMENDED]

1. The authority citation for 14 CFR Part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g); 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9C, Airspace

Designations and Reporting Points, dated August 17, 1995, and effective September 16, 1995, is amended as follows:

Paragraph 6005 Class E airspace areas extending upward from 700 feet above the surface of the earth.

* * * * *

ASO GA E5 Tampa, FL [Revised]

Tampa International Airport, FL
(Lat. 27°58'32" N, long. 82°31'59" W)
St. Petersburg-Clearwater International Airport

(Lat. 27°54'39" N, long. 82°41'14" W)
MacDill AFB

(Lat. 27°50'57" N, long. 82°31'17" W)

Peter O'Knight Airport

(Lat. 27°54'56" N, long. 82°26'57" W)

Albert-Whitted Airport

(Lat. 27°45'54" N, long. 82°37'38" W)

Vandenburg Airport

(Lat. 28°00'33" N, long. 82°20'59" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of Tampa International Airport, St. Petersburg-Clearwater International Airport, MacDill AFB and Peter O'Knight Airport and within a 6.3-mile radius of Albert-Whitted Airport and Vandenburg Airport, excluding that airspace within the Lakeland, FL, Class E airspace area.

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Issued in College Park, Georgia, on June 5, 1996.

Benny L. McGlamery,
*Acting Manager, Air Traffic Division,
Southern Region.*

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Office of the Secretary**14 CFR Part 241**

[Docket No. OST-95-744; Notice No. 96-18]

RIN Number 2139-AA04

Passenger Origin-Destination Survey Reports

AGENCY: Office of Secretary, DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Department of Transportation (DOT or the Department) proposes that large certificated U.S. air carriers participating in code-share arrangements report both the ticketing and operating air carriers in their quarterly Passenger Origin-Destination Survey reports. DOT needs the information to assess accurately the effects of code-sharing alliances in air transportation. Also, the Department proposes to expand by one position the field entitled "Total Dollar Value of Ticket" to accommodate current charges; and to standardize the format for floppy disk submissions using the

same 200 character record layout that is used for magnetic tape submissions. This action is taken on the Department's own initiative.

DATES: Comments are due August 23, 1996.

ADDRESSES: Comments should be directed to the Docket Clerk, Docket OST-95-744, room PL 401, Office of the Secretary, Department of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001 from 10 a.m. to 5 p.m. ET, Monday through Friday, except Federal Holidays.

Comments: Comments should identify the regulatory docket number and be submitted in duplicate 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 Docket OST-95-744. The postcard will be dated/time stamped and returned to the commenter. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments.

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

SUPPLEMENTARY INFORMATION:

Background

Code-sharing has become increasingly widespread in both interstate and foreign air transportation. Congress has urged the DOT to analyze more thoroughly the effects of international code-sharing on air transportation and U.S. air carriers. In testimony before the Senate Committee on Commerce, Science, and Transportation in June 1995, the Secretary pledged to expand the DOT's monitoring of the effects of code-sharing.

Under the current Passenger Origin-Destination Survey (Survey) reporting system, the DOT has difficulty evaluating the effects of code-sharing alliances on air carriers and consumers. As currently designed, the Survey does not identify both carriers on a code-share ticket. According to instructions sent to participating carriers on September 11, 1995, the Survey identifies the carrier transporting the passenger (operating carrier), but not the ticketing carrier (carrier of record on the ticket).

To assess accurately the effects of international code-share agreements, DOT needs to know the ticketed carrier

as well as the transporting carrier for the various legs of the passenger's flight.

If both code-sharing partners are identified in the survey, it will eliminate the need for special reports, as now obtained from certain U.S. carriers, regarding major international code-share alliances.

In the United States, regional carrier service is growing as major carriers are handing over more service to their code-share partners. Service to small communities can be affected by code-sharing, creating a need for DOT to monitor the impact on the communities from code-share services.

Given the need for international code-share data, the need for purely domestic code-share data, and the fact that many international passengers interline on domestic code-share flights, the requirement to report both the ticketed and operating carriers is proposed for both international and domestic tickets. This coverage would benefit participating carriers by eliminating the need for maintaining two reporting systems, one for international service and one for domestic service.

On October 23, 1995, the DOT issued a notice in the Federal Register (60 FR 54407) stating its intention to collect the identities of both the ticketed and operating carriers from code-share operations (Accounting and Reporting Directive No. 194.) This requirement was to become effective on January 1, 1996.

A 30-day comment period was provided. Some of the commenters believed this issue should be addressed by rulemaking. In deference to those comments, the DOT issued Accounting and Reporting Directive No. 198 which rescinded Accounting and Reporting Directive No. 194, and stated the Department's intent to proceed with a rulemaking in order to allow full and public discussion. Other commenters requested a delay in the implementation date, clarification of reporting downline code-shares in which the lifting carrier (reporting carrier) is not a party to the code-share, clarification of reporting code-share information from tickets that are lifted by another carrier, and some carriers requested that the code-share data relating to foreign carriers be withheld from public disclosure.

