

only affect air traffic procedures and air navigation, it is certified that this proposed rule would 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 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; 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 or more above the earth.

* * * * *

AEA NY E5 ROME, NY [New]

Griffiss AFB, Rome, NY

(Lat. 43°14'02" N. long. 75°24'26" W.)

That airspace extending upward from 700 feet above the surface within an 8.7-mile radius of Griffiss AFB and within 5.0 miles each side of the 315° bearing from Griffiss AFB extending from the 8.7-mile radius to 15 miles northwest of the Griffiss AFB, excluding the portion that coincides with the Utica, NY, Class E airspace.

* * * * *

AEA NY E5 UTICA, NY [Revised]

Oneida County Airport, Utica, NY

(Lat. 43°08'42" N., long. 75°23'02" W.)

That airspace extending upward from 700 feet above the surface within a 10.5-mile radius of Oneida County Airport and within 113° bearing from Oneida County Airport, extending from the 10.5-mile radius of the Oneida County Airport to 23 miles southeast of the Oneida County Airport, then clockwise on the 23 mile radius to the 203° bearing of the Oneida County Airport.

* * * * *

Issued in Jamaica, New York, on January 29, 1996.

John S. Walker,

Manager, Air Traffic Division.

[FR Doc. 96–3488 Filed 2–14–96; 8:45 am]

BILLING CODE 4910–13–M

14 CFR Parts 217 and 241

[Docket No. OST–96–1049; Notice No. 96–2]

RIN 2105–AC34

Changes to International Data Submissions by Large Air Carriers (Form 41 Schedules T–100, T–100(f), and P–1.2)

AGENCY: Office of the Secretary, Transportation.

ACTION: Notice of proposed rulemaking.

SUMMARY: The Department of Transportation (DOT or the Department) proposes to reduce the period of confidential treatment of international nonstop segment and on-flight market data from three years to immediately following the Department's determination that the database is complete, but no sooner than six months after the date of the data. The Department also proposes to collect aircraft capacity data from foreign air carriers and to rescind the requirement that Group III (large, U.S.) air carriers specify passenger revenues, passenger enplanements, passengers transported, and seating capacity by cabin configuration. This action is taken on the Department's initiative in order to make data available for planning and efficient resource allocation purposes, to ensure the accuracy of the data that are used by the Department in administering its program responsibilities, and to eliminate data that are no longer needed for regulatory purposes.

DATES: Comments are due April 15, 1996.

ADDRESSES: Comments should be directed to the Docket Clerk, Docket OST–96–1049, Room PL 401, Office of Secretary, Department of Transportation, 400 Seventh Street, SW, Washington, DC 20590. Comments should identify the regulatory docket number and seven copies should be submitted. The Department encourages commenters who wish to do so also to submit comments to the Department through the Internet; our Internet address is dot_dockets@postmaster.dot.gov.¹ Note, however, that at this time the Department considers only the paper copies filed with the Docket Clerk to be the official comments. Comments will be available for inspection at this address from 10:00 a.m. to 5:00 p.m., Monday through Friday both before and after the closing date for comments.

¹ Our X.400 e-mail address is G=DOT/S=dockets/OU1=qmail/O=hq/p=gov+dot/a=attmail/c=us.

Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a stamped, self-addressed postcard on which the following statement is made: Comments on Docket OST–96–1049.

The postcard will be date/time stamped and returned to the commenter.

FOR FURTHER INFORMATION CONTACT: John Harman, Office of Aviation Analysis, or John Schmidt, Office of Aviation and International Economics, Office of the Assistant Secretary for Aviation and International Affairs, Office of the Secretary, U.S. Department of Transportation, 400 Seventh St. SW, Washington, DC 20590 at (202) 366–1059 or 366–5420, respectively.

