

Transportation Statistics invites the general public, industry and other governmental parties to comment on the continuing need for and usefulness of BTS collecting reports on the number of passengers holding confirmed reservations that voluntarily or involuntarily give up their seats when the airline oversells the flight. Comments are requested concerning whether (a) the collection is still needed by the Department of Transportation, (b) BTS accurately estimated the reporting burden; (c) there are other ways to enhance the quality, utility and clarity of the information collected; and (d) there are ways to minimize reporting burden, including the use of automated collection techniques or other forms of information technology.

**DATES:** Written comments should be submitted by May 29, 2012.

**FOR FURTHER INFORMATION CONTACT:** Cecelia Robinson, Office of Airline Information, RTS-42, Room E34, RITA, BTS, 1200 New Jersey Avenue SE., Washington, DC 20590-0001, Telephone Number (202) 366-4405, Fax Number (202) 366-3383 or email [cecelia.robinson@dot.gov](mailto:cecelia.robinson@dot.gov).

**Comments:** Comments should identify the associated OMB approval # 2138-0018 and Docket ID Number RITA 2008-0002. Persons 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 # 2138-0018, Docket—RITA 2008-0002. The postcard will be date/time stamped and returned.

**SUPPLEMENTARY INFORMATION:**

**OMB Approval No. 2138-0018**

**Title:** Report of Passengers Denied Confirmed Space.

**Form No.:** BTS Form 251.

**Type of Review:** Reinstatement of an expired approved collection.

**Respondents:** Large certificated air carriers.

**Number of Respondents:** 14.

**Number of Responses:** 56.

**Total Annual Burden:** 560 hours.

**Needs and Uses:** BTS Form 251 is a one-page report submitted four times per year, on the number of passengers denied seats either voluntarily or involuntarily, whether these bumped passengers were provided alternate transportation and/or compensation, and the amount of the payment. U.S. air carriers that account for at least 1 percent of domestic scheduled-service passenger revenues must report oversales on all operations with 30 seats or larger aircraft that depart a U.S. airport.

Carriers do not report data from inbound international flights to the United States because the protections of 14 CFR Part 250 *Oversales* do not apply to these flights. The report allows the Department to monitor the effectiveness of its oversales rule and take enforcement action when necessary. The involuntarily denied-boarding rate has decreased from 4.38 per 10,000 passengers in 1980 to 0.71 for the quarter ended December 2011. Without Form 251, determining the effectiveness of the Department's oversales rule would be impossible. The publishing of the carriers' individual denied boarding rates has diminished the need for more intrusive regulation. The rate of denied boarding can be examined as a continuing fitness factor. This rate provides an insight into a carrier's customer service practices. A rapid sustained increase in the rate of denied boarding may indicate operational difficulties. Because the rate of denied boarding is released quarterly, travelers and travel agents can select carriers with lower incidences of bumping passengers. This information is available in the *Air Travel Consumer Report* at: <http://airconsumer.ost.dot.gov/reports/index.htm>. The *Air Travel Consumer Report* is also sent to newspapers, magazines, and trade journals. The public availability of this information deters carriers from setting unreasonable overbooking rates—a market-based mechanism that is more efficient than direct regulation of those rates.

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 it collects 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 in Washington, DC on March 20, 2012.

**Patricia Hu,**

*Director, Bureau of Transportation Statistics, Research and Innovative Technology Administration.*

[FR Doc. 2012-7303 Filed 3-26-12; 8:45 am]

**BILLING CODE 4910-HY-P**

**DEPARTMENT OF TRANSPORTATION**

**Research & Innovative Technology Administration**

**[Docket ID No. RITA 2008-0002]**

**Agency Information Collection; Activity Under OMB Review; Airline Service Quality Performance**

**AGENCY:** Research & Innovative Technology Administration (RITA), 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 invites the general public, industry and other governmental parties to comment on the continuing need for and usefulness of DOT requiring large certificated air carriers to file "On-Time Flight Performance Reports" and "Mishandled-Baggage Reports" pursuant to 14 CFR 234.4 and 234.6. These reports are used to monitor the quality of air service that larger air carriers are providing the flying public. The Federal Aviation Administration uses the On-Time Flight Performance Reports to identify problem areas within the air traffic control system.

**DATES:** Written comments should be submitted by May 29, 2012.

**FOR FURTHER INFORMATION CONTACT:**

**Cecelia Robinson, Office of Airline Information, RTS-42, Room E34, RITA, BTS, 1200 New Jersey Avenue SE., Washington, DC 20590-0001, Telephone Number (202) 366-4405, Fax Number (202) 366-3383 or email [cecelia.robinson@dot.gov](mailto:cecelia.robinson@dot.gov).**

**Comments:** Comments should identify the associated OMB approval #2138-0041 and Docket ID Number RITA 2008-0002. Persons 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 # 2138-0041, Docket—RITA 2008-0002. The postcard will be date/time stamped and returned.

**SUPPLEMENTARY INFORMATION:**

**OMB Approval No. 2138-0041.**

**Title:** Airline Service Quality Performance Reports—Part 234.

**Form No.:** BTS Form 234.

**Type of Review:** Reinstatement of an expired approved collection.

**Respondents:** Large certificated air carriers that account for at least 1 percent of the domestic scheduled-service passenger revenues.

*Number of Respondents:* 14.

*Number of Responses:* 168.

*Total Burden per Response:* 20 hours.

*Total Annual Burden:* 3,360 hours.