We propose to collect survey data that identifies both the ticketing and operating air carriers without causing an undue burden on reporting air carriers.

General Definitions

A *participating carrier* is a large certificated U.S. carrier that is required to submit the quarterly Survey.

The *reporting carrier* is the first participating carrier that operates a segment of a passenger's itinerary. The reporting carrier is responsible for submitting the Survey data. DOT proposes that the reporting carrier be responsible for identifying the operating and ticketing carriers for code-shares in which the reporting carrier is a party.

The *ticketed carrier* is the carrier whose two character carrier code appears on the passenger ticket.

The *Passenger Origin-Destination Survey* is a sampling of airline passengers' itineraries. Currently, all participating carriers are reporting a 10-percent sample by reporting all ticket numbers ending with zero. Some carriers using a ticketless reservation system have made an alternative arrangement to report a 10-percent sample. Implementation Date

Given the urgent need for accurate, reliable code-share data, the DOT plans to make the rule effective on the first day of a calendar quarter, at least 60 days after the final rule is published. For example, if the final rule were published on July 30, 1996, the rule would be effective on October 1, 1996, with the first submission due on February 15, 1997. If the final rule were published on August 3, 1996, the rule would be effective on January 1, 1997, with the first submission due on May 15, 1997. The DOT believes this will allow sufficient time for participating air carriers to make necessary changes to their information gathering systems.

Downline Code-Share Flights

The reporting air carrier is responsible for identifying its own code-share partners. When there is a downline code-share segment in which the reporting carrier is not a party, the reporting carrier is not required to expend extra resources to track and properly identify both the operating and ticketed carrier for such downline segments. When a downline operating carrier is not known by the reporting carrier, the reporting carrier would use the ticketed carrier's code to identify the unknown operating carrier. DOT would prefer to have both carriers properly identified on all code-share segments. However, we recognize that, under current conditions, the burden of requiring the reporting carrier to capture other parties' code-share data would likely outweigh the benefits of the data. Where such data are *readily available* to the reporting carrier, it should report both operating and ticketed carriers for downline code-share operations in which they are not a party. This procedure would improve the value of the Survey for all users.

Lifting Tickets

The reporting carrier is responsible for sampling and reporting applicable tickets from *all passengers* carried on flight segments which it operates including, but not limited to, code-share and blocked-space passengers. In some instances, the reporting (operating) carrier may not actually lift the passenger's ticket. Nevertheless, in these cases it is the responsibility of the reporting carrier to get the necessary information from its code-share affiliated carrier to properly report all applicable tickets. Otherwise, passengers will not be properly sampled and the Survey results will be distorted.

Nonreported or Dual Reported Tickets

DOT recognizes that with code-sharing, some tickets that normally would be reported are not reported, and other tickets may be reported twice.

For instance, a passenger is ticketed under a U.S. participating carrier's code and is carried by a foreign carrier. That passenger then interlines with another U.S. participating carrier. The foreign carrier does not report the Survey; and the second operating carrier may believe that the U.S. carrier, appearing on the ticket, operated the first segment and reported the ticket.

If a U.S. carrier operates a flight segment that is ticketed using the code of its foreign air carrier partner, the U.S. carrier would report the Survey data. If that passenger then interlines with a second U.S. carrier, that second U.S. carrier may believe it is the first U.S. operating carrier and also report the Survey data. However, we believe these instances will be the exception and will not materially impact the results of the Survey.

Reporting Examples

Below are some examples of code-share itineraries:

A. Single Segment Itineraries

1. U.S. air carrier (BB) operates under a foreign air carrier's code (FO).

O&D reporting—BB
Operating carrier—BB
Ticketed carrier—FO

2. Foreign air carrier (FO) operates under U.S. air carrier code (BB).

O&D reporting—none (No U.S. participating carrier operated a flight segment)
Operating carrier—FO
Ticketed carrier—BB

3. A nonparticipating U.S. air carrier (NP) operates under a U.S. air carrier's (BB) code.

O&D reporting—none (No U.S. participating carrier operated a flight segment)
Operating carrier—NP

Ticketed carrier—BB

4. U.S. participating air carrier (AB) operates under U.S. participating air carrier's (XY) code.

O&D reporting—AB
Operating carrier—AB
Ticketed carrier—XY

B. Multi Segment Itineraries

1. Foreign air carrier (FO) operates under U.S. air carrier code (BB) then the passenger interlines with US carrier (BB).

