Summary of Changes to ATO Data Package for Stakeholders
November 15, 2005

Based largely on feedback from stakeholders, FAA has refined the Air Traffic Organization Data Package for Stakeholders. We have made changes primarily to improve the classification of particular users and flights into the appropriate user groups. These revisions affect the following pages in the package (as well as the related worksheets in the detailed Excel file):
- Page 5: ETMS Flights by Geography and User Type
- Page 10: Terminal Activity Data
- Page 13: En Route Activity by User Type
- Page 17: FY 2004 Taxes Distributed by User Type

The most significant data improvements include:
- **Revised rules for categorizing flights by smaller commercial carriers.** The original rule was to report flights for a carrier as scheduled if there was any indication of scheduled service by that carrier. After discussions with stakeholders and more detailed examination of the carriers, we established the rule that if 70 percent or more of a company's aircraft had the authority to operate on-demand service only, then we classified the carrier as a non-scheduled Part 135 carrier. In addition, if 70 percent of more of the aircraft were approved for cargo activity only, we presumed the carrier to be a cargo carrier. These changes shifted many flights from the small regional passenger and freight carrier categories to the on-demand Part 135 categories. For instance, in the original package Ameriflight was a regional freight carrier; it is now a Part 135 Freight operator. Era Helicopters was previously a regional airline; it is now classified as a Part 135 Passenger operator.
- **Reclassification of some general aviation activity.** Some flight activity previously classified as general aviation turbine or general aviation piston shifted to the non-scheduled part 135 group based on reviews of operator designations and aircraft ownership using the aircraft N-numbers and the FAA Registry.
- **Reassignment of some air carriers based on industry input.** For example, Aloha Airlines was previously included as a regional airline; it is now a US Commercial Passenger Carrier. Omni Air International was previously classified as a regional airline; its activity is now in the "Charter Flight on US Carrier" category.
- **Other changes.** We also improved some user group assignments based on additional review of operator identities and the types of activities they were engaged in. This detailed review increased the number of flights classified as tax exempt due to being used for resource extraction or air ambulance purposes. Finally, there was a negligible decrease in the total number of ETMS flights due to elimination of a handful of flights that appeared unrealistically long.
- **User taxes.** Because user taxes are a direct function of the type of flight in ETMS, these changes in user category assignments resulted in changes to the estimates of taxes of paid by each user group, with decreases in the scheduled airline group (passenger and cargo), and an increase in taxes paid by the non-scheduled Part 135 passenger and freight carriers. The total IRS-certified tax revenue did not change.

In addition, we renamed the user group previously called "General Aviation – Tax Exempt" to be "Tax Exempt", and removed it from the GA subtotal. We also relabeled the subtotal previously listed as "Small Commercial/GA" to be "Fractionals / Non-Sched Part 135."