*Needs and Uses:*

### Consumer Information

Part 234 gives air travelers information concerning the on-time performance history of flights that they are considering booking and the rate of mishandled baggage for each reporting carrier. The reports are filed by the 14 largest scheduled-service U.S. passenger carriers.

On July 15, 2011 the Department published a Notice of Proposed Rulemaking (NPRM) proposing to change the manner in which baggage data are reported (see 76 FR 41726). The proposed rule would require carriers to report, (1) the number of mishandled checked bags (as opposed to the current requirement to report the number of mishandled baggage reports filed by passengers), (2) the total number of checked bags (as opposed to the current requirement to report the total number of enplaned passengers), (3) the number of mishandled wheelchairs and scooters used by passengers with disabilities that were carried in the cargo compartment, and (4) the total number of wheelchairs and scooters used by passengers with disabilities that were carried in the cargo compartment. In the preamble to that notice the Department stated that the change in the matrix to mishandled bags per unit of checked bags would give consumers more reliable information on the air carriers' performance regarding the treatment of baggage within their control. Under the current system, there is no direct relationship between the number of mishandled bags and the number of checked bags. With the institution of baggage fees, the number of checked bags at some carriers has declined by 40 to 50 percent. There has been a corresponding 40 percent decline (i.e. improvement) in the industry mishandled baggage rates. A large part of the improvement in the mishandled baggage rate appears to be related to the decrease in checked baggage, although the current matrix hides this fact. The proposed matrix would have a direct correlation between mishandled baggage and checked baggage.

Separate breakout of mishandled wheelchairs/scooters would assist passengers with mobility disabilities in selecting air carriers with high probabilities in meeting their special needs. There is a gap in the Department's data regarding the mishandling of wheelchairs and scooters. The proposed data will

provide information to passenger with disabilities on which air carriers best meet their special needs. Thus, this pending rulemaking may impact this information collection.

### Reducing and Identifying Traffic Delays

The Federal Aviation Administration uses Part 234 data to pinpoint and analyze air traffic delays. Wheels-up and wheels-down times are used in conjunction with departure and arrival times to show the extent of ground delays. Actual elapsed flight time, wheels-down minus wheels-up time, is compared to scheduled elapsed flight time to identify airborne delays. The reporting of aircraft tail number allows the FAA to track an aircraft through the air network, which enables the FAA to study the ripple effects of delays at hub airports. The data can be analyzed for airport design changes, new equipment purchases, the planning of new runways or airports based on current and projected airport delays, and traffic levels. The identification of the reason for delays allows the FAA, airport operators, and air carriers to pinpoint delays under their control.

### Administrative Issues

The Confidential Information Protection and Statistical Efficiency Act of 2002 (44 U.S.C. 3501) 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 it collects 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 in Washington, DC on March 20, 2012.

**Patricia Hu**

*Director, Bureau of Transportation Statistics, Research and Innovative Technology Administration.*

[FR Doc. 2012-7298 Filed 3-26-12; 8:45 am]

**BILLING CODE 4910-HY-P**

**ACTION:** Notice.

**SUMMARY:** On January 6, 2012, the United States Mint announced 2012 prices for nine products featuring \$1 coins, including a \$1 Coin Five-Coin Set, priced at \$12.95. This notice is to announce that a Presidential \$1 Four-Coin Set, priced at \$9.95, will be offered instead of the \$1 Coin Five-Coin Set. All of the other \$1 coin products and their prices announced on January 6, 2012, will remain as United States Mint offerings. The complete \$1 coin product list with prices is as follows:

Product	Retail price
Presidential \$1 Four-Coin Set .....	\$9.95
Presidential \$1 Coin & First Spouse Medal Set™ .....	9.95
Presidential \$1 Coin Uncirculated Set™ (P&D) .....	16.95
Presidential \$1 Coin Proof Set™	18.95
American Presidency \$1 Coin Cover Series .....	19.95
Native American and Presidential \$1 Coin Rolls .....	32.95
\$1 Coin 100-Coin Bags .....	111.95
\$1 Coin 250-Coin Box .....	275.95
\$1 Coin 500-Coin Box .....	550.95

**FOR FURTHER INFORMATION CONTACT:** B. B. Craig, Associate Director for Sales and Marketing, United States Mint, 801 9th Street NW., Washington, DC 20220; or call 202-354-7500.

**Authority:** 31 U.S.C. 5111, 5112, and 9701.

Dated: March 21, 2012.

**Richard A. Peterson,**

*Deputy Director, United States Mint.*

[FR Doc. 2012-7258 Filed 3-26-12; 8:45 am]

**BILLING CODE P**

### DEPARTMENT OF VETERANS AFFAIRS

#### Gulf War Veterans' Illnesses Task Force Report

**AGENCY:** Department of Veterans Affairs.  
**ACTION:** Notice.

**SUMMARY:** The Secretary Department of Veterans Affairs (VA) established the Gulf War Veterans' Illnesses Task Force (GWVI-TF) in August 2009 to conduct a comprehensive review of VA policies and programs addressing 1990-1991 Gulf War Veterans' illnesses. The GWVI-TF published its first annual report in September 2010.

The GWVI-TF posted a draft of its 2011 annual report for public comment on October 20, 2011. VA published the report in the **Federal Register** (76 FR 65321) and posted it on a social media Web site created specifically to elicit

### DEPARTMENT OF THE TREASURY

#### United States Mint

#### Update to the January 6, 2012, Federal Register Notice on Prices for 2012 Products Featuring \$1 Coins

**AGENCY:** United States Mint, Department of the Treasury.