O&D reporting—BB (was the first participating U.S. carrier to operate)

First Segment
Operating carrier—FO
Ticketed carrier—BB

Second Segment
Operating carrier—BB
Ticketed carrier—BB

2. U.S. air carrier (BB) operates under a foreign air carrier's code (FO) and the passenger interlines with the foreign carrier.

O&D reporting—BB (operated first segment)

First Segment
Operating carrier—BB
Ticketed carrier—FO

Second Segment
Operating carrier—FO
Ticketed carrier—FO

3. Nonparticipating U.S. air carrier (NP) operates under participating U.S. carrier code (BB) and the passenger interlines with BB.

O&D reporting—BB (operated second segment)

First Segment
Operating carrier—NP
Ticketed carrier—BB

Second Segment
Operating carrier—BB
Ticketed carrier—BB

4. U.S. participating carrier (BB) operates under U.S. participating air carrier (XY) code and the passenger interlines with XY.

O&D reporting—BB
First Segment
Operating carrier—BB
Ticketed carrier—XY
Second Segment
Operating Carrier—XY
Ticketed Carrier—XY

C. Multi Segment Itineraries With Interline Between Code-Share and Noncode-Share Carriers

1. Foreign air carrier (FO) operates under U.S. participating carrier's code (BB) and then the passenger interlines with U.S. participating carrier XY.

O&D reporting—XY (However, this ticket probably would not be reported if XY did not realize it was the first participating carrier to operate)

First Segment
Operating carrier—FO

Ticketed carrier—BB

Second Segment

Operating carrier—XY
Ticketed carrier—XY

2. Foreign air carrier (FO) operates under a U.S. participating carrier's code (BB), the passenger interlines to a BB operated flight and then interlines with U.S. participating air carrier XY.

O&D reporting—BB (operated second segment)

First Segment
Operating carrier—FO
Ticketed carrier—BB

Second Segment
Operating carrier—BB
Ticketed carrier—BB

Third Segment
Operating carrier—XY
Ticketed carrier—XY

3. U.S. air carrier (BB) operates under foreign air carrier's (FO) code, the passenger interlines to the foreign air carrier then to another U.S. air carrier (XY).

O&D reporting—BB (BB operated the first segment; however, there may be duplicate reporting, if XY believed it was the first operating U.S. carrier and also reported the data)

First Segment
Operating carrier—BB
Ticketed carrier—FO

Second Segment
Operating carrier—FO
Ticketed carrier—FO

Third Segment
Operating carrier—XY
Ticketed carrier—XY

4. Nonparticipating U.S. air carrier (NP) operates under a U.S. participating air carrier's code (BB) and the passenger interlines with BB and then with XY.

O&D reporting—BB (operated second segment)

First Segment
Operating carrier—NP
Ticketed carrier—BB

Second Segment
Operating carrier—BB
Ticketed carrier—BB

Third Segment
Operating carrier—XY
Ticketed carrier—XY

5. Nonparticipating U.S. air carrier (NP) operates under a U.S. participating air carrier's code (BB) and the passenger interlines with U.S. participating carrier XY.

O&D reporting—XY (However, this ticket probably would not be reported if XY did not realize it was the first participating carrier to operate)

First Segment
Operating carrier—NP
Ticketed carrier—BB

Second Segment
Operating carrier—XY
Ticketed carrier—XY

6. U.S. participating carrier (BB) operates the first segment; the passenger then interlines on a code-share between AB and XY.

O&D reporting—BB (If BB did not know AB operated second segment it would report XY for both operating and ticketed carriers)

First Segment

Operating carrier—BB

Ticketed carrier—BB

Second Segment

Operating Carrier—AB

Ticketed Carrier—XY

Honored Tickets

There are instances where a reporting carrier may honor the ticket of another carrier (noncode-share partner), and transport the passenger without re-issuing the ticket. In these cases, the reporting carrier should treat the ticket as if it had actually been re-issued and report it accordingly. If the reporting carrier reported the air-carrier code on the actual ticket, it would appear that there is a code-share arrangement between the ticketed and operating carrier when, in fact, there is none.

Confidentiality of Code-Share Data

United, Delta and Northwest believe code-share data relating to their foreign code-share partners should be granted special confidential treatment. DOT disagrees. The DOT policy has been to consistently treat the equal data exchanges of traffic statistics as procompetitive. Carriers enter into code-share arrangements in an attempt to gain marketing advantages. DOT believes that these arrangements should not be given special disclosure treatment, because all participating carriers will be reporting their code-share operations in the same manner. Therefore, we are proposing not to alter the regulations as they pertain to the release of Survey data.

Total Dollar Value of Ticket

The Total Dollar Value of Ticket equals the passenger fare plus any tax or other charges such as Passenger Facility Charges (PFC). Because some fares now exceed \$9,999, we propose to expand the "Total Dollar Value of Ticket" field by one position.

