

**DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION STATISTICS
OFFICE OF AIRLINE INFORMATION**

**TITLE 14 CODE OF FEDERAL REGULATIONS PARTS 234 AND 250
REPORTING AIR CARRIERS**

ISSUE DATE: July 27, 2017

EFFECTIVE DATE: January 1, 2018

The Bureau of Transportation Statistics is issuing this Reporting Directive to update the lists of reporting air carriers and reportable airports, for On-Time Performance and Oversales data for codeshare flights that they market.

On November 3, 2016, the Department of Transportation (DOT or Department) published a Final Rule “*Enhancing Airline Passenger Protections III*”, Docket No. DOT-OST-2014-0056, 81 FR 76826. For air transportation carried out on or after January 1, 2018, the Final Rule lowered the reporting carrier threshold for On-Time Performance and Passengers Denied Confirmed Space from at least 1 percent of Industry Scheduled-Service Domestic Passenger Revenues to at least (0.5) percent. The Final Rule also expanded the Reportable Airports for On-Time Performance from the top 30 U.S. airports based on annual enplanements to any U.S. large, medium, small or non-hub airport as defined in 49 U.S.C. 47102. The Final Rule further requires reporting carriers that market domestic scheduled codeshare flights to file separate On-Time Performance and Passengers Denied Confirmed Space reports for codeshare flights that carry only the marketing carrier’s code.

Mishandled Baggage reports are also affected by this Final Rule and another Final Rule issued on November 2, 2016 (*Reporting of Data for Mishandled Baggage and Wheelchairs and Scooters Transported in Aircraft Cargo Compartments*, Docket No. DOT-RITA-2011-0001, 81 FR 76300), but changes to reporting Mishandled Baggage do not take effect until January 1, 2019. For air transportation carried out from January 1, 2018, to December 31, 2018, the reporting carrier threshold for Mishandled Baggage remains at 1 percent of Industry Scheduled-Service Domestic Passenger Revenues; the reporting carriers only file Mishandled Baggage reports for flights that they operate; and the reporting matrix remains to be Number of Mishandled Baggage Reports per domestic enplaned passengers. For air transportation carried out starting January 1, 2019, the reporting carrier threshold for Mishandled Baggage drops to 0.5 percent of Industry Scheduled-Service Domestic Passenger Revenue; the reporting carriers must file a separate report for the Mishandled Baggage data for their codeshare flights if they market codeshare flights that carry only the reporting carriers’ codes; the reporting carriers must file reports that separately identify wheelchairs and scooters that were enplaned and mishandled; and the reporting matrix for both baggage and wheelchairs/scooters is changed to Number of Mishandled bags, wheelchairs and scooters per domestic enplaned bags, wheelchairs and scooters.

I. Introduction

Part 234 of the U.S. Department of Transportation's (Department's) Regulations, *Airline Service Quality Performance Reports (ASQP)* requires certain U.S. air carriers to submit scheduled flight performance data and mishandled-baggage information to the Department, and to provide on-time performance codes to Computer Reservation System (CRS) vendors. These data are used to monitor each carrier's on-time performance and baggage handling, and to provide information to consumers. The scheduled flight performance data are filed electronically. The mishandled-baggage information is submitted as a one-page report with the required certification and transmittal letter. The on-time performance codes are filed with the Department and supplied to CRS vendors in accordance with the procedures set forth in §§ 234.8 and 234.9 and in this Technical Directive. Part 250 of the Department's Regulations, *Oversales* requires certain U.S. air carriers to submit passengers denied confirmed space data to the Department. This data is provided to consumers and is filed electronically in accordance with the procedures set forth in §§ 250.10 and in this Technical Directive.

II. Applicability

1. Each reporting air carrier providing scheduled domestic passenger operations at a reportable airport will file "On-Time Flight Performance data" and "Passengers Denied Confirmed Space" data if its share of the industry's total domestic scheduled-service passenger revenues exceed half of one percent (0.5), based on Form 41 data for the 12 months ended December 31. Each year the Office of Airline Information updates the list of reporting air carriers.

2. **For calendar year 2018, there are 18 air carriers that reached the reporting threshold of \$453,130,000 in domestic scheduled passenger revenues (0.5 percent of total domestic scheduled-service passenger revenues). The revenues were measured for the 12-month period ending December 31, 2016. These carriers must submit on-time performance and oversales data to the Department for calendar year 2018.**

REPORTING AIR CARRIERS

Alaska
Allegiant
American
Delta
Endeavor
Envoy
ExpressJet
Frontier
Hawaiian
JetBlue
Mesa
PSA
Republic
SkyWest
Southwest
Spirit
United
Virgin America

3. The reportable airports with respect to which data must be submitted to the Department are those large, medium, small or non-hub airports as defined in 49 U.S.C. 47102. Airports can be accessed through the FAA at the below link:

https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/categories/

8. For calendar year 2018, there are 13 air carriers that reached the reporting threshold of \$906,261,000 in domestic scheduled passenger revenues (1 percent of total domestic scheduled-service passenger revenues). The revenues were measured for the 12-month period ending December 31, 2016. These carriers must submit mishandled baggage data to the Department for calendar year 2018.

REPORTING AIR CARRIERS

Alaska
American
Delta
Envoy
ExpressJet
Frontier
Hawaiian
JetBlue
SkyWest
Southwest
Spirit
United
Virgin America

The reportable flight operations for which “Passengers Denied Confirmed Space” data must be submitted to the Department for air transportation provided between January 1, 2018 and December 31, 2018 are, (1) all scheduled flight segments originating in the United States operated by the reporting carrier using aircraft that have a designed passenger capacity of 30 or more seats; and (2) all scheduled flight segments originating in the United States, operated by a codeshare partner of the reporting carrier, and marketed only under the reporting carrier’s code.

Changes in reporting air carriers will be made as necessary by the Director, OAI under authority delegated in §§ 385.19 of the Department’s regulations.

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