SUPPLEMENTARY INFORMATION:

Program Requirements for and Importance of T–100 Data

The Department uses the traffic and capacity data reported on Schedules T–100 and T–100(f) to administer its aviation program responsibilities. In the original NPRM proposing the adoption of the T–100 data system (52 FR 26500–26502, July 15, 1987), the Department provided details of the 21 specific program areas that the T–100 data would support. The Department's responsibility in these program areas continues today and will continue into the future. Since the emphasis in this current rulemaking is on international T–100 data, the Department specifically recognizes the critical importance of accurate and reliable T–100 data that support evaluations of bilateral negotiations and international aviation developments. These data are also necessary in analyzing proposed operating plans in international air carrier selection cases, in developing international mail rates, and in establishing regulatory benchmarks for evaluating international fares and rates and International Air Transport Association agreements.

The availability and reliability of aviation data have recently taken on increased importance. The Department's *U.S. International Air Transportation Policy Statement* issued in April 1995 (60 FR 21841–21845, May 3, 1995) emphasized "the importance of sound economic analysis based on sufficient data in developing policies and strategies for achieving our overall aviation goals." The General Accounting Office (GAO) also reflected this recent emphasis on aviation data in its April 1995 Report to Congressional Requesters, entitled *International Aviation, Airline Alliances Produce Benefits, but Effect on Competition is Uncertain*. In its assessment, GAO

recommended, among other things, that the Secretary of Transportation "direct the agency's new economic unit to analyze DOT's existing data * * * to determine if the U.S. airline industry or consumers have been negatively affected before reapproving all strategic alliances and any other alliance that the Secretary deems significant." Furthermore, in his July 11, 1995, testimony before the Senate Committee on Commerce, Science, and Transportation, the Secretary of Transportation reiterated the importance of quality data when he stated, "we would emphasize the importance of sound economic analyses based on the best available data in developing policies and strategies for achieving our aviation goals." This present rulemaking is one means of achieving the Department's overall goal of requiring and using accurate, reliable, and consistent aviation data.

Background

When the Department instituted its Schedule T-100 reporting requirements for onboard traffic data, it granted a three-year confidentiality period to foreign carriers' data in order to address concerns by those carriers about disclosure of sensitive data. In order not to put U.S. carriers at a competitive disadvantage, the Department provided a three-year confidentiality period for U.S. carriers' international traffic data as well. The rule required U.S. air carriers to report capacity data, however, because of the concerns of foreign carriers and governments over the possible burden of reporting requirements, the Department elected not to require capacity data from foreign carriers, but to rely instead on commercial data sources.

After working with the data for five years, the Department and other users have found that three-year-old data are not relevant to the current conditions existing in the rapidly changing world of international commercial aviation. In addition, the Department has found the commercially available data on aircraft capacity to be unreliable for administering its program responsibilities.

Therefore, the Department proposes to narrow the confidentiality period on international data from three years to immediately following the Department's determination that the database is complete, but no earlier than six months. The Department also proposes to require foreign carriers to report two capacity data items already reported by U.S. air carriers: total available seats and available payload weight. The current international data reporting

requirements for the largest (Group III) U.S. air carriers would be reduced by consolidating the data required into a smaller number of reporting elements. (Specifically, the reporting of cabin configuration (first, middle, and coach) data for the data elements of passengers enplaned, passengers transported, and available seats would be eliminated and a total by aircraft would be reported for each element. The reporting of corresponding transport revenue data by First Class and Coach on Schedule P-1.2, *Statement of Operations*, would also be eliminated. These data are not collected from foreign air carriers.)

Confidentiality of International T-100 Data

The Department published its final rule on November 16, 1988 (53 FR 46284), implementing the T-100 reporting system. The rule was effective January 1, 1990, and adopted a three-year confidentiality period for detailed nonstop segment and on-flight market data. By a separate final rule published January 25, 1991 (56 FR 2842), the Department eliminated the restrictions on disclosure of U.S. carriers' domestic Schedule T-100 data, making the data immediately available to the public after DOT validating, editing, and processing. Detailed international T-100 data submitted by U.S. and foreign air carriers continues to be withheld from public disclosure for a three-year period.

The Department has, as a matter of policy, consistently favored public release of information. This accords with the Administration's policy on dissemination of information. The President in his Freedom of Information memorandum of October 4, 1993, stated that, "Each agency has a responsibility to distribute information on its own initiative and to enhance public access through the use of electronic information systems." T-100 international data are valuable resources to airline and airport planners, consumers, academics, and others interested in the functioning of air transport markets. Exchanges of these types of data are usually regarded as procompetitive.