Standardize Formats for Floppy Disk Submissions

The Department has encouraged carriers that do not have the capability to report via magnetic tape or cartridge to submit their reports via floppy diskettes. To avoid the multitude of formats currently received, we propose to prescribe a 200 position format with standard lengths of fields for submission of personal computer (PC) generated

Survey reports. The field descriptions and field lengths will be identical to the fields prescribed for magnetic tape/cartridge submissions (see Appendix A §IX. ADP Instructions of 14 CFR 241.19). However, to simplify the PC submissions, the submitter may report the dollar value of the ticket in the field immediately after the last reported city code, rather than in positions 196–200. Submitters may separate fields by using commas or tabs (comma delimited ASCII or tab delimited ASCII format).

Reporting Burden

We estimate a four-hour increase per response to report both the ticketed and operating carrier and a one-time reprogramming burden of 200 hours per respondent. Some of the code-share operators that have an extensive network may very well experience a larger increase in reporting burden, while carriers that do not code-share or interline will experience less of a reporting burden increase.

We estimate reprogramming costs of \$10,000 per carrier (200 hrs. × \$50 = \$10,000), and an annual burden increase of \$800 (16 hrs. × \$50 = \$800). Total first year cost for the airline industry would be approximately \$432,000 (40 carriers × \$10,800 = \$432,000). After the first year, the annual cost of the rule is estimated to be \$800 per carrier and \$32,000 for the industry.

Carriers that commented on the October 23, 1995 Federal Register Notice believed that the burden increase would be greater than DOT's estimate. However, these carriers were under the assumption that they would be required to track the code-share flights of alliances in which they were not a participant. Since carriers are not required to track these code-share flights, DOT believes their burden estimates were overstated. DOT encourages carriers to give us their burden and cost estimates for complying to this NPRM.

Rulemaking Analyses and Notices

Executive Order 12866 and DOT Regulatory Policies and Procedures

This proposed rule is not considered a significant regulatory action under section 3(f) of Executive Order 12866 and, therefore, is not subject to review by the Office of Management and Budget.

This rule is not considered significant under the regulatory policies and procedures of the Department of Transportation (44 FR 11034). The purpose of the rule is to improve the accuracy and reliability of the Survey. This objective will be achieved by

amending 14 CFR 241.19–7 to include the collection of the identity of the ticketed carrier along with the identity of the operating carrier. There are about 40 carriers that report the Survey. With the reporting of operating and ticketed carriers, DOT would be able to conduct balance of benefits analyses for international agreements and monitor the adequacy of air service to small communities.

Executive Order 12612

This proposed rule has been analyzed in accordance with the principles and criteria contained in Executive Order 12612 ("Federalism") and the DOT has determined the rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Regulatory Flexibility Act

I certify this proposed rule will not have a significant economic impact on a substantial number of small entities. The amendments will affect only large certificated U.S. air carriers operating scheduled passenger service. The Department's economic regulations define "large certificated air carrier" as U.S. air carriers, holding a certificate issued under 49 U.S.C. 41102, that operate aircraft designed to have a maximum passenger capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds. Consequently, small carriers are not affected by this NPRM.

National Environmental Protection Act

The Bureau of Transportation Statistics has analyzed the proposed amendments for the purpose of the National Environmental Protection Act. The proposed amendments will not have any impact on the quality of human environment.

Paperwork Reduction Act

The reporting and recordkeeping requirements associated with this rule are being sent to the Office of Management and Budget in accordance with 44 U.S.C. Chapter 35 under OMB NO: 2139–0001. *Administration:* Bureau of Transportation Statistics; *Title:* Passenger Origin-Destination Survey Report; *Need for Information:* Statistical information on airline passenger movements; *Proposed Use of Information:* Balance of benefits analyses for international agreements and monitoring adequacy of air service to small communities; *Frequency:* Quarterly; *Burden Estimate:* 46,080 annual hours; *Average Annual Burden Hours per Respondent:* 1152. For further information contact: The Office of

Information Resource Management, M-32, Office of the Secretary of Transportation, 400 Seventh Street, SW, Washington, DC 20590-0001, (202) 366-4735 or Transportation Desk Officer, Office of Management and Budget, New Executive Office Building, Room 3228, Washington, DC 20503.

Regulation Identifier Number

A regulation identifier number (RIN) is assigned to each regulatory action listed in the Unified Agenda of Federal Regulations. The Regulatory Information Service Center publishes the Unified Agenda in April and October of each year. The RIN number 2139-AA04 contained in the heading of this document can be used to cross reference this action with the Unified Agenda.

List of Subjects in 14 CFR Part 241

Air carriers uniform system of accounts and reports.

