

Total Burden and Discussion of Substantive Changes

The purpose of this revision is to improve public use of FAA Form 5100-127, Operating and Financial Summary. The change will adapt the form to generally accepted accounting principles, make the form more useful for negotiations between airports and the air carriers, and respond to specific requests from the users of the form. In addition, the FAA uses the forms to review for the unlawful diversion of airport revenue. The FAA reviews for unlawful revenue diversion in accordance with 49 U.S.C. 47107.

The FAA has a statutory requirement (49 USC 47107) to gather this data and to make it available to the public. We gather this information from commercial service airports that annually enter it into our "CATS" database. Airports use on-line input forms to enter their data. The entry forms are much easier to use than directly entering the information to the form.

Airports will not experience a significant reporting burden as a result of the revision. This is because only 139 airports will file the new data elements. These are the large (30), Medium (37), and Small (72) hub airports. The FAA will not ask the remaining 411 nonhub airports to report the revised data elements. In addition, the reporting burden is not significant because the airports program their system to produce this information. Once their systems are programmed, there are no follow-on costs.

The FAA asked 10 airports to complete the revised form and report back the additional time it took them to complete the form. Based on the responses, we believe that as a practical matter it will take each airport an additional 1 hour per year to provide the revised data. For the 139 airports, using \$32.42 per hour for salary and benefits, we estimate the additional cost will be \$4,506 per year. The 10 airports responded as follows.

Additional Burden From Revision To Form 5100-127

| | First Year Hours | Subsequent Years |
|-------------------|-----------------------------|-----------------------------|
| Dallas Fort Worth | 4 | 0 |
| Sacramento | 4 | 0 |
| Oakland | 0 | 0 |
| Minneapolis | 4 | 0 |
| San Francisco | 0 | 0 |
| Nashville | 0 | 0 |
| Albany | 0 | 0 |
| Jackson, MS | 4 | 0 |
| Tulsa | 4 | 0 |
| Columbus, OH | 4 | 0 |
| Totals | 24 | 0 |

The new data elements are as follows:

Lines that that pertain to rates and charges negotiations:

- Enplanements
- Landed weight in pounds
- Signatory landing fee rate per 1,000 pounds
- Annual aircraft operations
- Airline cost per enplanement
- Full time equivalent employees at end of year

Lines that pertain to the review for unlawful revenue diversion.

- Security and law enforcement
- ARFF
- Marketing/Advertising/Promotions