With the increasing globalization of the airline industry in the late 1980's and the 1990's, the public need for these data has grown. Air travel markets have become more open: large markets now usually enjoy economic competition among several carriers of various nationalities. International cross-ownership and cooperative marketing agreements, including the use of capacity on a given flight by more than one airline and other code-sharing

arrangements, have become commonplace. Air travel consumer choice in any given market is more and more determined by service and price competition without regard to the carriers' nationalities, and less and less by division of markets through international agreements.

Carriers have stated that they use traffic data extensively for route studies, passenger traffic forecasts, market share analyses, and other planning activities. The failure of the Department to release international traffic data may impede the ability of carriers to enter new markets and to continue efficient and responsive operations in existing markets. At least one carrier (Alaska Airlines, Docket 46101) has stated its belief that the unavailability of traffic data may very likely result in the misapplication of carrier resources, may decrease the number of carriers entering new markets, and may decrease the level of competition among carriers as market decisions are made on imperfect and incomplete information. The T-100 data are particularly useful since, with extremely limited exceptions, they cover all passengers and all carriers in the markets where they are collected, and because their collection is comparatively economical, efficient, and accurate. There are relatively few other traffic data available. The Immigration and Naturalization Service (INS) currently collects information concerning passengers on international flights into the United States, including whether they are U.S. citizens or aliens (I-92 report), which has been made publicly available to planners and analysts. These data are not comparable with T-100 data either in terms of market coverage, collection methodology, or reliability. Moreover, there is some concern on the part of the public that the INS data may no longer be made available because of budget restrictions.

With globalization of the airline industry, more carriers appear to be supporting the advantages of greater data availability and fewer appear to be concerned with the disadvantages of loss of confidentiality. Some shifts of position came to light in the comments on the 1991 rulemaking (Docket 46101). More recently, DOT staff involved in international air negotiations and aviation data collection have received similar informal comments from carriers that they would no longer have objections to their international data being released and would have an interest in using the data for planning.

DOT proposes to reduce the confidentiality period from three years to immediately following the

Department's determination that the database is complete, but no earlier than six months, for detailed international on-flight market and nonstop segment data in Schedules T-100 (U.S. carriers) and T-100(f) (foreign carriers). In order that U.S. air carriers not be placed at a competitive disadvantage because of data disclosure incomparability, DOT will continue to restrict availability of on-flight market and nonstop segment data for segments involving no U.S. points, for three years. (U.S. air carriers report all market and segment records, while foreign carriers only report those market and segment records that have a U.S. point.)

In sum, the benefits of changing the period of confidentiality from three years to six months are considerable. Six-month old data are much more relevant for planning and analysis than three-year old data. They also are significantly more useful than data released after one year since they would enable analysis and planning for the next season's schedules and operations (i.e., one year after the date of the data).

The impact on the reporting carriers will be minimal. Data released after six months are not so current as to allow day-to-day competitive strategies to be undermined. The requirement maintains a level playing field by reducing the time period for all carriers. Furthermore, the Department already makes domestic T-100 data immediately available to the public after DOT processing, and the T-100(f) data would enjoy greater protection. Because of the number and diversity of the carriers reporting international T-100 data (over 80 U.S. carriers and 170 foreign carriers), it would take a considerably longer time to edit and release them to the public even if they were to be made available immediately.

Reporting of Capacity Data by Foreign Air Carriers

Under the requirements of the final rule previously mentioned, 53 FR 46284, foreign air carriers are not required to report available seats and available payload weight. Instead, the Department decided that it would rely upon existing data sources in the private sector to estimate aircraft capacity data for foreign air carriers. At the time of issuing the final rule, the Department stated that these procedures for estimating capacity data would be effective for a trial period and, if they proved inadequate, the Department would employ *ad hoc* reporting requirements or would impose requirements to submit actual capacity data. As a result of its experience under this trial procedure, the Department has

tentatively determined that the present methods for estimating capacity data are unreliable and proposes in this rulemaking to require foreign air carriers to report capacity data.