Proposed Rule

Accordingly, the Bureau of Transportation Statistics proposes to amend 14 CFR part 241 *Uniform System of Accounts and Reports for Large Certificated Air Carriers*, as follows:

PART 241—[AMENDED]

1. Revise Sec. 19-7(b) to read as follows:

Sec. 19-7 Passenger origin-destination survey.

(a) * * *

(b) Those participating air carriers that have access to automatic data processing (ADP) services shall utilize magnetic tape, cartridge, floppy diskette or other ADP media for transmitting the prescribed data. Those carriers without ADP capability should contact the Office of Airline Information for further instructions ((202) 366-4373).

2. In Appendix A of Sec. 19-7, revise § V.B to read as follows:

* * * * *

B. *Selection of Reportable Flight Coupons.* The flight coupons identified above are to be examined to isolate the reportable flight coupons, i.e. coupons from which data are to be recorded. Flight coupon data are reported only by the first honoring and participating carrier (operating carrier). Such carriers shall report the required data for the entire ticketed itinerary.

If a participating carrier has preceded an examining carrier on any stage in the trip itinerary, including any stage in a conjunction itinerary and any stage in a reissued ticket (either before or after reissue) that coupon is not reportable.

For conjunction tickets, the ticket number for the first ticket booklet determines if the conjunction tickets should be reported in the Survey. Otherwise, conjunction tickets do not require special treatment and are governed by the rules for regular tickets.

No adjustment is made in the Survey for alterations or changes in the trip itinerary subsequent to the stage covered by the reportable coupon.

3. In Appendix A of Sec. 19-7, in § V.D., revise paragraph D.(1); the table in paragraph D.(2)(a); paragraph D.(2)(b); paragraph (c) and the first paragraph of (d) to read as follows:

* * * * *

D. *Recording of Data from Reportable Flight Coupons.* (1) The following items are to be reported from the reportable flight coupons:

- (a) Point of origin,
- (b) Operating carrier on each flight stage (if unknown, identify ticketed carrier),
- (c) Ticketed carrier on each flight stage,
- (d) Fare-basis on each flight coupon, C, D, F, G, X or Y,
- (e) Points of stopover or connection (interline and intraline),
- (f) Point of destination,
- (g) Number of Passengers, and
- (h) Total dollar value of ticket (fare plus tax or other charges such as Passenger Facility Charges).

(2) * * *

(a) * * *

| | | | | | | | | |
|------------------------------------|-----------------------------------|--------------------------|--------------------------|---|----------------------------|-------------------------|------------------------|-------|
| 000001 | UCA | YV | UA | Y | JFK | TW | TW | X |
| Passengers | Utica | Mesa Operating Carrier. | United Ticketed Carrier. | Fare | New York Kennedy Airport. | TWA Operating Carrier. | TWA Ticketed Carrier. | Fare. |
| SFO | | | | (Surface segment indicator consists of dash dash and a blank in lieu of carrier code and fare-basis code) | | | | |
| San Francisco | | | | Surface segment. | | | | |
| OAK | UA | UA | G | LAX | DL | DL | SLC | F |
| Oakland | United Operating Carrier. | United Ticketed Carrier. | Fare | Los Angeles | Delta Operating Carrier. | Delta Ticketed Carrier. | Salt Lake City. | Fare. |
| NW | NW | D | PHX | AA | AA | C | LAX | |
| Northwest Operating Carrier. | Northwest Ticketed Carrier. | Fare | Phoenix | American Operating Carrier. | American Ticketed Carrier. | Fare | Los Angeles. | |
| JL | JL | | C | | NRT | | 4596 | |
| Japan Air Lines Operating Carrier. | Japan Air Lines Ticketed Carrier. | | Fare | | Tokyo Narita | | Dollars of Fare + Tax. | |

* * * * *

(b) All entries for operating and ticketed carriers for a coupon stage of an itinerary are to be recorded using two

character IATA-assigned or DOT codes, as in the above example. Note that the fare code summary was properly inserted after the ticketed carrier's code,

i.e., UA for United Air Lines and Y for unrestricted coach class service. When a two-character carrier code is shown on the ticket, record that code for the

ticketed carrier. However, if a code is obviously incorrect, record the correct carrier code. If the reporting carrier does not know the operating carrier on a downline code-share segment, it may use the ticketed carrier's code for both the operating and ticketed carriers. This applies only when the reporting carrier is not a party to the code-share segment. Except for the infrequent compression of data to fit into the stage-length limitation (7 or 23 stages at the carrier's option), all carrier codes are to be recorded, including data on air taxis, commuters, intra-state, and other carrier portions of itineraries. On tickets involving interchange service or other cooperative carrier arrangements, the juncture point(s) where the passenger moves from one carrier system to another is to be recorded as an

intermediate point in the itinerary, even when not shown on the ticket and even though the flight may overfly the junction point.

