

Comparison of IC Costs and Burdens: Enhancing Airline Passenger Protections Rules (EAPP)

OMB Control Number 2105-0561

ICR Submitted to OMB (Year)	Estimated Cost (Dollars)	Estimated Annual Burden (Hours)	Number of ICs in Collection	ICs included in PRA package submitted to OMB
<p><b>2010</b></p> <p><b>EAPP #1, Final Rule<sup>1</sup></b></p> <p>This rule was applicable to U.S. carriers only.</p>	\$3,608,662*	107,885*	3	<p><i>#1 Requirement that each covered U.S. carrier retain for two years information about any ground delay that lasts at least three hours. \$4,805.70</i></p> <p><i>#2 Requirement that each covered U.S. carrier retain for two years the results of its annual self-audit of its compliance with its Customer Service Plan. \$243.18</i></p> <p><i>#3 Requirement that each covered U.S. carrier display on its website the following information for each listed flight regarding its on-time performance during the last reported month: the percentage of arrivals that were on time, the percentage of arrivals that were more than 30 minutes late, and the percentage of flight cancellations if the flight is cancelled more than 5% of the time. In addition, a marketing/reporting carrier display delay data for its non-reporting code-share carrier(s). \$3,603,614 (first year only) and \$3,614.76 (subsequent years).</i></p>
<b>2011</b>	\$184,328	2,891	4	<i>#1 Requirement that each</i>

<sup>1</sup> [https://www.transportation.gov/sites/dot.gov/files/docs/Final\\_Rule\\_on\\_Enhancing\\_Airline\\_Passenger\\_Protections.pdf](https://www.transportation.gov/sites/dot.gov/files/docs/Final_Rule_on_Enhancing_Airline_Passenger_Protections.pdf)

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<p><b>EAPP #2, Final Rule<sup>2</sup></b></p> <p>This rule is applicable to U.S. and foreign carriers and added an IC. See, IC #4.</p>			<p><i>covered U.S. and foreign carrier retain for two years information about any ground delay that lasts at least three hours. \$150,756</i></p> <p><i>#2 Requirement that each covered U.S. and foreign carrier retain for two years the results of its annual self-audit of its compliance with its Customer Service Plan. \$2,294</i></p> <p><i>#3 Requirement that each covered U.S. carrier display on its website, at a point before the consumer selects a flight for purchase, the following information for each listed flight regarding its on-time performance during the last reported month: the percentage of arrivals that were on time, the percentage of arrivals that were more than 30 minutes, and the percentage of flight cancellations if the flight is cancelled more than 5% of the time. In addition, a marketing/reporting carrier display delay data for its non-reporting code-share carrier(s). \$22,032 (subsequent years, no new carriers)</i></p> <p><i>#4 Requirement that each covered US and foreign carrier report certain tarmac delay data for tarmac delays exceeding 3 hours to the Department on a monthly basis. \$9,246</i></p>
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<sup>2</sup> [https://www.transportation.gov/sites/dot.gov/files/docs/Consumer2\\_Federal\\_Register.pdf](https://www.transportation.gov/sites/dot.gov/files/docs/Consumer2_Federal_Register.pdf)

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<p><b>2017</b></p> <p><b>EAPP #3, Final Rule</b></p> <p>This rule amended the on-time performance IC (#3) to include one more covered carrier (estimated).<sup>3</sup></p> <p>This ICR also includes a new IC (#5) to post contracts of carriage and customer service plans on websites.***</p>	<p>\$510,328**</p>	<p>5,779 (first year only)**</p> <p>1,078 (subsequent years)</p>	<p>5</p>	<p><i>#1 Requirement that each covered U.S. and foreign carrier retain for two years information about any ground delay that lasts at least three hours. \$44,234.00</i></p> <p><i>#2 Requirement that each covered U.S. and foreign carrier retain for two years the results of its annual self-audit of its compliance with its Customer Service Plan. \$1,088.00</i></p> <p><i>#3 Requirement that each covered U.S. carrier display on its website, at a point before the consumer selects a flight for purchase, the following information for each listed flight regarding its on-time performance during the last reported month: the percentage of arrivals that were on time, the percentage of arrivals that were more than 30 minutes late, and the percentage of flight cancellations if the flight is cancelled more than 5% of the time. In addition, a marketing/reporting carrier display delay data for its non-reporting code-share carrier(s). \$441,926.00 (one-time cost for the newly complying carrier) + \$17,173.00 (subsequent years)</i></p>

<sup>3</sup> <https://www.transportation.gov/sites/dot.gov/files/docs/2016-26178%20FR%20EAPP%20III%20final%20rule.pdf>

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				<p><i>#4 Requirement that each covered US and foreign carrier report certain tarmac delay data for tarmac delays exceeding 3 hours to the Department on a monthly basis. \$4118.00</i></p> <p><i>#5 Requirement that each covered U.S. and foreign carrier post Customer Service and Contracts of Carriage on website. \$1789.00</i></p>
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\*Note: The costs and burden hours were higher this year due to set-up costs/time associated with the new requirement that reporting carriers (1%) had to display on-time performance on their websites.

\*\* Note: The burden hours are higher the first year due to the addition of newly reporting carriers (.5% to 1%), of which we estimate that one newly reporting carrier must update its website to display the required on-time performance information.

\*\*\*Note: This requirement was part of the first two EAPP rules, but was not captured in prior ICRs.