The Department's determination that the capacity estimates are unreliable is based, in part, upon the fact that use of the private sector sources for data on available aircraft seats has resulted in several instances of constructed load factors in excess of 100 percent for various foreign carriers, for various time periods, and in various markets. In constructing capacity figures from private sources, the Department encountered such problems as aircraft types not being on file or the same aircraft type for the same carrier having different capacities based on cabin configuration (first class, business, and coach, or all coach). In these scenarios, an estimate had to be used, which may not be close to the carrier's actual operation.²

Furthermore, the calculation of load factors in excess of 100 percent, while a definite indication of inaccurate data, does not enable the Department to evaluate how inaccurate the data are. DOT has also, on occasion, found reason to question whether a load factor may be too low, although it is obvious that the Department cannot reject it with the same degree of certainty that it would a load factor above 100 percent.

As with seat capacity data, the Department has tentatively decided that it no longer will depend upon commercially available data with regard to available payload weight for foreign air carriers to ensure that its program responsibilities are administered based on the most accurate data possible. The Department thus is proposing to require that the foreign air carriers report both available seats and available payload weight. Since U.S. air carriers now report those data, requiring foreign air carriers to report them will also further the Department's effort to achieve data reporting comparability.

Reduction of Capacity Detail Requirement for U.S. Carriers

The Department proposes to relax the current regulation requiring that Group III U.S. air carriers (those U.S. air carriers with total annual operating revenues of more than one billion dollars) report available seats, passenger

enplanements, and passengers transported for each of three cabin configurations—first class cabin, middle class cabin, and coach class cabin—for all international operations. Thus, if this regulation is adopted, all carriers would report total available seats, total passenger enplanements, and total passengers transported by aircraft type. This action would reduce the reporting burden on U.S. air carriers while providing for data comparability among all reporting air carriers.

Form 41 Revenue Passenger Data by Fare Class

Since the Department is proposing not to collect passenger traffic and capacity data by cabin configuration, it is also proposing to collect a single passenger revenue figure rather than passenger revenue for first class and coach service on Form 41 Schedule P-1.2, *Statement of Operations*.

Rulemaking Analysis and Notices

Executive Order 12866 and DOT Regulatory Policies and Procedures

This notice of proposed rulemaking is not considered a significant regulatory action under section 3(f) of Executive Order 12866, and therefore it was not reviewed by the Office of Management and Budget.

The rule is not considered significant under the regulatory policies and procedures of the Department of Transportation (44 FR 11034), because it does not change Departmental policy concerning aviation information collection.

The economic impact of this regulation is not great. The proposed change in confidentiality restriction has no impact at all on the reporting burden of the carriers. The proposed changes in requirements for reporting capacity and revenue data by the eight largest U.S. air carriers will reduce the reporting burden for these air carriers by approximately 96 hours annually. On the other hand, the foreign air carriers will incur an increase in reporting burden. However, the Department does not believe that the increased reporting burden will be significant or onerous because this regulation adds only two capacity data items which are readily available from the carriers' computerized data files or other easily accessible reference documents. In order to quantify broadly the increased burden, the Department assumed that each of the 176 foreign air carriers would submit two new data items each month and that the process of collecting and transmitting the data would take no more than one hour each month. The

² For example, suppose a carrier had two seating configurations for a B-747-400 aircraft (three class configuration for a total of 350 seats and single class configuration of 425 seats), which means the Department has three choices—the high of 425 seats, the low of 350 seats, or an average of 388 seats. None of these choices may approximate the carrier's actual operations.

resulting hourly burden would not exceed 12 hours on an annual basis for any foreign air carrier, and the resulting total hourly burden on an annual basis for all the foreign air carriers as a group would be 2,112 hours. For all air carriers, this would be a net burden of 2,016 hours annually or \$20,966 based on an estimated industry salary rate of about \$10.40 an hour. (See 60 FR 61478, November 30, 1995.)

The benefits to the public, the industry, and the Department of accurate capacity data reported on a reliable and consistent basis, although unquantifiable, outweigh the limited increase in reporting burden.