(c) Entries for fare-basis codes are to be taken from the "fare basis" and "fare description" portions of the ticket. No Attempt shall be made to determine the record fare-basis code for that portion of a conjunction ticket appearing in the ticket. Fare-basis codes are to be recorded in one-character alphabetic codes. The fare-basis codes are recorded as follows:

C—Unrestricted Business Class
D—Restricted Business Class
F—Unrestricted First Class
G—Restricted First Class
X—Restricted Coach/Economy Class
Y—Unrestricted Coach/Economy Class

U—Unknown (This fare category is used when none is shown on a ticket coupon, or when a fare category is not discernable, or when two or more carrier fare codes are compressed into a single stage of a passenger trip).

(d) In recording the number of passengers, each single-passenger ticket is to be recorded as one passenger. Tickets for infants under two years of age not occupying a seat are not to be counted. A revenue passenger is defined in Section X.

* * * * *

4. In Appendix A to Sec. 19-7, in § IX, revise the first table in paragraph A.(1) and paragraphs B. and C. to read as follows:

* * * * *

A. * * *

(1) * * *

| Field | Tape positions (From-To) | Tape record layout |
|------------------------------|--------------------------|--|
| PASSENGER COUNT | 1-6 | 1. Passenger field must contain leading zeros, and no blanks. |
| 1ST CITY CODE | 7-9 | |
| 1ST OPERATING CARRIER | 10-11 | |
| 1ST TICKETED CARRIER | 12-13 | |
| FARE BASIS CODE | 14 | 2. City field contains the 3-letter alpha code for the airport in the first 3 positions. |
| 2ND CITY CODE | 15-17 | |
| 2ND OPERATING CARRIER | 18-19 | |
| 2ND TICKETED CARRIER | 20-21 | |
| FARE BASIS CODE | 22 | 3. Ticketed & operating carrier fields are to contain the 2 character air carrier code. An unknown carrier is to be coded "UK" and surface carrier is to be code "--" (dash dash). |
| 3RD CITY CODE | 23-25 | |
| 3RD OPERATING CARRIER | 26-27 | |
| 3RD TICKETED CARRIER | 28-29 | |
| FARE BASIS CODE | 30 | 4. Fare basis code is a one position alpha code. |
| 4TH CITY CODE | 31-33 | |
| 4TH OPERATING CARRIER | 34-35 | |
| 4TH TICKETED CARRIER | 36-37 | |
| FARE BASIS CODE | 38 | 5. Portion of record for sorting, summarizing, and sequencing includes columns 7 through 200. |
| 5TH CITY CODE | 39-41 | |
| 5TH OPERATING CARRIER | 42-43 | |
| 5TH TICKETED CARRIER | 44-45 | |
| FARE BASIS CODE | 46 | 6. Dollar amount in positions 196-200 is right justified. |
| 6TH CITY CODE | 47-49 | |
| 6TH OPERATING CARRIER | 50-51 | |
| 6TH TICKETED CARRIER | 52-53 | |
| FARE BASIS CODE | 54 | 7. Positions 66-193 are used only by those carriers who want to report more data, and are not compressing to 7 stages (see § V.D. (3) for compressing rules. |
| 7TH CITY CODE | 55-57 | |
| 7TH OPERATING CARRIER | 58-59 | |
| 7TH TICKETED CARRIER | 60-61 | |
| FARE BASIS CODE | 62 | |
| 8TH CITY CODE | 63-65 | |
| 8TH OPERATING CARRIER | 66-67 | |
| 8TH TICKETED CARRIER | 68-69 | |
| FARE BASIS CODE | 70 | |
| 9TH CITY CODE | 71-73 | |
| 9TH OPERATING CARRIER | 74-75 | |
| 9TH TICKETED CARRIER | 76-77 | |
| FARE BASIS CODE | 78 | |
| 10TH CITY CODE | 79-81 | |
| 10TH OPERATING CARRIER | 82-83 | |
| 10TH TICKETED CARRIER | 84-85 | |
| FARE BASIS CODE | 86 | |
| 11TH CITY CODE | 87-89 | |

| Field | Tape positions (From-To) | Tape record layout |
|--------------------------------|-----------------------------|--------------------|
| 11TH OPERATING CARRIER | 90-91 | |
| 11TH TICKETED CARRIER | 92-93 | |
| FARE BASIS CODE | 94 | |
| 12TH CITY CODE | 95-97 | |
| 12TH OPERATING CARRIER | 98-99 | |
| 12TH TICKETED CARRIER | 100-101 | |
| FARE BASIS CODE | 102 | |
| 13TH CITY CODE | 103-105 | |
| 13TH OPERATING CARRIER | 106-107 | |
| 13TH TICKETED CARRIER | 108-109 | |
| FARE BASIS CODE | 110 | |
| 14TH CITY CODE | 111-113 | |
| 14TH OPERATING CARRIER | 114-115 | |
| 14TH TICKETED CARRIER | 116-117 | |
| FARE BASIS CODE | 118 | |
| 15TH CITY CODE | 119-121 | |
| 15TH OPERATING CARRIER | 122-123 | |
| 15TH TICKETED CARRIER | 124-125 | |
| FARE BASIS CODE | 126 | |
| 16TH CITY CODE | 127-129 | |
| 16TH OPERATING CARRIER | 130-131 | |
| 16TH TICKETED CARRIER | 132-133 | |
| FARE BASIS CODE | 134 | |
| 17TH CITY CODE | 135-137 | |
| 17TH OPERATING CARRIER | 138-139 | |
| 17TH TICKETED CARRIER | 140-141 | |
| FARE BASIS CODE | 142 | |
| 18TH CITY CODE | 143-145 | |
| 18TH OPERATING CARRIER | 146-147 | |
| 18TH TICKETED CARRIER | 148-149 | |
| FARE BASIS CODE | 150 | |
| 19TH CITY CODE | 151-153 | |
| 19TH OPERATING CARRIER | 154-155 | |
| 19TH TICKETED CARRIER | 156-157 | |
| FARE BASIS CODE | 158 | |
| 20TH CITY CODE | 159-161 | |
| 20TH OPERATING CARRIER | 162-163 | |
| 20TH TICKETED CARRIER | 164-165 | |
| FARE BASIS CODE | 166 | |
| 21ST CITY CODE | 167-169 | |
| 21ST OPERATING CARRIER | 170-171 | |
| 21ST TICKETED CARRIER | 172-173 | |
| FARE BASIS CODE | 174 | |
| 22ND CITY CODE | 175-177 | |
| 22ND OPERATING CARRIER | 178-179 | |
| 22ND TICKETED CARRIER | 180-181 | |
| FARE BASIS CODE | 182 | |
| 23RD CITY CODE | 183-185 | |
| 23RD OPERATING CARRIER | 186-187 | |
| 23RD TICKETED CARRIER | 188-189 | |
| FARE BASIS CODE | 190 | |
| 24TH CITY CODE | 191-193 | |
| BLANK | 194-195 | |
| US VALUE OF TICKET IN \$ | 196-200 | |

* * * * *

B. Editing of Tape Records. Prior to submission of data, each carrier is requested to edit and correct its data so that its O&D Survey report may be as error-free as is reasonably practicable. The methods to be used in editing are left to the carriers' discretion, but with assistance available upon request from the Department's Office of Airline Information (OAI). To aid the carriers in maintaining a current file of editing criteria, OAI will re-issue, as needed, the city/airport-carrier file to each participating carrier. There will be a five-position field to denote the city/airport-carrier. The first three

positions denotes the airport and the last two positions denotes the air carrier.

C. Standard Formats for Floppy Disk or Cartridge Submissions. Carriers should use the 200 position format with the standard length fields prescribed for magnetic media submissions. The record layout is detailed in subsection A(1) of this section. However, to simplify the PC submissions, the submitter may report the dollar value of the ticket in the field immediately after the last reported city code, rather than in positions 196-200. Submitters may separate fields by using commas or tabs (comma delimited ASCII or tab delimited ASCII format).

5. In Appendix A to Sec. 19-7, in § X., revise the definition of "Fare basis code" and add the following new definitions to read as follows:

* * * * *

Fare basis code. The alphabetic code(s) or combination of alphabetic and numeric codes appearing in the "Fare basis" box on the flight coupon which describe the applicable service and discount to which the passenger is entitled. All fare basis codes are summarized into basic categories; namely C—Unrestricted Business Class, D—Restricted Business Class, F—Unrestricted

First Class, G—Restricted First Class, X—Restricted Coach/Economy Class, Y—Unrestricted Coach/Economy Class, and U—Unknown (This fare category is used when none is shown on a ticket coupon, or when a fare category is not discernable, or when two or more carrier fare codes are compressed into a single stage of a passenger trip).

* * * * *

Operating air carrier. Under a code-share arrangement, the air carrier whose aircraft and flight crew are used to perform a flight segment.

* * * * *

Ticketed air carrier. Under a code-share arrangement, the air carrier whose two-character air carrier code is used for a flight segment, whether or not it actually operates the flight segment.

* * * * *

Issued in Washington, DC, on May 31, 1996.

Charles A. Hunnicutt,

Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-16045 Filed 6-21-96; 8:45 am]

BILLING CODE 4910-62-P

DEPARTMENT OF THE INTERIOR

Office of Surface Mining Reclamation and Enforcement

30 CFR Part 935

[OH-238-FOR, #72]

Ohio Regulatory Program

AGENCY: Office of Surface Mining Reclamation and Enforcement (OSM), Interior.

ACTION: Proposed rule; public comment period and opportunity for public hearing.