Executive Order 12612

This proposed rule has been analyzed in accordance with the principles and criteria contained in Executive Order 12612 ("Federalism") and DOT has determined the proposed 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 proposed amendments would affect only large U.S. certificated air carriers and foreign air carriers.

Paperwork Reduction Act

The reporting and recordkeeping requirement associated with this rule is being sent to the Office of Management and Budget for approval in accordance with 44 U.S.C. Chapter 35 under OMB NO: 2139-new, formerly OMB NO: 2138-0040; ADMINISTRATION: Office of the Secretary; TITLE: T-100 International Data; NEED FOR INFORMATION: Passenger and Capacity Information for Aviation Planning and Regulation; PROPOSED USE OF INFORMATION: Electronic Dissemination to Transportation Planners and Analysts; FREQUENCY: Monthly; BURDEN ESTIMATE: 2,016 annual hours; AVERAGE BURDEN HOURS PER RESPONDENT: 12 annual hours; ESTIMATED NUMBER OF RESPONDENTS: 184 Air Carriers; FOR FURTHER INFORMATION CONTACT: Copies of the information collection request submitted to OMB may be obtained from the IRM Strategies Division, M-32, Office of the Secretary of Transportation, 400 Seventh Street, SW, Washington, DC 20590-0001, (202) 366-4735. Comments on the proposed information collection request should be submitted to Office of Management and Budget, Office of Information and Regulatory Affairs, Washington, D.C.,

20503, Attention: Desk Officer for the Department of Transportation. It is requested that comments sent to OMB also be sent to the Office of the Secretary Rulemaking Docket for this proposed action.

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 2105-AC34 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 Parts 217 and 241

Air Carriers, Air Transportation, Foreign Air Carriers.

Proposed Rule

PART 217—[AMENDED]

Accordingly, the Department of Transportation proposes to amend Chapter II of 14 CFR Part 217 *Reporting Traffic Statistics by Foreign Air Carriers in Civilian Scheduled, Charter, and Non-scheduled Services*, as follows:

1. The authority for Part 217 continues to read as follows:

Authority: 49 U.S.C. 329 and chapters 401, 413, 417.

2. Section 217.5 would be amended by adding paragraphs (b) (12) and (13) to read as follows:

§ 217.5 Data collected (data elements).

* * * * *

(b) * * *

(12) Available capacity-payload (Code 270) The available capacity is collected in kilograms. This figure shall reflect the available load (see *load, available in 14 CFR Part 241 Section 03*) or total available capacity for passengers, mail and freight applicable to the aircraft with which each flight stage is performed.

(13) Available seats (Code 310) The number of seats available for sale. This figure reflects the actual number of seats available, excluding those blocked for safety or operational reasons. Report the total available seats in item 310.

PART 241—[AMENDED]

Accordingly, the Department of Transportation proposes to amend Chapter II of 14 CFR Part 241 *Uniform System of Accounts and Reports for Large Certificated Air Carriers*, as follows:

1. The authority for Part 241 continues to read as follows:

Authority: 49 U.S.C. 329 and chapters 401, 411, 417.

2. Section 19-5(c) (7), (8) and (18) would be revised to read as follows:

Section 19-5 Air transport traffic and capacity elements.

* * * * *

(c) * * *

(7) *110 Revenue passengers enplaned.*

The total number of revenue passengers enplaned at the origin point of a flight, boarding the flight for the first time; an unduplicated count of passengers in a market. Under the T-100 system of reporting, these enplaned passengers are the sum of the passengers in the individual on-flight markets. Report only the total revenue passengers enplaned in item 110. For all air carriers and all entities, item 110 revenue passengers enplaned is reported on Form 41 Schedule T-100 in column C-1, as follows.

	Col.	All carrier groups and entities
C-1	110	Revenue passengers enplaned.

(8) *130 Revenue passengers transported.*

The total number of revenue passengers transported over single flight stage, including those already on board the aircraft from a previous flight stage. Report only the total revenue passengers transported in item 130. For all carriers and all entities, item 130 revenue passengers transported is reported on Form 41 Schedule T-100 in column B-7, as follows.

	Col.	All carrier groups and entities
B-7	130	Revenue passengers transported.

* * * * *

(18) *310 Available seats.* The number of seats available for sale. This figure reflects the actual number of seats available, excluding those blocked for safety or operational reasons. Report the total available seats in item 310. For all air carriers and all entities, item 310 available seats, total is reported on Form 41 Schedule T-100 in column B-4, as follows.

	Col.	All carrier groups and entities
B-4	310	Available seats, total.

* * * * *

3. Section 19-6 would be amended by revising paragraph (b) introductory text to read:

Section 19-6 Public disclosure of traffic data.

(a) * * *

(b) Detailed international on-flight market and nonstop segment data in schedule T-100 and Schedule T-100(f) reports shall be publicly available immediately following the Department's determination that the data base is complete, but no earlier than six months, with the exception of any data for on-flight markets and nonstop segments involving no U.S. points,

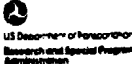
which shall not be made publicly available for three years. Industry and carrier summary data may be made public before the end of six months provided there are three or more carriers in the summary data disclosed. The Department may, at any time, publish international summary statistics without carrier detail. Further, the Department may release nonstop segment and on-flight market detail data by carrier

before the end of the confidentiality periods as follows:

* * * * *

4. In the appendix to section 241.25, Form 41, Schedule P-1.2, Statement of Operations, would be revised to read as shown below. Certain conventions have been used to highlight the proposed revision. New language is shown inside bold-faced arrows, while language that would be removed is set off with brackets.

BILLING CODE 4910-62-P

		Air Carrier _____ Operation _____	
STATEMENT OF OPERATIONS			
	Account No.	Quarter Ended _____, 19__	12 Months Ended _____, 19__
OPERATING REVENUES			
Passenger-First Class	3901.1		
Passenger-Coach	3901.2		
Transport Revenues-Passenger	3901		
Mail	3905		
Property-Freight	3906.1		
Property-Excess Passenger Baggage	3906.2		
Charter-Passenger	3907.1		
Charter-Property	3907.2		
Reservation Cancellation Fees	3919.1		
Miscellaneous Operating Revenues	3919.2		
Public Service Revenues (Subsidy)	4808		
Transport-Related Revenues	4898		
Total Operating Revenues	4999		
OPERATING EXPENSES			
Flying Operations	5100		
Maintenance	5400		
Passenger Service	5500		
Aircraft and Traffic Servicing	6400		
Promotion and sales	6700		
General and Administrative	6800		
General Services and Administration	6900		
Depreciation and Amortization	7000		
Transport-Related Expenses	7100		
Total Operating Expenses	7199		
Operating Profit or Loss	7999		
NONOPERATING INCOME AND EXPENSE			
Interest on Long-Term Debt and Capital Leases	8181		
Other Interest Expense	8182		
Foreign Exchange Gains and Losses	8185		
Capital Gains and Losses-Op. Prop.	8188.5		
Capital Gains and Losses-Other	8188.6		
Other Income and Expenses-Net	8189		
Nonoperating Income and Expense	8199		
Income before Income Taxes	8999		
INCOME TAXES FOR CURRENT PERIOD			
Income before discontinued operations, extraordinary items and accounting changes	9100		
Income before discontinued operations, extraordinary items and accounting changes	9199		
DISCONTINUED OPERATIONS			
Income before discontinued operations, extraordinary items and accounting changes	9600		
EXTRAORDINARY ITEMS			
Income taxes applicable to extraordinary items	9796		
Income before discontinued operations, extraordinary items and accounting changes	9797		
ACCOUNTING CHANGES			
Income before discontinued operations, extraordinary items and accounting changes	9800		
Net Income	9899		

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

+ Group I Air Carriers Only.
- Group II and Group III Air Carriers Only.

RSPA Form 41 Schedule 9-1.2 (1-89)

Issued in Washington, DC on January 26, 1996.

Mark L. Gerchick,
Acting Assistant Secretary for Aviation and International Affairs.

[FR Doc. 96-3374 Filed 2-14-96; 8:45 am]

BILLING CODE 4910-62-C