SUMMARY: OSM is announcing receipt of a proposed amendment to the Ohio regulatory program (hereinafter the "Ohio program") under the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The proposed amendment consists of changes to provisions of the Ohio rules pertaining to underground mining. The amendment is intended to revise the Ohio program to be consistent with the corresponding Federal regulations.

DATES: Written comments must be received by 4:00 p.m., [E.D.T.], July 24, 1996. If requested, a public hearing on the proposed amendment will be held on July 19, 1996. Requests to speak at the hearing must be received by 4:00 p.m., [E.D.T.], on July 9, 1996.

ADDRESSES: Written comments and requests to speak at the hearing should be mailed or hand delivered to George

Rieger, Field Branch Chief, at the address listed below.

Copies of the Ohio program, the proposed amendment, a listing of any scheduled public hearings, and all written comments received in response to this document will be available for public review at the addresses listed below during normal business hours, Monday through Friday, excluding holidays. Each requester may receive one free copy of the proposed amendment by contacting OSM's Appalachian Regional Coordinating Center.

George Rieger, Field Branch Chief,
Appalachian Regional Coordinating
Center, Office of Surface Mining
Reclamation and Enforcement, 3
Parkway Center, Pittsburgh, PA
15220, Telephone: (412) 937-2153
Ohio Division of Mines and
Reclamation, 1855 Fountain Square
Court, Columbus, Ohio 43224,
Telephone: (614) 265-1076

FOR FURTHER INFORMATION CONTACT:
George Rieger, Field Branch Chief,
Telephone: (412) 937-2153.

SUPPLEMENTARY INFORMATION:

I. Background on the Ohio Program

On August 16, 1982, the Secretary of the Interior conditionally approved the Ohio program. Background information on the Ohio program, including the Secretary's findings, the disposition of comments, and the conditions of approval can be found in the August 10, 1982, Federal Register (42 FR 34688). Subsequent actions concerning the conditions of approval and program amendments can be found at 30 CFR 935.11, 935.12, 935.15, and 935.16.

II. Description of the Proposed Amendment

By letter dated May 23, 1996, (Administrative Record No. OH-2166-00) Ohio submitted a proposed amendment to its program pursuant to SMCRA at its own initiative. The provisions of the Ohio Administrative Code (OAC) that Ohio proposes to amend are: OAC 1501:13-4-12(G)(3)(d) and 4 (f) and (i)—Requirements for Special Categories of Mining, OAC 1501:13-9-08 (A) & (B)—Protection of Underground Mining, and OAC 1501:13-13-01—Concurrent Surface and Underground Mining.

Specifically, Ohio proposes to make the following revisions. At OAC 1501:13-4-12(G)(3)(d) and (4) (f) and (i), Ohio proposed to delete the reference to OAC 1501:13-13-01, which is being rescinded, and replace it with a reference to OAC 1501:13-9-08—Protection of Underground Mining. At

OAC 1501:13-9-08(A), Ohio proposes to require that Mine Safety and Health Administration concurrence is required only if surface mining operations are to be conducted within 500 feet of active underground coal mines. The reference to the Chief of the Ohio Division of Mines is changed to the Mine Safety Administrator. Subsection (B) which requires that surface mining operations be designed to protect disturbed surface areas so as not to endanger any present or future coal mining operations is deleted. Ohio proposes to delete OAC 1501:13-13-01 which addresses performance standards for concurrent surface and underground mining. This section duplicates language in OAC 1501:13-4-12(G) and 13-9-08.

III. Public Comment Procedures

In accordance with the provisions of 30 CFR 732.17(h), OSM is seeking comments on whether the proposed amendment satisfies the applicable program approval criteria of 30 CFR 732.15. If the amendment is deemed adequate, it will become part of the Ohio program.

Written Comments

Written comments should be specific, pertain only to the issues proposed in this rulemaking, and include explanations in support of the commenter's recommendations. Comments received after the time indicated under "DATES" or at locations other than the Appalachian Regional Coordinating Center will not necessarily be considered in the final rulemaking or included in the Administrative Record.

Public Hearing

Persons wishing to speak at the public hearing should contact the person listed under **FOR FURTHER INFORMATION CONTACT** by 4:00 p.m., [E.D.T.] on July 9, 1996. The location and time of the hearing will be arranged with those persons requesting the hearing. If no one requests an opportunity to speak at the public hearing, the hearing will not be held.

Filing of a written statement at the time of the hearing is requested as it will greatly assist the transcriber. Submission of written statements in advance of the hearing will allow OSM officials to prepare adequate responses and appropriate questions.

The public hearing will continue on the specified date until all persons scheduled to speak have been heard. Persons in the audience who have not been scheduled to speak, and who wish to do so, will be heard following those who have been scheduled. The hearing